Notice of meeting and agenda

Transport and Environment Committee

10.00 am Friday, 11th October, 2019

Dean of Guild Court Room - City Chambers

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

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

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1. Order of Business

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

2. Declaration of Interests

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

3. Deputations

3.1   If any.

4. Minutes

4.1   Minute of the Transport and Environment Committee of 12 September 2019 – submitted for approval as a correct record   7 - 22

5. Forward Planning

5.1   Transport and Environment Committee Work Programme   23 - 28

5.2   Transport and Environment Committee Rolling Actions Log   29 - 74

Business Bulletin

7. Executive Decisions

8. Routine Decisions

9. Motions

Committee:

1. Notes calls from parents and young people for safe cycle routes to school, coming from a range of schools across Edinburgh including but not limited to Duddingston PS, Tollcross PS and St John's RC PS

2. Agrees that all young people should have the opportunity to cycle to school

3. Calls for the upcoming refreshed Active Travel Action Plan to include a review and implementation plan for safe cycling routes to all primary schools

4. Additionally, requests officers work with the School Estates team to ensure all future new build schools specifically include arriving safely by bike into designs for school grounds

Laurence Rockey

Head of Strategy and Communications

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Scott Arthur, Councillor Eleanor Bird, Councillor Nick Cook, Councillor Gavin Corbett, Councillor Scott Douglas, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller and Councillor Stephanie Smith

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 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 Sarah Stirling, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel

0131 529 4283 / 0131 529 3009, email veronica.macmillan@edinburgh.gov.uk / sarah.stirling@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 12 September 2019

Present

Councillors Macinnes (Convener), Arthur, Bird, Child (substituting for Councillor Doran), Cook, Corbett, Hutchison (substituting for Councillor Smith), Lang, McNeese-Mechan (substituting for Councillor Key), Miller and Webber (substituting for Councillor Douglas)

1.   Minutes

Decision

To approve the minute of the Transport and Environment Committee of 20 June 2019 as a correct record.

2.   Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

1)   To agree to update the column on whether reports were executive or routine.

2)   To note the Work Programme.

(Reference – Work Programme, submitted.)

3.   Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for September 2019 was presented.

Decision

1)   To agree to close the following actions:

- Action 2 – George Street Experimental TRO
- Action 6 – Enhancing Communal Bin Collections
- Action 9(2) – Edinburgh Parks Events Manifesto
- Action 11 – Local Transport Strategy Timeline
- Action 12 – Improving Parking in the Leith Central Area
- Action 15 – Motion by Cllr Mary Campbell, Edinburgh's Coastline
- Action 16(1) – Longer Term Intervention Measures to Relieve Congestion on the A90
- Action 16(5) – Hours of Operation in Bus Lanes
- Action 19(4) – Flyposting

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- Action 27 – Motion by Cllr Corbett – Waste Collection Service Over the Festive Period

- Action 28 – Motion by Cllr Whyte – Intelligent Traffic Signals

- Action 29 – Edinburgh Tram – York Place to Newhaven Final Business Case

- Action 30 – Strategic Parking – Results of Area 1 Review and Corstorphine Consultation Results

- Action 32 – Petition – CCWEL Cycle Link

- Action 33 - Summertime Street Operations Plan

- Action 39 – Emergency Motion by the Coalition – Bus Priority Measures on the A90

- Action 44 – Motion by Cllr Staniforth – Powderhall Railway Path

- Action 50 – Petitions – Parking Issues in Shandon

- Action 52 – Motion by Cllr Hutchison – Public Communal Bins in Muirhouse

- Action 53 – Motion by Cllr Main – Buses for All

- Action 60 – CCWECL Section 2

2) To agree that all actions would be updated with an accurate completion date.

3) To agree that action 24 –Transport Asset Management Plan (TAMP) on leaf sweeping would be brought forward.

4) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for June 2019 was presented.

Decision

1) To the Business Bulletin.

2) To agree that the interim report on Open Streets would include details on how to achieve open streets in other parts of the city not limited to the city centre.

3) To agree that ward members would be included as stakeholders for Delivering Safer Streets.

4) To agree to add to the report a comparison of the Road Condition Index between the City of Edinburgh Council (CEC) and other local authorities.

5) To agree to circulate the report on road surface drainage to ward members once available.

6) To agree to include percentages against each ward when publishing the next update on gullies.

7) To note that meeting between the Council, Lothian Buses and users as agreed at the previous committee was currently scheduled for 19 October 2019.

8) To agree to include a summary of the contract issued for tender on the Workplace Parking Levy in the next committee Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Petition for Consideration: Call for Independent Air Study Analysing the likely Impact of CCWEL Road Layout Changes on Roseburn Terrace NO2 Pollution Levels

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

A petition had been received which called for an independent air study to analyse the impact of the air quality of the City Centre West to East Link (CCWEL) road layout changes on Roseburn Terrace. The petitioners, George Rendall and John Yellowlees, attended the committee to speak on behalf of the petition.

The following points were raised:

- Residents and business owners along Roseburn Terrace were concerned about the potential impact of the CCWEL on air pollution levels.

- The petitioners raised concerns regarding Council officers being in disagreement with an independent pollution expert acting on behalf of The Roseburn Vision Group and called for a study on air quality impact to be independent of the Council.

- Concerns were also raised regarding the removal of one lane through Roseburn Terrace and whether it would be possible to reroute traffic along Roseburn Place to prevent an increase in pollution on Roseburn Terrace.

- The petitioners requested that an EDMS pollution study be conducted and that the independent expert be allowed to view the figures.

Decision

To consider the terms of the petition 'Call for Independent Air Study Analysing the likely Impact of CCWEL Road Layout Changes on Roseburn Terrace NO2 Pollution Levels' as set out in Appendix one of the report.

(References – Act of Council (No 2), 22 June 2017; report by the Chief Executive, submitted)

6. Edinburgh City Centre Transformation – Finalised Strategy

On 5 October 2017, the Transport and Environment Committee agreed the scope of a programme to transform central Edinburgh with an aim to improve its public realm; prioritise sustainable travel on foot, by bike and public transport; and through these changes enable a wider range of sustainable development and public health outcomes.

On 16 May 2019, The Proposed Strategy was approved for consultation by the Transport and Environment Committee. Between 27 May and 7 July 2019, 3,056 responses to the ECCT survey and a further 28 written responses were received.

On 12 September 2019, the Transport and Environment Committee considered the Finalised Strategy, which presented the consultation feedback and how this influenced the strategy. The report also included the ten-year Programme Delivery Plan (PDP) and funding strategy, alongside performance measures to monitor the outcome of delivering ECCT.

Motion

1) To note the outcome of public consultation on Edinburgh City Centre Transformation's (ECCTs) Proposed Strategy and draft Environmental Report and how this had influenced the Finalised Strategy.

2) To note the proposed outcome-based performance measures included in the Finalised Strategy and the development of a ten year Programme Delivery Plan (PDP) including a funding strategy and resourcing requirements.

3) To note the early actions in the PDP, in particular those to implement selected traffic free streets in the Old Town, to reduce traffic displacement and to strengthen alignment between city centre projects.

4) To note the funding award of £0.520m from Sustrans Scotland's 'Places for Everyone' grant scheme in order to progress the following projects identified in the PDP:

   i) To support creation of a pedestrian priority zone in the Old and New Towns of Edinburgh by undertaking a feasibility study of filtered permeability for vehicle traffic.

   ii) To develop outline concept designs for street space re-allocation on Lothian Road to create a multi-modal boulevard.

   iii) To explore options for routing a new pedestrian and cycle bridge across the Waverley valley.

5) To approve the finalised ECCT Strategy and PDP to guide the future design, operation and management of the city centre.

6) To agree that progress updates would be reported to Transport and Environment Committee every six months with key gateway PDP reviews in years 3, 5, 7 and 10.

- moved by Councillor Macinnes, seconded by Councillor Child

Amendment 1

1) To note the outcome of public consultation on Edinburgh City Centre Transformation's (ECCTs) Proposed Strategy and draft Environmental Report and how this had influenced the Finalised Strategy.

2) To note the proposed outcome-based performance measures included in the Finalised Strategy and the development of a ten year Programme Delivery Plan (PDP) including a funding strategy and resourcing requirements.

3) To note the early actions in the PDP, in particular those to implement selected traffic free streets in the Old Town, to reduce traffic displacement and to strengthen alignment between city centre projects.

4) To note the funding award of £0.520m from Sustrans Scotland's 'Places for Everyone' grant scheme in order to progress the following projects identified in the PDP:

   i) To support creation of a pedestrian priority zone in the Old and New Towns of Edinburgh by undertaking a feasibility study of filtered permeability for vehicle traffic.

   ii) To develop outline concept designs for street space re-allocation on Lothian Road to create a multi-modal boulevard.

   iii) To explore options for routing a new pedestrian and cycle bridge across the Waverley valley.

5) To approve the finalised ECCT Strategy and PDP to guide the future design, operation and management of the city centre.

6) To agree that progress updates would be reported to Transport and Environment Committee every six months with key gateway PDP reviews in years 3, 5, 7 and 10.

7) To note the requests from members of the public for clearer information about how the strategy would meet its stated principle of "inclusive and accessible".

8) To note that as ECCT moved forward there would be opportunities to increase inclusivity and accessibility through detailed proposals.

9) To request a suite of communications in a variety of accessible media and formats which consolidated all of the relevant information from the strategy about how inclusivity and accessibility would be protected and improved.

- moved by Councillor Miller, seconded by Councillor Corbett

Amendment 2

1) To note the outcome of public consultation on Edinburgh City Centre Transformation's (ECCTs) Proposed Strategy and draft Environmental Report and how this had influenced the Finalised Strategy.

2) To note the proposed outcome-based performance measures included in the Finalised Strategy and the development of a ten year Programme Delivery Plan (PDP) including a funding strategy and resourcing requirements.

3) To note the early actions in the PDP, in particular those to implement selected traffic free streets in the Old Town, to reduce traffic displacement and to strengthen alignment between city centre projects.

4)   To note the funding award of £0.520m from Sustrans Scotland's 'Places for Everyone' grant scheme in order to progress the following projects identified in the PDP:

    i)   To support creation of a pedestrian priority zone in the Old and New Towns of Edinburgh by undertaking a feasibility study of filtered permeability for vehicle traffic.

    ii)   To develop outline concept designs for street space re-allocation on Lothian Road to create a multi-modal boulevard.

    iii)   To explore options for routing a new pedestrian and cycle bridge across the Waverley valley.

5)   To approve the finalised ECCT Strategy and PDP to guide the future design, operation and management of the city centre.

6)   To agree that progress updates would be reported to Transport and Environment Committee every six months with key gateway PDP reviews in years 3, 5, 7 and 10.

7)   To agree that the draft City Mobility Plan, due before the committee in December 2019, should detail how the ECCT commitment to prioritise public transport would be delivered. Specifically, this plan should address;

    i)   The importance of bus connections running to, from and through the city centre.

    ii)   The accessibility of such bus services within the city centre.

-       moved by Councillor Lang, seconded by Councillor Webber

Amendment 3

1)   To note the report recommendations.

2)   To recognise the merits of a programme to transform central Edinburgh, in particular: to improve its public realm; prioritise sustainable travel on foot, by bike and public transport; and through these changes enable a wider range of sustainable development and public health outcomes, all while seeking to make use of a joined-up approach to city centre management.

3)   To nonetheless express disappointment and concern at the continued lack of specifics around many elements of ECCT - many of which remained purely aspiration in nature and consider this unacceptable for what was termed a 'finalised strategy'.

4)   To note the lack of detail around bus service changes particularly concerning, given the additional pressure the council had already placed on Lothian Buses and the huge inconvenience lesser services could have on Edinburgh's working population and their families - the numbers of which could not be catered for by a 'hopper bus'.

5)   To note that Lothian Buses had formally voiced its concerns in respect of the above and the resulting consequences for the firm's financial viability.

6) To note that, despite assurances full funding details would be provided, little fresh financial detail was provided, with the report acknowledging huge uncertainty around later stage projects, which were deliverable only 'as and when' funding might have theoretically become available.

7) To agree for a revised, focused and detailed plan to come back to committee which progressed with a management and operations centre and to seek to demonstrate that the Council could complete - within agreed budgets and timescales - the following flagship place making projects: George Street and First New Town Project, a refreshed Royal Mile Action Plan and the CCEW cycle link. All projects would include robust monitoring and impact assessments to inform future decision making.

8) To agree that Open Streets required to run in its current iteration for far longer to enable meaningful data gathering and stakeholder engagement which could also be used to inform future place making project decisions.

-   moved by Councillor Cook, seconded by Councillor Hutchison

In terms of Standing Order 21.11, Amendments 1 and 2 were accepted as addendums to the motion by Councillor Macinnes.

Voting

For the motion   -   8 votes

For amendment   -   3 votes

(For the motion – Councillors Arthur, Bird, Child, Corbett, Lang, Macinnes, McNeese-Mechan and Miller.
For the amendment – Councillors Cook, Hutchison and Webber.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

1) To note the outcome of public consultation on Edinburgh City Centre Transformation's (ECCTs) Proposed Strategy and draft Environmental Report and how this had influenced the Finalised Strategy.

2) To note the proposed outcome-based performance measures included in the Finalised Strategy and the development of a ten year Programme Delivery Plan (PDP) including a funding strategy and resourcing requirements.

3) To note the early actions in the PDP, in particular those to implement selected traffic free streets in the Old Town, to reduce traffic displacement and to strengthen alignment between city centre projects.

4) To note the funding award of £0.520m from Sustrans Scotland's 'Places for Everyone' grant scheme in order to progress the following projects identified in the PDP:

    i) To support creation of a pedestrian priority zone in the Old and New Towns of Edinburgh by undertaking a feasibility study of filtered permeability for vehicle traffic.

      ii)   To develop outline concept designs for street space re-allocation on Lothian Road to create a multi-modal boulevard.

      iii)   To explore options for routing a new pedestrian and cycle bridge across the Waverley valley.

5)   To approve the finalised ECCT Strategy and PDP to guide the future design, operation and management of the city centre.

6)   To agree that progress updates would be reported to Transport and Environment Committee every six months with key gateway PDP reviews in years 3, 5, 7 and 10.

7)   To note the requests from members of the public for clearer information about how the strategy would meet its stated principle of "inclusive and accessible".

8)   To note that as ECCT moved forward there would be opportunities to increase inclusivity and accessibility through detailed proposals.

9)   To request a suite of communications in a variety of accessible media and formats which consolidated all of the relevant information from the strategy about how inclusivity and accessibility would be protected and improved.

10)   To agree that the draft City Mobility Plan, due before the committee in December 2019, should detail how the ECCT commitment to prioritise public transport would be delivered. Specifically, this plan should address;

      i)   The importance of bus connections running to, from and through the city centre.

      ii)   The accessibility of such bus services within the city centre.

In accordance with Standing Order 29.1, the decision was referred to Council for approval.

(References – Transport and Environment Committee on 5 October 2017 (item 9); 15 May 2019 (item 6); report by the Executive Director of Place, submitted)

Declaration of Interests

Councillors Macinnes declared a non-financial interest in this item as Chair of Transport for Edinburgh.

7.   Bus Stop Removal, Liberton Road at Goods Corner

As part of the Council's strategy to improve conditions for Public Transport, where physical changes were being made to the road network, the opportunity was taken to review the spacing of bus stops at that time.

Following the construction of a new development at the corner of Liberton Road and Gilmerton Road a decision was taken not to reinstate the bus stop at this location.

Decision

1)   To note the report.

2)   To agree that the Goods Corner bus stop would not be reinstated and that consultation was carried out with local residents on the proposal to relocate the stop closest to Braidburn Court which was a few metres to the north, to create more regular spacing at this location.

3)   To agree to circulate the papers from the Bus Stop Rationalisation Workshop that took place on 11 September 2019.

4)   To agree to reconvene the workshop for members.

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

8.   Risk Based Approach to Road Asset Safety Inspections

Approval was sought for policy on road safety inspections to comply with the guidance, 'Well Managed Highway Infrastructure'.

The policy referred to the suite of guidance documents provided by The Society of Chief Officers for Transportation in Scotland (SCOTS) for the management and implementation of road safety inspections. These had been revised to accommodate the local context of the City of Edinburgh Council. Implementation of the policy was also supported by a SCOTS Training toolkit.

Decision

1)   To agree to the adoption of the Road Safety Inspection Policy, as detailed in Appendix 1, to fulfil the requirements of the Code of Practice in implementing a risk based approach.

2)   To agree to amend Table 9 in the report so that the first column would be Impact on People.

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

9.   Deposit Return Scheme (DRS) for Drinks Containers

The Scottish Government announced its intention to proceed with a deposit return scheme to encourage recycling of most drinks containers.

In response to a motion by Councillor Macinnes on 16 May 2019, the report summarised what was now known about how the scheme was proposed to operate.

When the scheme was scheduled to begin, most drinks containers would carry a deposit of 20p, and should be returned to retailers rather than: being disposed of in household recycling or waste collections; disposed of in litter bins; or disposed of as litter. This would have an impact on the Council in terms of the waste and recycling it currently manages, as well as providing opportunities for schools and other organisations to potentially raise funds by acting as collection points.

Decision

1)   To note the report.

2)   To agree to circulate a briefing note to members on the Scottish Government consultation and CEC's response.

(References – Transport and Environment Committee on 15 May 2019 (item 20); report by the Executive Director of Place, submitted)

10. Waste and Cleansing Services Performance Update

An update was provided on the Waste and Cleansing Services performance for the quarter one (April to June) of financial year 2019/20, along with an update on the progress made towards the activities to revise the suite of performance reporting measures for the service and the next steps involved.

In response to a motion by Councillor Webber to Council on 30 May 2019 an update was also included to address the points raised on waste collection services and the impact of bin placement.

Decision

To note the report including the activities and dependencies outlined within the report and the progress made towards these.

(References – Act of Council (No 15), 30 May 2019; report by the Executive Director of Place, submitted)

11. Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy

On 9 August 2018, the Transport and Environment Committee approved the commencement of a Strategic Review of Parking that would look at parking pressures across the entire Edinburgh area. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds.

An update was provided on the results of that review for the south-east and north areas of the city, drawing together the results from the three, previously reported areas and making recommendations based on the full results from across the city.

Motion

1) To note the result of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4 of the report.

2) To recognise the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages.

3) To note the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6 of the report.

4) To approve the detailed recommendations listed in paragraphs 4.32 - 4.64 of the report.

- moved by Councillor Macinnes, seconded by Councillor Child

Amendment 1

1) To note the result of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4 of the report.

2) To recognise the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages.

3) To note the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6 of the report.

4) To approve the detailed recommendations listed in paragraphs 4.32 - 4.64 of the report while also reiterating Committee's agreement that the introduction of any new parking controls must have been seen to command the support of local residents within each proposed zone.

- moved by Councillor Cook, seconded by Councillor Hutchison

Amendment 2

1) To note the result of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4 of the report.

2) To recognise the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages.

3) To note the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6 of the report.

4) To approve the detailed recommendations that are listed in paragraphs 4.32 - 4.64 of the report with the following exceptions:

   a) Committee did not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructed officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles.

   b) To agree that, in light of the specific risk of parking displacement to Blinkbonny Crescent and to the northern end of Craigleith Crescent, that these streets should be incorporated into the B5 Controlled Parking Area as soon as feasible.

   c) To note the high probability of parking displacement to Murrayfield and therefore to agree to include this area as part of the phase 2 A8 Corridor investigation area.

   d) To agree that within Blackhall East, streets north of Hillhouse Road / Queensferry Road should be included in the phase 3 Fettes/B3/B4/B5 investigation area, with remaining streets in Blackhall East designated for further monitoring.

\- moved by Councillor Lang, seconded by Councillor Webber

Amendment 3

1) To note the result of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4 of the report.

2) To recognise the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages.

3) To note the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6 of the report.

4) To approve the detailed recommendations listed in paragraphs 4.32 - 4.64 of the report.

5) To recognise that the work carried out in areas 1-5 constituted a significant level of independent analysis of parking pressures which demonstrated the needs for action in many areas to improve residents' quality of life, reduce congestion and improve road safety.

6) To recognise that delivery on the timeline outlined in Appendix 8 of the report would require robust project management and therefore to agree that a further report before the end of the year to set out arrangements for project oversight, officer capacity and resources needed.

7) To agree that, in parallel with the programme set out in the report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impacted on that.

\- moved by Councillor Miller, seconded by Councillor Corbett

In terms of Standing Order 21(1), paragraph 4(a) of Amendment 2 and Amendment 3 in full were accepted as addendums to the motion by Councillor Macinnes.

Voting

For the motion (as adjusted) - 7 votes

For Amendment 1 - 3 votes

For Amendment 2 - 1 vote

(For the motion (as adjusted) – Councillors Arthur, Bird, Child, Corbett, Macinnes, McNeese-Mechan and Miller.
For Amendment 1 – Councillors Cook, Hutchison and Webber.
for Amendment 2 – Councillor Lang)

Decision

To approve the following adjusted motion by Councillor Macinnes:

1) To note the result of the initial investigation of parking pressures in Area 4 – South-east Edinburgh and Area 5 – North Edinburgh as detailed in Appendix 3 and Appendix 4 of the report.

2) To recognise the potential economic, traffic management and air quality benefits of reducing commuter parking around the city centre, as well as in our local centres and urban villages.

3) To note the overall results for Areas 1 through 5 of the Strategic Review, as detailed in Appendix 5 and Appendix 6 of the report.

4) To note that committee did not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructed officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on the further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles.

5) To recognise that the work carried out in areas 1-5 constituted a significant level of independent analysis of parking pressures which demonstrated the need for action in many areas to improve residents' quality of life, reduce congestion and improve road safety.

6) To recognise that delivery on the timeline outlined in Appendix 8 of the report would require robust project management and therefore to agree that a further report before the end of the year to set out arrangements for project oversight, officer capacity and resources needed.

7) To agree that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impacted on that.

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

12. Appointments to Working Groups 2019/2020

The Transport and Environment Committee was required to annually re-appoint the membership of its working groups. The proposed membership structures of each were detailed in appendix 1 of the report.

Decision

1) To appoint the membership of the Working Groups for 2019/20 as detailed in Appendix 1 to the report.

2) To note that Councillor Watt had replaced Councillor Cameron on the Central Edinburgh Development Working Group as Vice-Convener of the Housing, Homelessness and Fair Work Committee.

3) To note that Councillor Miller had replaced Councillor Booth on the Tram All Party Oversight Group as Opposition Group Transport Spokesperson.

4)   To appoint Councillor Miller to the Transport Forum in place of Councillor Booth, as a change to the membership of working groups detailed in Appendix 1 to the report.

5)   To agree to replace Councillor Gloyer with Councillor Lang on the Central Edinburgh Development Working Group, the All-Party Tram Oversight Working Group, the Transport Forum, and the Single Use Plastics Working Group.

(Reference – report by the Chief Executive, submitted)

13.   Emergency Motion by Councillor Macinnes – Summer Festival Advertising

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to the matter, in accordance with Standing Order 21.3(d).

The following motion by Councillor Macinnes was submitted in terms of Standing Order 16(2):

"That Committee:

Notes the significant positive impact that the ban on temporary on-street advertising structures has had on the accessibility, safety and amenity of the city's streets since its implementation in November 2018.

Acknowledges that an exemption to the ban was agreed for the summer Festival period to enable official event-related signage to be displayed as part of the Council's management plan to tackle unauthorised flyposting in partnership with Out of Hand Ltd. Before managed advertising was implemented, unauthorised flyposting had a significant detrimental impact on the city's amenity and on the Council's resources.

Acknowledges that the contract with Out of Hand Ltd provides a managed service for venues, promoters, and acts associated with the Edinburgh Fringe, the world's largest arts festival. In addition, that the income from the contract supports additional services, such as street cleaning and environmental enforcement, during the summer festival period.

Notes that throughout the Festival season the Council works closely with event organisers to ensure event advertising meets with public safety requirements.

Recognises that, during this year's Festival, some concerns have been raised about event-related advertising, particularly around its impact on pedestrian accessibility.

Agrees that the Council will review the concerns raised with Out of Hand Ltd post Festival, and the outcome of this will be summarised in the '12-month review of the ban on A Boards and other temporary advertising structures' report, which is scheduled to be presented to the Transport and Environment Committee in December.

Notes that the committee report will also set out the possible consequences of any changes to the Festival advertising strategy."

-   moved by Councillor Macinnes, seconded by Councillor Child

Decision

To approve the motion by Councillor Macinnes.

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Work Programme

Transport and Environment Committee

11 October 2019

Ex	Title / description	Purpose/Reason	Executive/Routine	Directorate/Lead Officer	Expected Reporting Date
1.	Draft City Mobility Plan			Executive Director of Place Lead Officer: Steven Murrell 0131 469 3699 steven.murrell@edinburgh.gov.uk	5 December 2019
2.	'Citywide Ban on 'A' Boards and other Temporary on-street Advertising Structures - 12-month Review'	See action from T&E in Sept - emergency motion. Agrees that the Council will review the concerns raised with Out of Hand Ltd post Festival, and the outcome of this will be summarised in the '12-month review of the ban on A Boards and other temporary advertising structures' report, which is scheduled to be presented to the		Executive Director of Place Lead Officer: John Inman 0131 469 3721 john.inman@edinburgh.gov.uk	5 December 2019

			Transport and Environment Committee in December. Notes that the committee report will also set out the possible consequences of any changes to the Festival advertising strategy			
	3.	Decriminalised traffic and parking enforcement (update)	Action from 6/12/18 - agrees to receive an annual report updating on progress in improving parking enforcement		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	5 December 2019
	4.	Communal Bin Enhancement Update			Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk Executive Director of Place Lead Officer: Karen Reeves 0131 469 5196 karen.reeves@edinburgh.gov.uk	5 December 2019
	5.	Motion by Cllr Miller to Council 2 May - Displaying of Goods for Sale on Footways	last reported to T&E in May - update every six months		Executive Director of Place Lead Officer: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk Executive Director of Place	5 December 2019

				Lead Officer: David Leslie 0131 529 3948 david.leslie@edinburgh.gov.uk	
6.	Single Use Plastics	Report back to Committee following creation of the short-life working group		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	5 December 2019
7.	Marchmont to King's Buildings Cycle Route - Objections to Traffic Regulation Order and Redetermination Order	To inform the Committee of the objections received to the statutory consultation		Executive Director of Place Lead Officer: Brian Mackie	5 December 2019
8.	Updated Pedestrian Crossing Prioritisation 2019/2020	To provide an updated pedestrian crossing priority list and report back on the consultation on locations approved August 2018		Executive Director of Place Lead Officer: Katie Green 0131 469 3668 katie.green@edinburgh.gov.uk	5 December 2019
9.	Budget monitoring - P6			Executive Director of Place Lead Officer: Susan Hamilton 0131 469 3718 susan.hamilton@edinburgh.gov.uk	5 December 2019
10.	Waste and Cleaning performance report	Routine report presented to Committee every second cycle providing ongoing updates (last report Sept 2019)	Routine	Executive Director of Place Lead Officer: Karen Reeves 0131 469 5196 karen.reeves@edinburgh.gov.uk Executive Director of Place	5 December 2019

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				Lead Officer: Louise Wood 0131 469 3898 louise.wood@edinburgh.gov.uk	
11.	Annual Air quality update			Executive Director of Place Lead Officer: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	5 December 2019
12.	Objections toTraffic Regulation Order TRO/15/48 Proposed Parking Restrictions at Barnton Ave West - action no. 49 in RAL states report in Dec	On T&E work programme - Addendum by Councillor Lang approved as follows: "Agreed that (a) the effectiveness of the new parking restrictions should be reviewed 12 months after the implementation of the TRO in order to determine whether any additional action is required and (b) the results of the review shall be reported to the Committee within two cycles of that 12 month period".		Executive Director of Place	5 December 2019
13.	Viewforth Bridge Update	Referral from SELC (item deferred from Sept T&E to Dec agreed by		Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043	5 December 2019

		Convenor)		steven.cuthill@edinburgh.gov.uk	
14.	Rationalisation of Bus Stops			Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	5 December 2019
15.	Public Spaces Protocol	As per T&E work programme		Executive Director of Place	5 December 2019
16.	Petition for a Park and Ride Site at Lothianburn – Follow Up Report	As per T&E work programme		Executive Director of Place	5 December 2019
17.	Redevelopment of Picardy Place – Progress Update			Executive Director of Place Lead Officer: David Cooper 0131 529 6233 david.cooper@edinburgh.gov.uk	5 December 2019
18.	Smarter choices smarter places update and the 2020-21 bid			Executive Director of Place	5 December 2019
19.	Roseburn to Union Canal			Executive Director of Place Lead Officer: Barry Clark 0131 469 3827 barry.clarke@edinburgh.gov.uk	5 December 2019
20.	Motion by Clr Mowat - parking on Gilmore Pl	Referral from SELC	Executive	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	5 December 2019

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Rolling Actions Log

Transport and Environment Committee

12 September 2019

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	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	March 2020		A national review is continuing and officers are awaiting further clarity on the outcome of this before bringing forward this report.
2	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	January 2020		The feasibility study has been completed by Dean Valley Regeneration Ltd (Community Trust). An Expression of

								Interest is being prepared for National Lottery Heritage Fund consideration. We will report the outcome to committee when available
3	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	February 2020		.
			2)	To note that Transport for Edinburgh's three-year operational plan would be presented at a future Committee meeting for approval.		February 2020		Officers are continuing to work with Transport for Edinburgh on this and a report will be prepared when their Business Plan has been updated.
4	24 August	Motion by		To agree to continue	Executive Director of Place	February		An update was

	2017	Councillor Hutchison – Kirkliston Congestion Journey (to Council)	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.	Lead Officer: Dave Sinclair, Local Transport and Environment Manager 0131 529 7075 dave.sinclair@edinburgh.gov.uk	2020		included in the Business Bulletin in May 2019. A Traffic Study Working Group review meeting will take place in October 2019. The final study report will be issued to local Stakeholders in November 2019. A report will be considered at the Transport and Environment Committee in February 2020.
5	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	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2019		A contract award report will be considered by Finance and Resources Committee in October 2019. An update will be provided in the Business Bulletin to

			budget.				Transport and Environment Committee in December 2019
6	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	March 2020		
			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			**Closed on 28 February 2019**
7	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: Alison Coburn, Operations Manager 0131 469 3853 alison.coburn@edinburgh.gov.uk	February 2020		The review of the Public Spaces Protocol will began in March 2019. A report on the review of the use of the Edinburgh Parks Events Manifesto and the Public Spaces Protocol will bepresented to Culture and

						Communities Committee in January 2020. An update will be provided to this committee in February 2020 (Business Bulletin item)
			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.		May 2019		**Closed on 12 September 2019** An update on the Events Manifesto was presented at committee in May 2019 with the full review being conducted alongside the review of the Public Spaces Protocol. A report was considered at Committee on 20 June.
			3) To agree that when reviewing the terms and conditions, to consider		February 2020		This will be included as part

			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.				of the review.
8	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: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	December 2019		Implementation began in November 2018.
			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		**Closed on 4 October 2018.** An update was included in the Business Bulletin in August 2018.

9	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	December 2019		An update report will be provided in December 2019
10	17 May 2018	[Decriminalised Traffic and Parking Enforcement in Edinburgh](#)	1) To agree nonetheless that there were significant existing powers that could be used to tackle the problem of pavement parking, not least the installation of physical barriers such as Sheffield racks at the edge of footways which also provided cycle parking, as undertaken by Wandsworth Council and others, and to agree that similar measures should be introduced in Edinburgh.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2018		**Closed on 28 February 2019** A report was considered by TEC on 6 December 2018.
			2) To agree to receive a further report within two cycles examining the issue of parking		December 2018		**Closed on 28 February 2019** A report was considered by

			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				TEC on 6 December 2018.

			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.		
			4) To agree to undertake traffic monitoring of	December 2019	

				these changes and report back to committee 6 months after opening, via the business bulletin.				
11	9 August 2018	Public Transport Priority Action Plan	1)	To note that a further report would be submitted which outlined longer-term intervention measures to relieve congestion on the A90.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	May 2019	June 2019	**Closed on 12 September 2019** Report considered at Committee on 20 June.
			2)	To note that a further report would be submitted, which listed bus lane locations where it was proposed that automatic camera enforcement should be deployed.				**Closed on 6 December 2018 –** this was included in the Business Bulletin for October 2018.
			3)	To approve the recommendation of a desired spacing of 400 metres between bus stops and that existing corridors were reviewed to determine how this spacing could be achieved, whilst recognising equalities		December 2019		A report on the rationalisation of bus stops will be presented to a future Committee

			issues raised by this and that a full public consultation would be carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.				
			4) To note that the Committee did not believe that paragraphs 3.59 - 3.71 of the report by the Executive Director of Place sufficiently addressed the issues raised in the Council motion on Dalmeny Station and therefore, to agree to provide a Business Bulletin update within one cycle to allow further discussions to take place with Ward Councillors and the local Community				**Closed on 6 December 2018 –** this was included in the Business Bulletin for October 2018.

						February 2020		**Closed on 12 September 2019** – Engagement with bus operators is ongoing and a consultation strategy has been developed and is planned to take place in the autumn
				Council from which a more detailed action plan should be developed.				
			5)	To note the request by bus operators to extend the hours of operation of bus lanes, and therefore approves the commencement of consultation on extending operational hours to 0700-1900, seven days per week, and extending restrictions on parking and loading/unloading to the same hours, and that this consultation should also consider what support might be possible for businesses affected by this change, including but not restricted to the possibility of allowing some off-peak parking and loading in specific, limited locations.				

12	9 August 2018	Workplace Parking Levy Scoping	1)	To agree that Council officers would develop a paper which set out the argument and rationale for Edinburgh to introduce a Workplace Parking Levy or wider non-residential parking levy which could also cover customer parking spaces.	Chief Executive Lead Officer: Gareth Dixon 0131 529 3044 gareth.dixon@edinburgh.gov.uk	Spring 2020		This work is being progressed.
			2)	To agree that the Council would respond to the Scottish Parliament's Rural Economy and Connectivity Committee call for evidence on Stage 1 of the Transport (Scotland) Bill, which closed on the 28 September 2018.		September 2018		**Closed on 6 December 2018** - A submission has been made.
13	9 August 2018	Single Use Plastics	1)	To note that the report highlighted opportunities to further develop the Council's activities towards	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660	Spring 2020		A member-officer working group has been established. A further meeting

| | | | | reducing the impact of Single Use Plastics and therefore to agree to establish a short-life working group to consider this issue to report back to Committee.

2) To agree that the working group would be a member-officer group; the membership would consist of one elected member from each political group and officers from relevant service areas including waste and recycling, catering and procurement; that the group would meet within one month and would aim to report to the Committee within six months. The remit of the group would be to discuss the report on Single Use Plastics and any issues arising from this to develop potential solutions. | andy.williams@edinburgh.gov.uk | | | has been arranged and a report will considered at Committee by Spring 2020. |

14	4 October 2018	Electric Vehicle Infrastructure: Business Case	1)	To note that a detailed Work Programme will be submitted to Committee within two cycles that will detail final locations, delivery, timelines and costings;	Executive Director of Place Lead Officer: Janice Pauwels, Sustainable Development Manager 0131 469 3804 janice.pauwels@edinburgh.gov.uk			**Closed –** considered at Committee on 5 March 2019
			2)	To note that a further report on E-Cargo bikes will be submitted to the next Committee.		December 2019		The work is being progressed.
			3)	To note that a further report be brought to Committee in two cycles on the use of lampposts as charging points for electric vehicles.				**Closed –** considered at Committee on 5 March 2019
			4)	To agree that a briefing note would be circulated to members on the assumptions related to how often people were using cars and how often they would charge them.		October 2019		
15	4 October	Proposed Increase in Scale	1)	Agrees to arrange a detailed briefing for	Executive Director of Place	October		

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	2018	of Rollout and Amendment to Contract for On-Street Secure Cycle Parking		those councillors who would like it on the details, including the financing, of the scheme as soon as possible.	Lead Officer: Ewan Kennedy, Service Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2019		
			2)	Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which will examine potential changes to the scheme including the potential to price the scheme at less than the cost of a residents parking permit.		March 2020		It is expected that the new cycle parking facilities will become operational in October/November 2019. A report will be provided to committee after this.
16	4 October 2018	Proposal for a Conscientious Objectors Memorial in West Princes Street Gardens		To agree that a briefing would be circulated to members on the agreed location of the Conscientious Objectors memorial and that updates would be provided in the Business Bulletin.	Executive Director of Place Lead Officer: David Jamieson, Parks, Greenspace & Cemeteries 0131 529 4283 david.jamieson@edinburgh.gov.uk	On-going		To recommend that this action is transferred to Culture and Communities Committee withan update to be included in November's business bulletin.
17	6	Transport and Environment	1)	To agree to circulate to members a brief	Chief Executive Lead Officer: Veronica	December 2019		

	December 2018	[Committee Rolling Actions Log](#)		update on the outcome of the liaison between the Head of Place Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced	Macmillan, Sarah Stirling, Committee Services 0131 529 4283 / 3009 veronica.macmillan@edinburgh.gov.uk / sarah.stirling@edinburgh.gov.uk			
			2)	To agree that a short update on the paper for the Workplace Parking Levy Scoping be provided in the February Business Bulletin.	Chief Executive Lead Officer: Gareth Dixon 0131 529 3044 gareth.dixon@edinburgh.gov.uk	September 2019		**Recommended for closure**. Update included in the Business Bulletin considered on 12 September. An update is included in the Business Bulletin for this meeting.
18	6 December 2018	[Transport Asset Management Plan (TAMP)](#)	1)	To note that an update would be included in the February Committee Business Bulletin detailing where responsibility for leaf sweeping lay and safety arrangements that	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager - Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	December 2019		

				were in place to deal with adverse winter weather conditions.				
				2) To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update.				
				3) To agree that a briefing note be circulated to members on the perceived underspend and the figures presented at Council Questions on 22 November 2018.				**Closed on 16 May 2019**
19	6 December 2018	Decriminalised Traffic and Parking Enforcement (Update)	Agrees to receive an annual report updating on progress in improving parking enforcement.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2019		This ties into item 10(4) above
20	6 December 2018	Annual Air Quality Update	To agree that a revised NO2 Air Quality Action Plan should be presented to committee in August 2019	Executive Director of Place Lead Officer: John Inman, Service Manager 0131 469 3721 john.inman@edinburgh.gov.u	February 2020		

				k			
21	5 March 2019	Business Bulletin	To note there would be further reports that would include information on the Open Streets Programme in: 1) August 2019 2) May 2020.	Executive Director of Place Lead Officer: Daisy Narayanan, Project Director 0131 469 5757 daisy.narayanan@edinburgh.gov.uk	September 2019 October 2019 May 2020		**Recommended for closure**. A report is on this agenda for consideration(An update was included in the Business Bulletin for September's Committee
22	5 March 2019	Transport Infrastructure Investment – Capital Delivery Priorities for 2019/20	Notes that a future report will be submitted to this Committee providing an overview of renewal schemes that were delivered in 2018/19 and an overview of outstanding Infrastructure projects and investment.	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	October 2019		A briefing on this was circulated to Transport and Environment Committee in April 2019. A report is on this agenda for consideration.
23	5 March 2019	Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results	1) Notes that progress is also being made on the ongoing Stadiums review and that the results of this review will be reported to the next meeting of this Committee.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2010		The Strategic Review of Parking – review results for Area 2 and 3 was considered in May 2019. A further report on

			2) Notes the report identifies parking issues in Newbridge and the timetable which exists to take forward a traffic regulation order to address these issues; and therefore agrees to a formal review of the effectiveness of any new measures within twelve months them being in place and a subsequent report to Committee.		March 2020		areas 4 and 5 was considered in September 2019.
24	5 March 2019	Electric Vehicle Business Case: Implementation Plan	Note that further progress reports will be submitted to Committee.	Executive Director of Place Lead Officer: Janice Pauwels, Sustainable Development Manager 0131 469 3804 janice.pauwels@edinburgh.gov.uk	December 2019		
25	5 March 2019	Use of Street Lighting for Electric Vehicle Charging	Agrees to receive a further report within 12 months, once further conversations with key stakeholders including SP Energy Networks have been carried out, to explore the potential for an Edinburgh pilot of this technology, and	Executive Director of Place Lead Officer: Alan Simpson 0131 458 8038 alan.simpson@edinburgh.gov.uk	March 2020		

			that this report will also outline potential funding for such a pilot.				
26	5 March 2019	Household Waste Recycling Centre Opening Hours	Monitor changes to use of the service and incidence of fly tipping and report back within six months	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	October 2019		A report is on this agenda for consideration.
27	18 March 2019	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would re-visit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: Paul Lawrence 0131 529 7325 paul.lawrence@edinburgh.gov.uk	December 2019		
28	18 March 2019	Motion by Councillor Miller – Tollcross Primary School Road Safety Improvements (referral from the South East	1) Motion approved as follows: "Committee: 1. Thanks officers and members of the Tollcross Parent Council for their work to produce a travel	Executive Director of Place Lead Officer: Sarah Burns 0131 529 7662 sarah.burns@edinburgh.gov.uk	December 2019		

| | | Locality Committee) | plan for Tollcross Primary School.

2. Notes the travel plan highlights serious concerns around unsafe road crossings, street cleanliness, and the absence of dedicated cycle routes; and the willingness of parents to help with bike and road safety."

2) To add development of a Place Plan with pupils at Tollcross Primary School to this Committee's Work Programme.

3) The Executive Director of Place to check resourcing with planning and transport colleagues and provide an update as part of the planned report on Locality Roads and Transport Performance scheduled for the January 2019 meeting. | | | | **Closed** - Report submitted to Locality Committee on 21 January 2019 |
| 29 | 18 March 2019 | Viewforth Bridge Update | To request a report back to the first meeting of the Locality Committee after the summer recess on the | Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov | December 2019 | | |

		(referral from the South East Locality Committee)	outcomes of the traffic modelling exercise.	.uk		
30	18 March 2019	Motion by Councillor Mowat – Parking on Gilmore Place (referral from the South East Locality Committee)	Motion approved. "Committee notes that along Gilmore Place parking places have been created replacing front gardens which are accessed by driving over the pavement and some vehicles park overhanging the pavement which cause an obstruction of the pavement adjacent to a busy road and calls for a report in 2 cycles setting out what the various enforcement regimes (planning, parking and regulatory) available to the Council can do to maintain free access along the pavement for pedestrians."	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov .uk	December 2019		
31	28 March 2019	Motion by Councillor Corbett Network Rail (See Agenda of 24 April 2018)	To agree that South West Locality officers should investigate options for improving the relationship with Network Rail within the locality, for example, in developing fast-track	Executive Director of Place	December 2019		Council Officers are continuing to pursue identification of the new Network Rail contact following

		(referral from the South West Locality Committee)	reporting procedures when concerns (e.g. land is often a target for fly-tipping, graffiti and other antisocial behaviour) are raised by residents to the Council. Any new procedures could be more widely adopted across the city and with other significant public landholders.				departure of previous official on maternity leave.
32	28 March 2019	Grounds Maintenance in the South West Locality (referral from the South West Locality Committee)	That officers would investigate the city-wide issues relating to leasing of equipment and recruitment and report to the appropriate committee.	Executive Director of Place Lead Officer: David Jamieson, Parks, Greenspace & Cemeteries, 0131 529 7055, david.jamieson@edinburgh.gov.uk	Spring 2020		The procurement of the necessary equipment will be undertaken by Spring 2020
33	28 March 2019	Petitions for Consideration: Parking Issues in Shandon (referral from the South West Locality Committee)	In respect of Parking Issues in Shandon, to agree that the project could move straight to stage 2 investigation stage, involving detailed survey data and consultation with residents and businesses on proposed measures, subject to clarification by officers that the majority of residents support the use of Controlled Parking and Parking Priority Protocol and clarification that it would be possible that the	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	September 2019		**Recommended for closure**. Report considered in September 2019 Strategic review of Parking reports were considered at Transport & Environment Committee meetings in May

			project could move straight into Phase 2 (point 3 of the addendum).					and June 2019. A further report is on the agenda for this meeting.
34	28 March 2019	Grounds Maintenance in the South West Locality (referral from the South West Locality Committee)	1) To investigate why grass verges in some areas in the south west locality had not been cut and to inform Councillor Fullerton.	Executive Director of Place	April 2019		**Closed on 16 May 2019**
			2) To agree that the Locality Manager's team would work together with Alan Bell's team to identify hotspots where litter accumulated in grassy areas, to identify if these areas were pedestrianised areas and provide information to Councillor Webber.		September 2018	September 2018	1) **Closed** – completed on 14 September 2018 and all Ward 2 Councillors notified.
			3) To agree that the outcome of the review on Living Landscapes would be shared with the Committee and to				Recommendation that this action is transferred to Culture and Communities

Page 54				look at the current location of floral meadows and the potential to move them elsewhere. 4) To agree a report on community growing initiatives in the south west locality to a future Committee, to invite representatives from the Edinburgh and Lothians Greenspace Trust to a future meeting of the Committee to add these items to the work programme.				Committee 2) **Closed** – on agenda for March 2019
35	28 March 2019	Objections to Traffic Regulation Order TRO/15/48 Proposed Parking Restrictions at Barnton Avenue West (referral from the North West Locality Committee)	Addendum by Councillor Lang approved as follows: "Agreed that (a) the effectiveness of the new parking restrictions should be reviewed 12 months after the implementation of the TRO in order to determine whether any additional action is required and (b) the results of the review shall be reported to the Committee within two	Executive Director of Place	December 2019		

| 36 | 28 March 2019 | Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality

(See agenda of 11 September 2018)

(referral from the North West Locality Committee) | To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area. | Executive Director of Place | | | |
| 37 | 16 May 2019 | Tackling Air Pollution – Low Emission Zones | 1) To agree public consultation and stakeholder engagement on the outline proposals set out in this report including whether consultees felt the following proposals were appropriate, and if not, how they should be amended.

i) A city centre boundary for all vehicles, extending to a city-wide boundary, | Executive Director of Place
Lead Officer: Andrea Mackie, 0131 529 4238
andrea.mackie@edinburgh.gov.uk | October 2019 | | This item is on the agenda |

cycles of that 12 month period".

			including whether the size and extent of those boundaries is appropriate. ii) The different types of vehicles to be included in the LEZ scheme. iii) Grace periods for different vehicle types and phasing in arrangements to allow time for vehicle owners to prepare for the LEZ prior to enforcement. iv) How often the effectiveness of the LEZ should be reviewed subject to parliamentary power being available.				
			2) To agree to publish the following information as part of this consultation process: i) Maps showing the current Edinburgh AQMAs.				
			3) To agree to publish the results of				

			modelling work, when available.				
38	16 May 2019	Festive Waste and Recycling Collections	To agree that an update on the actions to be taken before Christmas 2019 would be reported in the TEC September 2019 Business Bulletin.	Executive Director of Place	October 2019		An update is included in the Business Bulletin on this agenda.
39	16 May 2019	Review of Chargeable Garden Waste Policy	1) To agree in principle not to commence a second year of chargeable service and to instruct officers to report back to committee on reintroducing fortnightly garden waste uplifts funded in the same manner as general household waste collections. This report should include the option of integrated garden/food waste uplifts.	Executive Director of Place	June 2019	June 2019	**Closed on 12 September –** Report considered at Transport and Environment Committee in June 2019.
			2) To note with concern the reduction in the tonnage of garden waste recycled in 2018/19 and in the first five months since the start of charging for				As above.

			collection and therefore to call for an update report on tonnage of garden waste recycled in order to monitor this performance.				
40	16 May 2019.	Emergency Motion by Councillor Macinnes – Deposit Return Scheme	"The Committee 1) Welcomes the recent announcement by the Scottish Government's Cabinet Secretary for Environment, Climate Change and Land Reform that a Deposit Return Scheme will be introduced in Scotland, the first part of the UK to do so. 2) Understands that the scheme will require a 20p deposit on all single use containers including glass, PET, aluminium and steel containers, and that it is designed to help prevent our drinks containers polluting our streets and our seas. 3) Recognises that this is an ambitious scheme but that the climate change emergency provides a significant	Executive Director of Place	September 2019		**Recommended for closure**. Report considered at Transport and Environment Committee in September 2019.

				impetus to how we approach the reduction of single use materials and help safeguard our planet. 4) Recognises that there are significant implications for the City of Edinburgh Council's waste and street cleansing services. 5) Requests that the Head of Place Management provides a report which outlines those implications, in as much as detail, as possible within 2 cycles (September 2019). This report should include an understanding of the detail of the scheme, implementation timescales and its likely impact on kerbside recycling and on storage and uplift of used containers from retailers in our city."				
41	16 May 2019	Emergency Motion by Councillor Burgess – Waste	1)	To note the decision of Corporate, Policy & Strategy Committee on 14 May in response to the climate emergency to agree 'the target of	Executive Director of Place Lead Officer: Paula McLeay Tel: 0131 529 3654 paula.mcleay@edinburgh.gov	December 2019		A report will be considered by Policy and Sustainability

		and 2030 Climate Emergency	working towards a net-zero carbon target by 2030'. 2) To recognise that the generation and disposal of waste was a significant source of climate-changing pollution. 3) To call for a report on minimising climate-changing pollution from waste to come back to the Transport and Environment Committee in three cycles, in response to the new 2030 net-zero carbon target.	.uk			Committee
42	30 May 2019	Motion by Councillor Webber - Waste Collection Service (Agenda - The City of Edinburgh Council - 30.05.19)	"Council a) Notes our kerbside waste collection service requests that residents present their bins on the pavement for uplift for their scheduled collection. Bins are presented with consideration of the space they use on many of the very narrow pavements. b) Notes visually impaired people find great difficulty negotiating the streets and pavements on	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	October 2019		**Recommended for closure**. This was included in the Waste and Cleansing Performance report considered by Committee in September 2019

scheduled collections days. With the new routes, increased collections and uptake in recycling these occurrences are now more frequent with the potential to increase risk to those affected and in particular those who are Guide Dog Owners.

c) Recognises the challenges the visually impaired face are further exacerbated by bins that are not placed in the correct locations by either residents or operatives and notes the opportunity for both to be reminded of this, through internal training and public communications.

d) Requests a report to be presented to Transport and Environment Committee in 2 cycles to update and investigate these issues and to include the feasibility of providing training to the waste crews so that they can

			understand the issues their actions are posing for example; a simple blindfold walk down a bin littered street is all that it may need for them to appreciate the difficulties. And a report should also be presented 3 Confirm the cost and number of replacement bins that have been damaged due to being discarded in this manner."				
Page 43	20 June 2019	Strategic Review of Parking – Review Results for Areas 2 and 3 and South Morningside Consultation Results – (Part 1/Part 2)	1) Notes that the results of the review in the remaining two areas will be reported to Committee in September 2019. 2) Notes that the forthcoming September 2019 report will draw together the results from all five review areas and will make recommendations on future phasing of possible parking controls based on the full results, and agrees that sufficient capacity	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	September 2019		Report on agenda for this meeting **Recommended for closure**. Report considered in September.

			should be allocated to ensure this work proceeds swiftly.				
44	20 June 2019	Petition for Consideration – Reinstate the Bus Stop at North Mid Liberton	1) To agree that a report would come to Committee in September 2019 that would look at options for development that could be undertaken to respond to the petitioners' request to reinstate the bus stop at North Mid Liberton. 2) To agree that one of these options would look at reinstatement of the bus stop at North Mid Liberton. 3) To agree that the Convener and officers would meet with the petitioners to discuss the issues specific to users of the bus stop at North Mid Liberton.	Executive Director of Place	September 2019		**Recommended for closure.** Report considered in September.
45	20 June 2019	Review of Chargeable Garden Waste Service	Agrees that officers include a variety of options for re-introduction of a universal free garden waste collection within Autumn draft budget proposals for 2020/21.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	February 2020		This will be included as part of the budget proposals report to F&R in January which is referred to Council in

46	20 June 2019	[Public Transport Priority Action Plan Update](#)	1)	Recognises the unsatisfactory nature of the current report's conclusions and requests a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	October 2019		**Recommended for closure**. An update on A90 recent updates was included in the Business Bulletin in September.
			2)	Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval.		December 2019		
			3)	Notes that a consultation on				This ties into No

February.

			amending bus lane operational hours will be held between September and October 2019 and agrees to receive a consultation report at the first TEC of 2020.				11(5) above.
47	20 June 2019	Communal Bin Enhancement Update	Notes the content of this report and agrees to receive an update every six months.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	December 2019		
48	20 June 2019	The Edinburgh Parks Events Manifesto Update	Note that a full review of the Edinburgh Parks Events Manifesto is being progressed alongside the review of the Public Spaces Protocol and that these will be reported to Committee on 5 December 2019. A note on this will be included in the next business bulletin for Culture and Communities Committee.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management 0131 529 5844 gareth.barwell@edinburgh.gov.uk	February 2020		This report will be considered by Culture and Communities Committee in January 2020. An update will be provided in the Business Bulletin for Transport and Environment Committee thereafter.
49	20 June 2019	Edinburgh's Coastline	To agree to bring an update report to Committee in one year.	Executive Director of Place Lead Officer: Kyle Drummond, Senior Economic Development Officer-	June 2020		

				0131 529 4849 kyle.drummond@edinburgh.gov.uk				
50	20 June 2019	Presentation by Lothian Buses	1) To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available. 2) To agree that the Convener would facilitate a discussion between Lothian Buses and the deputation from Edinburgh University Social Science – Maternity and other interested parties.	Executive Director of Place Lead Officer: Ruth White, Service and Policy Advisor 0131 529 6475 ruth.white@edinburgh.gov.uk	Spring 2020 December 2019		
51	22 August 2019	Motion by Councillor Neil Ross – Amplification of Sound in Public Spaces (Agenda - The City of Edinburgh Council – 22.08.19)	Council: "a) Recognises the concerns of residents, businesses and visitors, in particular in the city centre, about the negative auditory impact of amplified sound from buskers, street entertainers and others in public spaces.	Executive Director of Place Lead Officer: Alison Coburn, Operations Manager 0131 469 3853 alison.coburn@edinburgh.gov.uk	February 2020		See item 48 above.

			b) Notes that there is a limitation on the amplification of sound in the standard conditions of the Council's Public Entertainment Licence. c) Accepts the legitimate amplification of sound at licensed venues and events, when appropriate. d) Requests a report to the Transport and Environment Committee within two cycles on the powers available to the Council, and effective measures that could be adopted, to control the amplification of sound in public spaces when appropriate."				
52	22 August 2019	Motion by Councillor Mowat – Summertime Streets Programme Agenda - The City of Edinburgh Council – 22.08.19)	1. Recognises that Summertime Streets was in response to concerns about pedestrian and vehicle interactions, and thanks officers for ensuring immediate safety concerns were addressed; 2. Notes both positive and negative feedback has been received from residents, businesses,	Executive Director of Place Lead Officer: Alison Coburn, Operations Manager 0131 469 3853 alison.coburn@edinburgh.gov.uk	December 2019		

and other stakeholders, which indicates that the approach and designs used this year should be refined and developed if they are to be repeated in future years;

3. Notes that the Transport and Environment Committee approved a report on Summertime Streets in June 2019, which described the approach towards monitoring and feedback, and noted that data and information gathered during Summertime Streets would be provided to support CCT and Open Streets, and therefore welcomes an update to Transport and Environment Committee within one cycle on this flow of information and the next steps;

4. Notes, in addition to the Summertime Streets programme:

Recommended for closure. An update was included in September's Business Bulletin

4.1. That festival-related advertising can detract from this council's aims of safety and reduction of street clutter, and therefore asks for a review of policy which allows structures to be introduced and placed during the festival for the purposes of advertising, to be brought to Transport and Environment Committee

4.2 Concerns continue to be expressed about the use of Princes Street Gardens for large private events, including safety concerns and loss of access to common good park space, and welcomes the forthcoming review of the use of the Edinburgh Parks Events Manifesto and the Public Spaces Protocol, anticipated at

				Culture and Communities Committee in January 2020"				
Page 70	53	12.09.19	[Transport and Environment Committee Business Bulletin](#)	1) To agree that the interim report on Open Streets would include details on how to achieve open streets in other parts of the city not limited to the city centre. 2) To agree that ward members would be included as stakeholders for Delivering Safer Streets. 3) To agree to add to the report a comparison of the Road Condition Index between CEC and other local authorities. 4) To agree to circulate the report on road surface drainage to ward members once available. 5) To agree to include a summary of the contract issued for tender on the Workplace Parking	Executive Director of Place Lead officer: Vivienne Robinson Coburn, Senior Economic Development Officer, 0131 529 4623 vivienne.robinson@edinburgh.gov.uk Lead officer: Steven Cuthill South East Locality - Transport & Environment Manager, 0131 529 5043 steven.cuthill@edinburgh.gov.uk Lead officer: Sean Gilchrist Roads Renewal Manager, 0131 529 3765 sean.gilchrist@edinburgh.gov.uk Lead Officer: Gareth Dixon 0131 529 3044 gareth.dixon@edinburgh.gov.uk	October 2019 December 2019		A report is on this agenda for consideration.

				Levy in the next committee Business Bulletin.			
54	12.09.19	Bus Stop Removal, Liberton Road at Goods Corner	1) To agree to circulate the papers from the Bus Stop Rationalisation Workshop that took place on 11 September 2019. 2) To agree to reconvene the workshop for members.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575			**Recommended for closure**. Workshop rescheduled for 2 October 2019
55	12.09.19	Risk Based Approach to Road Asset Safety Inspections	To agree to amend Table 9 in the report so that the first column would be Impact on People.	Executive Director of Place Lead Officer: Cliff Hutt, Service Manager - Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	October 2019		
56	12.09.19	Deposit Return Scheme (DRS) for Drinks Containers	To agree to circulate a briefing note to members on the Scottish Government consultation and CEC's response.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	December 2019		
57	12.09.19	Strategic Review of Parking – Review Results	1) Recognises that delivery on the timeline outlined in appendix 8 will require	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport	December 2019		

		for Areas 4 and 5 and Proposed Implementation Strategy	robust project management and therefore agrees that a further report before the end of the year set out arrangements for project oversight, officer capacity and resources needed. 2) Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that. 3) Committee does not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructs officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on the possible introduction of priority parking	Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575			

			further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles.				
58	12.09.19	Emergency Motion by Councillor Macinnes – Summer Festival Advertising	Agrees that the Council will review the concerns raised with Out of Hand Ltd post Festival, and the outcome of this will be summarised in the '12-month review of the ban on A Boards and other temporary advertising structures' report, which is scheduled to be presented to the Transport and Environment Committee in December.	Executive Director of Place Lead Officer: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	December 2019		This relates to item 8 above
59	19.09.19	Motion by Councillor Rae – Greening the Fringe Agenda – The City of Edinburgh Council – 19.09.19	1) Calls for officers to investigate the possibility of hardwired power in public spaces to allow pop-up venues to use energy from renewable sources instead of having to opt for gas power and report back to the Transport and Environment Committee within three cycles.	Executive Director of Place	February 2020		

			2) Asks waste services to reconsider the level of recycling provision in public spaces, during festival season in particular.				
			3) Calls for a report on how the council can encourage car sharing schemes during the primary festival season in August to return to the Transport and Environment Committee within three cycles.		February		

Business bulletin

Transport and Environment Committee

10.00am, Friday 11 October 2019

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

·EDINBVRGH·
THE CITY OF EDINBURGH COUNCIL

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Lesley Macinnes (Convenor)	Councillor Scott Arthur	Veronica Wishart
	Councillor Eleanor Bird	Senior Executive Assistant
	Councillor Claire Miller	0131 469 3603
	Councillor Stephanie Smith	
	Councillor Gavin Corbett	Veronica MacMillan
	Councillor Nick Cook	Committee Services
	Councillor Scott Douglas	0131 529 4283
	Councillor Kevin Lang	
	Councillor David Key	Sarah Stirling
Councillor Karen Doran (Vice-Convenor)		Committee Services
		0131 529 3009

Recent news	Further information
Proposal for a Conscientious Objectors Memorial in West Princes Street Gardens	David Jamieson, Parks, Greenspace and Cemeteries Manager
In October 2018, the Transport and Environment Committee agreed to support the construction of a memorial to Conscientious Objectors in West Princes Street Gardens. The proposed memorial will take the bronze form of a Handkerchief Tree, with a granite gabion seat. Nearly £60,000 has now been raised by the memorial sponsors towards the project budget of £167,773 and a pre-application submission is being drafted for consideration by Planning. A location midway between the Ross Fountain and Ross Theatre is favoured, although this may be subject to alteration should any approved Quaich proposals being led by the Ross Development Trust require it.	0131 529 7055

Granton Square – Update on the motion to investigate pedestrian crossing improvements at Granton Square

At the Transport and Environment Committee of [17 January 2017](), former Councillor Jackson raised a motion (Item 9.1) calling for consideration to be given to introducing measures to address pedestrian crossing concerns at Granton Square.

Pedestrian crossing surveys have been undertaken at each arm of the Square (excluding Lower Granton Road, where a new signalised crossing facility is currently being installed) and at the east and west sides of the Square, adjacent to the bus stands, to determine the levels of crossing demand.

The Council's Road Safety team utilises a [Committee approved process]() to determine which locations are most in need of pedestrian crossing improvements. The results of the assessments undertaken for Granton Square concluded that the only location that met the criteria for a pedestrian crossing improvement was the West Granton Road arm. This met the criteria for a non-signalised pedestrian crossing improvement, such as footway build outs or a refuge island. The existing layout of the southern side of Granton Square would require extensive realignment to accommodate such a facility at this arm, while meeting the minimum standards for footway width and uncontrolled crossing facilities laid out in the Edinburgh Street Design Guidance.

Preliminary designs for potential improvements were drawn up for consideration. They included a non-signalised pedestrian crossing facility at the West Granton Road arm of Granton Square as identified, and the necessary realignment of the geometry around the southern side. The extensive footpath alternations would allow for a comparable crossing facility to be installed at the Granton Road arm, improving pedestrian access around Granton Square as per Councillor Jackson's request. The estimated cost to implement the above proposals is approximately £125,000.

By comparison, the total sum normally allocated from the annual Road Safety capital budget for pedestrian crossing improvements is approximately £200,000.

The Road Safety team undertakes regular collision investigations into all streets within the City of Edinburgh Council area. This investigation is carried out using collision details supplied by Police Scotland, and from this analysis it is possible to determine locations where remedial works may require to be implemented.

[Katie Green](),
Transport Technician (Road Safety) - 0131 469 3668

In the latest available 3 year period (to the end of February 2019) there have been no personal injury collisions involving pedestrians and only two slight personal injury collisions reported to the Police at Granton Square.

Given the above, Granton Square cannot currently be prioritised for pedestrian crossing improvements as part of the Road Safety team's programme of work.

There are also no roads or footway renewals projects planned for Granton Square with the current 3 year programme, as part of which pedestrian improvements could be implemented.

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

Following the recent completion of the rollout of the citywide 20mph network, all 40mph roads within the City of Edinburgh Council's boundary are being considered for speed limit reduction to 30mph as part of the 40mph speed limit review.

Since the last update, presented to the Transport and Environment Committee on 17 May 2018, traffic surveys have now been undertaken at on all 40mph roads.

The survey results will now be reviewed, along with other information that has been gathered, including collision data, each road's function, features and traffic composition.

A robust methodology will be established to inform any potential speed limit reductions. Locations recommended for a reduction in speed limit from 40mph to 30mph will be presented to Committee for approval in February 2020.

The Council 's LTS Policy Safe 5 states 'The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (eg pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly'.

Policy Safe 6 states 'On roads with no urban frontage, speed limits of 40mph or higher will generally be applied'.

Contact:

Katie Green, Transport Technician (Road Safety) - 0131 469 3668

Phase 3 Tram Cycle Safety Improvements Project: Progress Update

Phase 3 of the Tram Cycle Safety Improvements project will implement the next phase of safety-based improvements for cyclists along and across the city centre tram route, building upon the various interventions installed since 2017. Phase 3 includes:

- Installation of cycle early release signals at thirteen junctions between Haymarket Yards and St Andrew Square.
- Alterations to the road layouts at six junctions (including one location outwith the city centre), which will increase safety and prioritise people on bikes along and across the tram route.
- Installation of one of the first low-level cycle signals in Edinburgh, which will be highly visible due to its location at the junction of Princes Street and South St Andrew Street.
- A targeted communications campaign, to inform people of the safety improvements and encourage behaviour change in all road users.

Following the completion of the consultation and design phases, we have recently appointed a contractor to undertake specific pre-construction activities, in the lead up to awarding the construction contract and proceeding with site works. These pre-construction activities are required to mitigate risks associated with the complexities of working at a number of discrete locations along and across the city centre tram route. As part of this pre-construction period the contractor is currently developing the construction phase plan and programme, with an anticipated completion date of mid-November 2019.

Brendan Forrester
Transport Officer
Active Travel - 0131 469 3189

Previously reported to the Committee on:

9 August 2018 - Business Bulletin

1 March 2018 - Business Bulletin

5 October 2017 - Report

Meadows to George Street Concept Design Consultation Feedback

The Meadows to George Street project aims to transform cycling, walking, public spaces and accessibility for all on some of Edinburgh's busiest and most iconic streets: Hanover Street, The Mound, Bank Street, George IV Bridge, Candlemaker Row, Forrest Road, Bristo Place and Teviot Place.

The project, which is match funded by Transport Scotland through the Sustrans Places for Everyone programme, has recently completed its concept design stage. This stage

Further information available at:
https://meadowstogeorgestreet.info/

culminated with public consultation, which ran from 27 May to 7 July, comprising:

- Project launch and press releases, which were picked up by local and national papers and the BBC news website;
- Promotion through: lamp post wraps, ad bikes, phone box wraps, railing banners, Social Media posts and around 5,000 leaflets distributed to local residents;
- Workshops and drop-in sessions for organisations and businesses;
- Personal visits to all businesses along the route;
- Four public drop-in events on the project's streets. Plans on display at certain times in the Central Library and National Museum of Scotland;
- Four community councils engaged, of which two requested a presentation at their meetings; and
- Online survey.

Consultation feedback, documented in this report, was generally very positive:

Of the 1,416 completed online surveys:

- 79% of respondents support or strongly support the aim of improving conditions for people walking on these streets;

- 68% of respondents support or strongly support the aim of improving conditions for people cycling on these streets; and

- 76% of respondents support or strongly support the proposed plan to transform these streets into places for people and restrict general traffic on certain streets.

Of the 108 people who filled in a feedback form at the drop-in events, 95% supported the project, 3% were neutral and 2% opposed the project.

The project team will now undertake the technical feasibility and developed design stages of the project, taking into account the feedback arising from the consultation. These are due for completion by Spring 2020. Further public and stakeholder engagement, particularly with businesses, is planned during these stages.

Active Travel Action Plan 2020 - 2030

The Council's current Active Travel Action Plan (ATAP) covers the period 2010-2020. Initial funding of £65,000 has been secured from Sustrans Scotland's 2019/20 'Places For

Ewan Kennedy

Service Manager – Roads Network
0131 469 3575

Everyone' programme to take forward the development of a new 10 year plan for 2020-2030.

A provisional programme for the development of the new ATAP has been developed, with a citywide public consultation planned to follow the expected adoption of the new City Mobility Plan (CMP) in May 2020. The draft plan will be brought to May 2020 Committee for sign-off prior to it going out for public consultation.

Provisional objectives for the new ATAP have been set, to allow work to proceed on its development in parallel with the CMP process. These will be reviewed following the CMP consultation that will take place from November 2019 - February 2020, to ensure that they reflect the final CMP objectives.

The new ATAP is likely to include a programme of prioritised infrastructure projects, as well as a behaviour change strategy that will identify a range of suitable interventions most appropriate for different groups within the city's population.

The social marketing and behaviour change consultancy Social Marketing Gateway is currently reviewing the behaviour change interventions that the Council has supported and delivered over the last four years as part of its ongoing Smarter Choices, Smarter Places programme. The lessons learned from this will help to shape the strategy for the new ATAP.

A workshop was also undertaken at the Active Travel Forum on 29 August 2019 to generate ideas for the behaviour change strategy.

It is intended to procure consultancy support to assist with developing a communications and engagement strategy, delivering subsequent engagement activities, as well as data modelling and analysis. Further funding will be sought from Sustrans to support this.

The Active Travel Action Plan is one of the delivery vehicles for the objectives that will be set within the CMP. Public consultation on the ATAP cannot therefore take place until the CMP has been adopted by the Council.

West Edinburgh Link Concept Design Consultation Feedback

The West Edinburgh Link project aims to transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh. It will provide active travel connections between South Gyle, Edinburgh Park and surrounding local neighbourhoods.

The project, which is match funded by Transport Scotland through the Sustrans Places for Everyone programme, has

Further information available at: https://westedinburghlink.info/

completed the concept design stage and is now in the technical feasibility stage. The concept design process culminated with public consultation in Spring 2019. This comprised:

- Project launch and press releases, which were picked up by press and social media;

- Promotion through: lamp post wraps, social media posts and around 15,000 leaflets to local residents;

- Workshops and drop-in sessions for organisations and businesses;

- Eight public drop-in events on the project's streets;

- Presentations to all four community councils along the route;

- Online survey; and

- Dedicated project website.

Consultation feedback, documented in this report, was generally very positive:

Of the 432 completed online surveys:

- 81% of respondents supported the overall project, with 11% opposing.

- there were also high levels of support for the proposed designs for each section of the route. There was 83% support for the northern section, with 68% and 80% support for the central and southern sections respectively.

Further to the Spring concept design consultation on the route design, in September 2019 a consultation was undertaken on concept designs for improving public spaces along the route. Results of this consultation are currently being processed and will be shared via the project website in due course.

The project team is now undertaking the technical feasibility and developed design stages of the project, taking into account the feedback arising from the consultations. These are due for completion by Spring 2020. Further public and stakeholder engagement, particularly with local residents, will be undertaken during these stages.

Festive collections

Initial meeting with Viridor has taken place with further meetings planned to discuss communal glass collections over the festive period. A 4 week suspension of garden waste was agreed by Committee and will allow garden resources to be

Andy Williams, Waste and Cleansing Service Manager – 0131 469 469 5660

focused on collections of materials that commonly increase over the festive period – mixed recycling, food and glass. A communication plan is currently being developed.

Christmas tree route development will commence from October 2019. We are currently planning that regular service will be retained for households on the 26 December 2019 and 2 and 3 January 2020. As set out in the Festive Waste Collections report to Committee in May the intention would be that households due to receive collections on the 25 December 2019 or 1 January 2020 will receive a substitute collection, which should minimise disruption. It is currently proposed, and planned, that these collections would run over a Saturday and Sunday, therefore providing a greater degree of flexibility for any delays.

Public conveniences There are currently 18 public conveniences managed by the City of Edinburgh Council. This follows the closure of ten public conveniences in 2015. There are no current plans for further closures at this time and there is now a desire is to improve and expand on the number of facilities available. A budget saving proposal to reorganise staffing arrangements that are currently in place for the cleaning of our public conveniences has been consulted on. This would move away from the 16 full time employees and create a larger number of part-time contracts to deliver these services at a local level. Following consultation with the staff group the management proposal is being revised and is expected to be implemented before the end of the calendar year. The feasibility of extending the Community Toilet Scheme, whereby businesses receive an annual payment for allowing customers to use their facilities, is being investigated. The service is looking at alternative models of public toilet provision. The future provision of public toilets at Hawes Pier is being considered as part of a wider remit in the investment programme to develop the High Street at South Queensferry.	Karen Reeves Waste and Cleansing Service – 0131 469 5196
George Street and The first New Town Design project (GNT) The formal notification that the Council was granted multi-year funding from Sustrans Scotland for the further design development and construction of the GNT Project serves as a	Jamie Robertson Senior Professional Officer - 0131 469 3654

significant milestone and progresses the scheme into a new phase of development. As a result, and in line with good practise, work is underway to revise and develop governance, project management and procurement arrangements, to facilitate the next stages of the project. A progress report will be presented to Transport and Environment Committee in February.

Workplace Parking Levy

An update on Workplace Parking Levy (WPL) was included in the business bulletin to Committee on 12 September. It was requested that a summary of the contract issued for tender on the WPL be included in the next Committee business bulletin.

The City of Edinburgh is investigating the potential of WPL and requires more detailed information on the quantity and distribution of workplace parking in the city, defined as the City of Edinburgh Council boundary. This survey will provide preliminary data to be further analysed before any final decisions are made.

The Consultant shall undertake an investigation to identify, and collate data on, all workplace parking spaces including workplace parking spaces potentially liable for the WPL in employer premises within the City of Edinburgh boundary. Liable workplace parking places are defined in the Transport (Scotland) Bill.

For the purposes of the investigation, liable workplace parking spaces are spaces occupied by certain specified people or vehicles at the workplace. This is different to the number of parking spaces an employer holds.

Paula McLeay, Policy and Insight Senior Manager

0131 529 3654

A90 – Recent Updates

At the Transport and Environment Committee on 20 June 2019, a paper titled 'Public Transport Priority Action Plan' was discussed. Committee requested further information on the work the Council is undertaking to improve traffic flow on the A90. The tables below provide an update of each measure.

Ewan Kennedy

Service Manager – Roads Network

0131 469 3575

Long Term/Strategic Measures	
Measure	**Update**
Bus lanes on A90	Shortly before the Committee meeting, a meeting was held with Council staff members, the Committee Convener and

Vice Convener, and members from the following groups:

- South Queensferry and District Community Council;
- Kirkliston Community Council;
- Cramond and Barnton Community Council; and
- Davidson's Mains and Silverknowes Association.

Significant concerns were raised that the proposal to convert the inside lane into a bus lane along the A90 corridor would result in displaced traffic into neighbouring local areas, particularly Cramond and Davidson's Mains. It was agreed that bus lanes would not work in isolation but should be introduced as part of a wider improvement.

Public reaction to press articles on social media mirrors the concerns raised at the above meeting.

Bus lanes on the A90 will be reconsidered as part of a package of measures which will likely emerge out of the Scottish Government Second Strategic Transport Projects Review (STPR2).

At the Committee meeting the report was referred to the West Edinburgh All Party Oversight Group.

Medium Term Measures	
Introduce bus lane at Dolphington onslip	A feasibility report has been received from the consultant. The report includes details of how a bus lane could be accommodated at the Dolphinton onslip to the A90, by widening the carriageway. The report includes recommendations and high level cost estimates. Council Officers undertook a preliminary cost benefit analysis and found it would take approximately six years to pay back the scheme in terms of value of time saved for

	bus users. This project has been progressed to the preliminary design stage and a consultant is currently being tasked with undertaking this work.	
Refurbish Blackhall junction	Preliminary designs are in development, and the feasibility of several options is being considered. This will include delivering better provision for pedestrians and improved priority for buses at the Blackhall junction on the A90.	
Introduce bus priority at signals	A replacement bus tracker system is being procured; a centralised traffic signal bus priority connection will be delivered as part of the system. This will allow selective bus priority to be granted at traffic signals along the A90 and across the wider city.	

Short Term Measures		
Repair damaged SCOOT loops	SCOOT is a system of traffic responsive network control for traffic signals and is used along the A90, as well as across other parts of the city. The system uses inductive vehicle loop detectors to provide real time traffic data and let it optimise the traffic signal timings correctly. The damaged loops that were identified have now been repaired.	
Introduce SCOOT at Barnton, Drum Bare North and Craigleith junctions	SCOOT control is being extended to take in Barnton, Drum Brae and Cragleith junctions on the A90. New loops have been cut and a SCOOT system upgrade installed. The junctions should be fully operational on SCOOT by the end of the year.	
Introduce SCOOT gating	SCOOT gating can be used to control the entry of general traffic into congested parts of the network, such as the A90. It could be used to selectively restrict general traffic on the A90 to allow better priority for buses. Its use	

	will be investigated and trailed once SCOOT has been commissioned on the additional junctions later in the year.		
Amend advanced directional signage	Work to redirect strategic traffic for Queensferry on the A8 corridor via Newbridge is now complete; with new and amended signage installed.		
Bus lane extension at Blackhall	Preliminary designs are in development. Two possible designs have been developed and the Council are consulting with Lothian Buses on feasibility.		
Repair variable message signs	Roll out repair of VMS signs currently underway.		

Forthcoming activities:

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Transport and Environment Committee

10.00am, Friday, 11 October 2019

National Transport Strategy 2 – Response to Consultation

Executive/routine	**Executive**
Wards	**All**
Council Commitments	16, 17, 18, 19, 20, 21, 22, 26, 27, 48

1. Recommendations

1.1 It is recommended that the Transport and Environment notes the findings from a coordinated review of the 'National Transport Strategy 2 – Draft for Consultation' contained within this report, and authorise the submission of the responses appended to this report on behalf of the Council.

Paul Lawrence

Executive Director of Place

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Report

National Transport Strategy 2 – Response to Consultation

2.   Executive Summary

2.1   This report summarises the 'National Transport Strategy 2 – Draft for Consultation' and provides the Council's formal response to the consultation. It identifies opportunities for how the National Transport Strategy could better support Edinburgh's developing City Mobility Plan (a strategic framework for the effective movement of people and goods around Edinburgh) and the future Edinburgh and South East Scotland Region Growth Framework (aimed at delivering a joined up approach to regional economic growth, planning, transport, infrastructure and housing).

3.   Background

3.1   Transport Scotland published the 'National Transport Strategy 2 – Draft for Consultation (NTS2)' at the end of July 2019, and are seeking feedback through a formal consultation period that ends 23 October 2019.

3.2   NTS2 sets out the vision for transport in Scotland over the next 20 years. The global climate emergency and the role of transport in helping to deliver net-zero emissions by 2045 is a key priority, along with how transport can play its part in building a fairer society.

3.3   NTS2 follows a full and comprehensive review of the 2006 National Transport Strategy. The review process sought to identify opportunities and ways to address the strategic challenges facing the transport system over the next twenty years, whilst considering the consistent or different needs between rural, coastal, island, city and urban areas.

3.4   Since 2006 there have been a number of key regulatory and other changes which impact upon transport, including those relating to governance arrangements[1]:

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[1]Current governance arrangements for transport in Scotland:
- Scottish Ministers provide overall strategic direction through the National Transport Strategy, which is delivered by Transport Scotland the national transport agency.
- Seven statutory Regional Transport Partnerships (RTPs) cover Scotland with boundaries based on travel-to-work areas to strengthen the planning and delivery of regional transport. RTPs have a statutory duty to produce a Regional Transport Strategy with the current strategy for SEStran (RTP for south east Scotland) covering the period up to 2023.
- 32 local authorities are responsible for a broad range of transport matters in their areas, including the development of a Local Transport Strategy, and land-use planning and economic development activities which impact upon transport.

2

3.4.1 Voluntary Regional Economic Partnerships developed to support the delivery of city region and growth deals and wider economic development, with the Edinburgh and South East Region City Deal arising through this.

3.4.2 Scottish Planning Policy update (2014) and the 2019 Planning Act have also brought forward changes to how land use, transport and infrastructure planning are considered.

3.5 A key function of the review was to establish clearly defined strategic transport objectives, to enable a subsequent and full update to the Strategic Transport Projects Review (STPR) following the adoption of the finalised NTS2; and whilst NTS2 is defined as providing the strategic framework within which future decisions on investment options will need to be made, NTS2 itself does not however set a funding framework or identify specific infrastructure priorities.

4. Main report

The Edinburgh context

4.1 As previously reported to Committee in March 2018 and May 2019, Edinburgh faces significant mobility and transport challenges, including:

4.1.1 19% of peak driving time in Edinburgh is spent in congestion, which adds 40% travel time to each peak time journey (Inrix traffic scorecard report, 2016). The cost of Edinburgh's congestion to the local economy is estimated at £225M per annum (Tom Tom Traffic Index);

4.1.2 almost 45% of Edinburgh's workforce commute to work by private car daily, with half of these (63,000) being residents of neighbouring local authority areas who drive into the city for work purposes[2];

4.1.3 whilst road casualty levels in the city are reducing, there is opportunity to further reduce the levels of people killed and seriously injured;

4.1.4 whilst air quality trends show slight reductions in nitrogen dioxide (NO_2) across Edinburgh, there are a number of roadside locations which exceed legal Air Quality Objectives; and

4.1.5 low levels of public transport accessibility in certain areas of the city, and lengthy public transport journey times especially to/from the Bioquarter and Royal Infirmary of Edinburgh.

4.2 In Edinburgh population is forecast to grow by a further 15%, taking the number of people living in the capital to nearly 583,000 by 2041, whilst for the city region the SESplan Cross Boundary and Land Use Appraisal study (2017) forecast that if all committed (and non-committed development) in the city region materialises then by 2024 the population will increase by a further 84,000 (7%).

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[2] 63,500 of Edinburgh residents also commute to work in Edinburgh by private car daily.

4.3   The range of challenges outlined above will therefore be amplified by city and regional growth forecasts, and are therefore challenges that cannot be tackled by Edinburgh alone. Regional planning is essential to address such issues.

The Draft Strategy

4.4   The 'National Transport Strategy 2 – Draft for Consultation' (NTS2) includes a Strategic Framework (Appendix 1) for transport in Scotland over the next twenty years, comprising a Vision (*'We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors")* underpinned by four Priorities. Under each Priority there are three associated Outcomes. The draft NTS2 sets out to balance social, economic and environmental considerations, with the four Priorities viewed as interlinked to deliver the Vision. Within these priorities, there is an emphasis on promoting equality and taking climate action.

4.5   This approach aligns with the wider policy and legislative context in which the draft NTS2 was developed, including Scottish Government policy and ambitions on climate change adaption and mitigation, sustainable economic development, improving physical and mental wellbeing and tackling inequalities. The importance of policy cohesion was also set out in a recent National Outcomes consultation, which was part of a broader review of the National Performance Framework.

4.6   The draft NTS2 also sets out a number of draft High Level Policies and Enablers developed to address the current and emerging challenges in order to achieve the draft NTS2 Vision and Outcomes. Appendix 1 also sets out these draft policies and enablers.

4.7   The Council can support a broad range of aspects that feature in the strategy. This section highlights some key examples from the perspective of supporting transport and mobility policy in Edinburgh through the developing City Mobility Plan and South East Scotland Regional Growth Framework.

4.8   The vision of NTS2 is closely aligned with the draft vision for the City Mobility Plan - *"Edinburgh will have a greener, safer, inclusive and connected transport system delivering a healthier, thriving, fairer and compact capital city, and a higher quality of life for Edinburgh residents"- as are NTS2's* priorities and outcomes with the City Mobility Plan's draft objectives - to improve health, wellbeing, equality and inclusion; to protect and enhance our environment; and to support inclusive and sustainable economic growth. It is welcomed that there is 'greater focus on promoting equality and taking climate action' through the priorities of NTS2, which resonates for example with the ambitious Council commitment of working towards net zero emissions by 2030 (supported by an achievement target by the end of 2037).

4.9   NTS2 targets equality and climate action by redefining investment priorities, putting sustainable and public transport at the heart of decision-making with the sustainable transport hierarchy emphasised throughout the draft, and shown overleaf:

4

Prioritising Sustainable Transport

Walking and wheeling
Cycling
Public transport
Taxis & shared transport
Private car

4.10   Prioritising sustainable transport is also supported in NTS2 by welcome statements including 'we will not be building infrastructure to support forecast demand [in car usage]', 'we will reduce the need to travel by unsustainable modes' and 'Not taking steps to effectively manage demand for car use is no longer an option'. Walking, cycling, public transport, taxis and shared transport options are the suite of mobility options to be progressed over journeys by private car, and these options are at the core of the developing City Mobility Plan.

4.11   Differentiation is also made within the strategy to the varying and specific issues and needs of cities and urban areas (and rural areas, islands etc.), rather than a one-size-fits-all strategy. A key component of this will be creating effective governance arrangements to oversee and tackle the challenges unique to Edinburgh and the broader city region.

4.12   It is therefore strongly supported that governance challenges and arrangements are a pertinent feature of NTS2:

4.12.1   'The case for change has been made and that the current arrangements are no longer sustainable';

4.12.2   'Our future transport governance arrangements should be on the basis of some form of regional model allowing for variations in approach between different geographic regions';

4.12.3   'a regional approach to governance provides an effective means of addressing cross-boundary issues and reflecting travel to work catchments'; and

4.12.4   'a more coherent and joined-up approach to national, regional and local transport together with closer integration between spatial planning, economic development and transport ... supports approaches to place-shaping'.

5

Opportunities to improve NTS2

4.13 From a coordinated review of NTS2 in developing the Council's formal response to the consultation questions (see Appendix 2), the following recommendations have emerged to improve upon the current draft NTS2.

Strategic challenges to be addressed

4.13.1 Need to clearly set out cross-boundary in-commuting as a key challenge for urban areas (70% of Scotland's population), and seek to address this as a key priority. Current governance arrangements are a significant impediment to tackling this notable issue. The Edinburgh and South East Scotland Regional Growth Framework could be cited in NTS2 as an example of a streamlined approach to regional planning, housing, transport and economic development that is guided by a set of simpler governance arrangements to manage its growth and deliver inclusive growth across the region.

4.13.2 Need to more clearly identify the carbon and air quality challenges to be addressed at a national level from the fossil fuel based transport system predominant across the country. Further onus is required on transport opportunities to support a net-zero economy, for examples furthering the uptake of electric or alternatively fuelled vehicles, or tackling emissions associated with aviation. This would reflect the strengthened ambition of climate change targets and in recognition of the global climate emergency.

4.13.3 A far stronger focus is required on nationally led demand management approaches rather than simply 'support[ing] management of demand'. 'Not taking steps to effectively manage demand for car use is no longer an option' is a welcome bold statement, however, this is followed on by weaker statements including:

- 'We need to consider alternatives that encourage single occupancy drivers to shift, whenever possible, from making their journeys by car'. Considering alternatives does not go nearly far enough to tackling the fundamental issues associated with increased car use.

- 'We all need to take responsibility for [our] actions and the impacts caused by [our] travel decisions'. The onus cannot be placed on people choosing to change their travel behaviour as the car will continue to be the easiest and most attractive choice without demand management approaches (combined with appealing alternatives). This requires strong leadership from the national level rather than simply encouraging alternatives.

- 'We need to consider alternatives that encourage single occupancy drivers to shift, whenever possible, from making their journeys by car'.

4.13.4 There is a need to include new demand management opportunities including a workplace parking levy, which is absent from the draft.

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4.13.5   There is no mention of rail connectivity to the rest of the UK, and the broader need to connect to and trade with the UK (NTS' current focus is 'beyond the UK') regardless of the Brexit outcome. Key trade arrangements and high speed rail connections with the rest of the UK must be included in the final strategy.

4.13.6   Service capacity especially on peak time services, punctuality, reliability and price increases are also significant issues for the Scotrail network, and serve as key barriers for modal shift from car to rail commuting. These challenges should be included within the draft strategy.

4.13.7   Another notable challenge in encouraging modal shift from car to public transport commuting, which is absent from the draft strategy, is the need for an effectively integrated public transport system across the country. There is no mention in the draft of the nationally led integrated ticketing scheme.

4.13.8   Planning and Transport being planned separately. There is a significant opportunity for greater integration between spatial planning especially by aligning the National Planning Framework 4 with the development of Strategic Transport Projects Review 2 (STPR2).

The Document and process

4.13.9   The NTS in essence is made up of seven layers (vision, 4 priorities, 12 outcomes, 14 policies, 38 enablers, an as-yet undefined number of actions, and indicators) which is overly complexed making it hard to monitor and evaluate against. Suggest the structure is simplified to vision, objectives, policy measures and indicators – as per European best practice that is shaping the City Mobility Plan.

4.13.10 Clarity is required on the details and timings of the associated delivery plan which is proposed as also comprising measures developed from STPR2, the 2020 Infrastructure Investment Plan, and transport elements of the updated Climate Change Plan. The policies and enablers set out are vague with a need for specific policy measures/integrated package of measures to be included.

4.13.11 A national commitment is required to agreeing funded regional plans. Currently STPR2 is the mechanism by which infrastructure will be funded at a national level, which is welcomed by the Council. Regional plans are being developed to coordinate regional planning, housing, transport and economic development (eg The Edinburgh and South East Scotland Regional Growth Framework) yet there is no national commitment to agreeing a funded plan to tackling strategic transport and mobility issues pertinent to a region, notably access to jobs and opportunities. It cannot and should not be left to local partners to attempt to fund solutions to regional cross-boundary challenges. For example, the ambitions and outcomes set out by the Edinburgh City Centre Transformation programme

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cannot be realised without a combination of regional measures (eg Park and Ride interchanges and rapid mass transit options) and demand management approaches to influence travel behaviour away from the private car.

5.   Next Steps

5.1   Submit the Council's formal response to the 'National Transport Strategy - Draft for Consultation' by the 23 October 2019.

5.2   Continue to engage with Transport Scotland through the Edinburgh and South East Scotland City Region Deal's Transport Appraisal Board – the Board through which Transport Scotland engages directly with the City Region Deal projects. As well as overseeing the two City Region Deal Transport projects (A720 and West Edinburgh) this Board considers transport elements of other City Region Deal projects, particularly in the Housing and Innovation themes. It also provides input as a region into other regional strategic projects e.g. Strategic Transport Project Review 2.

6.   Financial impact

6.1   There are no financial impacts associated with responding to this consultation.

7.   Stakeholder/Community Impact

7.1   In responding to this nationally led engagement exercise, this report and supporting Appendix reflect the coordinated views of officers and senior management from the Planning and Transport service areas of the Council, and elected members with responsibility for Transport.

8.   Background reading/external references

8.1   National Transport Strategy 2 – Draft for Consultation published by Transport Scotland, 31 July 2019

8.2   Edinburgh and South East Scotland Regional Growth Framework, report to Edinburgh and South East Scotland City Region Deal Joint Committee, 3 September 2019

8.3   City Mobility Plan – strategic framework and package of policy measures, report to Transport and Environment Committee, 16 May 2019

8.4   Edinburgh's Local Transport Strategy review, report to Transport and Environment Committee, 9 March 2018

8.5   Strategic Transport Projects Review, published by Transport Scotland in 2008

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8.6 Sustainability Approach, report to Corporate Policy and Strategy Committee, 14 May 2019

9.   Appendices

9.1   Appendix 1 Draft National Transport Strategy 2 Strategic Framework

9.2   Appendix 2 Response to Consultation

9

Appendix 1 - Draft National Transport Strategy 2 Strategic Framework

The draft Strategy sets out a Vision of: *'We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors"*

As shown below, the Vision is underpinned by four Priorities and under each Priority, there are three associated Outcomes.

The draft NTS2 also sets out a number of draft High Level Policies and Enablers developed to address the current and emerging challenges in order to achieve the draft NTS2 Vision and Outcomes. The tables starting overleaf set out these draft policies and enablers.

1

Policy	Enabler
Continue to improve the reliability, safety and resilience of our transport system	Increase safety of the transport system and meet casualty reduction targets
	Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
	Implement measures that will improve perceived and actual security of Scotland's transport system
	Increase the use of asset management across the transport system
Embed the implications for transport in spatial planning and land use decision making	Ensure greater integration between transport, spatial planning, and how land is used
	Ensure that transport assets and services adopt the Place Principle
	Ensure the transport system is embedded in regional decision making
Integrate policies and infrastructure investment across the transport, energy and digital system	Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system
Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport
	Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
	Support measures to improve sustainable surface access to Scotland's airports and sea ports
Provide a high-quality transport system that integrates Scotland and	Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight

Policy	Enabler
recognises our different geographic needs	Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas
	Safeguard the provision of lifeline transport services and connections
Improve the quality and availability of information to enable better transport choices	Support improvements and innovations that enable all to make informed travel choices
	Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport
	Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents
Embrace transport innovation that positively impacts on our society, environment and economy	Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
Improve and enable the efficient movement of people and goods on our transport system	Ensure the Scottish transport system efficiently manages needs of people and freight
	Promote the use of space-efficient transport
Provide a transport system that is equally accessible for all" " all includes everyone across Scotland but particularly those with protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation and people living in poverty.	Ensure transport in Scotland is accessible for all
	Identify and remove barriers to public transport connectivity and accessibility within Scotland
	Reduce the negative impacts which transport has on the safety, health and wellbeing of people
	Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework

Policy	Enabler
Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	Ensure sustainable labour market accessibility to employment locations
	Ensure sustainable access to education and training facilities
	Improve sustainable access to healthcare facilities for staff, patients and visitors
Support the transport industry in meeting current and future employment and skills needs	To meet the changing employment and skills demands of the transport industry and upskill workers
	Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector
Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	Promote and facilitate active travel choices across mainland Scotland and islands
	Integrate active travel options with public transport services
	Support transport's role in improving people's health and wellbeing
Reduce the transport sector's emissions to support our national objectives on air quality and climate change	Facilitate a shift to more sustainable modes of transport for people and commercial transport
	Reduce emissions generated by the transport system to improve air quality
	Reduce emissions generated by the transport system to mitigate climate change
	Support management of demand to encourage more sustainable transport choices
Plan our transport system to cope with the effects of climate change	Increase resilience of Scotland's transport system to climate change related disruption
	Ensure the transport system adapts to the projected climate change impacts

4

Appendix 2 - Response to Consultation

NTS NATIONAL **TRANSPORT** STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES

About you
Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to published. If you ask for your response not to be published, we will still take account of your views in our analysis but we will not publish your response, quote anything that you have said or list your name. We will regard your response as confidential, and we will treat it accordingly.

To find out how we handle your personal data, please see our privacy policy
https://beta.gov.scot/privacy/

What is your name?

Spatial Policy / City of Edinburgh Council

What is your email address?

spatial.policy@edinburgh.gov.uk

Are you responding as an individual or an organisation?

☐ Individual ☒ Y ☐ Organisation

What is your organisation?

If responding on behalf of an organisation, please enter the organisation's name here.

The City of Edinburgh Council

If responding on behalf of an organisation, please indicate which category best describes your organisation.

Y	Local Authority
	Third sector or Community Groups
	Private Sector
	Regional Transport Partnership
	Transport Operator
	Academia/education
	Other Public sector
	Other

If other, please specify.

1

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

☐ Publish response with name

☐ ***Publish response only (without name)***

☐ Do not publish response

Information for organisations only:

The option *'Publish response only (without name)'* refers only to your name, not your organisation's name. If this option is selected, the organisation name will still be published.

If you choose the option *'Do not publish response'*, your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

☐ ***Yes***

☐ No

Overview

The consultation is on the new draft National Transport Strategy (NTS) for Scotland, which aims to set out a compelling vision for the future of transport for the next twenty years.

Why we are consulting

We are consulting on the new draft National Transport Strategy to help determine whether the Strategy's Vision, Priorities and Outcomes are the right ones for our transport network for the next twenty years. We want to know if the policies contained in the Strategy are the right ones to help deliver it, and how the Strategy can continue to support what works well and address what does not work so well in our transport system. Your views will be key in helping to shape the kind of transport we want for the next two decades.

NTS Consultation questions

Section A: The Vision, Priorities and Outcomes Framework

Vision
We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Four priorities shown in bold, each with three outcomes

Promotes equality
Will provide fair access to services we need
Will be easy to use for all
Will be affordable for all

Takes climate action
Will adapt to the effects of climate change
Will help deliver our net-zero target
Will promote greener, cleaner choices

Helps our economy prosper
Will get us where we need to get to
Will be reliable, efficient and high quality
Will use beneficial innovation

Improves our health and wellbeing
Will be safe and secure for all
Will enable us to make healthy travel choices
Will help make our communities great places to live

Q1: Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years?

Yes ☒ No ☐

Please explain your answer

This vision is closely aligned with the draft vision for Edinburgh's City Mobility Plan: *"Edinburgh will have a greener, safer, inclusive and connected transport system delivering a healthier, thriving, fairer and compact capital city, and a higher quality of life for Edinburgh residents".*

Q2a: Are the Priorities and Outcomes that the Strategy is trying to achieve the right Priorities and Outcomes for transport policy over the next 20 years?

Yes ☒ No ☐

Please explain your answer

The priorities and outcomes align closely with the draft objectives for Edinburgh's City Mobility Plan:

- People objectives to improve health, wellbeing, equality and inclusion:
  - Improve air quality associated with road transport.
  - Improve travel choices for all travelling into, out of and across the city.
  - Improve the safety for all travelling within the city.
  - Increase the proportion of trips people make by healthy and sustainable travel modes.

- Place objectives to protect and enhance our environment:
  - Reduce carbon emissions from road transport and respond to climate change.
  - Reduce the need to travel and distances travelled.
  - Reduce vehicular dominance and improve the quality of our streets.

- Movement objectives to support inclusive and sustainable economic growth:
  - Maximise the efficiency of our streets to better move people and goods.
  - Improve public transport journey times and reliability.
  - Research and harness future technology, innovations and digital connectivity.

Q2b: Are some of these Priorities and Outcomes more important than others or are they equally important?

Please explain your answer

> The priorities are derived from the three pillars of sustainability: social, economic and environmental, therefore all three should carry equal weighting. It is welcomed that 'within these priorities there is 'greater focus on promoting equality and taking climate action', compared to the previous strategy which tended to favour infrastructure proposals to stimulate economic growth.

Q3: Are the Challenges the Strategy highlights in Chapter 3, the key Challenges for transport, or are there others the Strategy should focus on?
Please explain your answer

> The Council supports the challenges presented, but would suggest adding the following aspects.
>
> 'The recent and predicted trends in the volume of cars and the adverse impacts this will continue to have' must be cited as a critical challenge facing Scotland's transport system. This is especially true for urban areas as 'Around 70% of people live in urban areas, covering just 2% of Scotland's land area' (accompanying Draft SEA, page 7 – this fact needs to also feature in the draft NTS).
>
> A notable challenge for urban areas not reflected is in-commuting by private car from outlying areas beyond the suburbs, and beyond administrative boundaries. For example, according to the 2011 Census of the 285,500 people working in Edinburgh 95,000 commute from other local authority areas, and of that 95,000, 63,000 commute by car. So almost one quarter of Edinburgh's workforce drives in from other local authorities, which places significant pressure on road networks in peak periods.
>
> The fossil fuel based transport system predominant across the country, with its associated air pollution emissions, is a fundamental challenge to be addressed at a national level. The current draft is light on the issues and evidence related to the carbon and air quality challenges.
>
> And whilst there is growing interest in electric and other low emission vehicles as cited, it must be stated that such vehicles are not a panacea as they, especially private vehicles, are still primary contributors to congestion and road safety issues. The 66% single occupancy car rate cited will not be remedied by cleaner vehicles.

[3 continued] Brexit and its implications is another notable challenge which is absent from the draft strategy. Regardless of the political outcome(s) trade links and connectivity with the rest of the UK (key market) will be imperative to a prosperous Scottish economy. Key trade arrangements and high speed rail connectivity with the rest of the UK therefore need to be identified as notable challenges to be addressed nationally.

Service capacity especially on peak time services, and price increases are also significant issues for the Scotrail network, and serve as key barriers for modal shift from car to rail commuting. These challenges need to be included within the draft strategy.

Another notable challenge in encouraging modal shift from car to public transport commuting, which is absent from the draft strategy, is the lack of an effectively integrated public transport system across most of the country.

Section B: The policies to deliver the NTS

Through the process to develop the National Transport Strategy, 14 policies have been identified that will deliver its Priorities and Outcomes and address the Challenges. These are listed below:

- plan our transport system to cope with the effects of climate change

- continue to improve the reliability, safety and resilience of our transport system

- embed the implications for transport in spatial planning and land-use decision making

- integrate policies and infrastructure investment across the transport, energy and digital system

- provide a transport system which enables businesses to be competitive domestically, within the UK and internationally

- provide a high-quality transport system that integrates Scotland and recognises our different geographic needs

- improve the quality and availability of information to enable better transport choices

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- embrace transport innovation that positively impacts on our society, environment and economy

- improve and enable the efficient movement of people and goods on our transport system

- provide a transport system that is equally accessible for all

- improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth
- support the transport industry in meeting current and future employment and skills needs

- provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing

- reduce the transport sector's emissions to support our national objectives on air quality and climate change

Q4a: Are these the right policies to deliver the Priorities and Outcomes of the National Transport Strategy? Please explain your answer

No. Reduce/tackle car in commuting needs to be a key policy set out, as this is a key omission from the draft. Cities and towns of all sizes face unprecedented levels of car traffic impacting upon business, the environment and the quality of life of their citizens. The range of Policy Enablers set out are not forceful enough in tackling this critical issue: '*Support* management of demand', '*Promote* use of space-efficient transport', '*Facilitate* a shift to more sustainable modes of transport'. Stronger verbs/onus must be attached to these key enablers eg 'Ensure', 'Lead' 'Reduce' or 'Increase'.

Otherwise, the structure of the draft strategy, and the range of aspects contained within, makes it challenging to clearly judge if these are the most effective policies. The NTS in-essence is made up of seven layers (vision, 4 priorities, 12 outcomes, 14 policies, 38 enablers, an as-yet undefined number of actions, and indicators) which is overly complex, making it hard to follow/evaluate and clearly respond to this question asking about the fit between policies, priorities and outcomes. The breadth of challenges set-out in the NTS make it especially challenging to appraise how well the policies 'address the challenges' as the 'Current and emerging challenges' section spans pages 11-46 of the 64 page document. It is suggested that challenges are crystalised to make clear the key issues to be tackled by the NTS, and its associated policies. See also answer to Q4b and Q9/evidence.

Q4b: Are some of these policies more important than others or are they equally important? Please provide details.

The priority policies set out in the NTS from the perspective of helping to tackle Edinburgh's mobility issues are:

- Embed the implications for transport in spatial planning/land use decision making. This has strong links/could be merged with the 'Integrate policies and infrastructure investment across transport, energy and digital systems' policy.

- Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs, especially infrastructure hubs and links to form an integrated system for people and freight journeys. There should be a clearer link between this the (information policy) enabler to 'Support… interchange facilities to connect all modes of transport'

- Reduce the transport sector's emissions to support our national objectives on air quality and climate change, especially the demand management enabler. This has strong links/could be merged with the other related climate change policy.

- Continue to improve the reliability, safety and resilience of our transport system, especially increasing safety to meet casualty reduction targets.

- Other priorities: 'Improve and enable the efficient movement of people and goods on our transport system'; 'Provide a transport system that is equally accessible for all'; and 'Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing'.

Key absent policies relate to reducing/tackling car in commuting and/or increase the proportion of trips people make by foot, bike and public transport. These need to be a set out as key policies or as higher level objectives.

As cited in Q4a the various layers are confusing what are policies and what should be higher level objectives. It is suggested that not all are policies, with some being more suited to being objectives e.g. 'provide a high-quality transport system that integrates Scotland and recognises our different geographic needs' or 'provide a transport system which enables business to be competitive domestically, within the UK and internationally'. Others, however, are more suited to being policies e.g. 'Improve the quality and availability of information to enable better travel choices' - the objective of this would be to improve travel choices, or 'Support the transport industry in meeting current and future employment and skills needs' – this policy supports the objective cited above: ''provide ['support the development of' would be better than 'provide' in this context] a transport system which enables business to be competitive domestically, within the UK and internationally'. In this last example, skills enable the broader economy objective.

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Section C: Transport governance – democracy, decision-making and delivery

Q5a: Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)?

Please explain your answer, by providing examples of where you believe transport related decisions should be taken.

Current structural arrangements are a significant impediment to tackling the critical issue Edinburgh faces from car-commuting into the city for work purposes, by people who live across the broader city region. There is a need for national, regional and local strategies to have associated delivery plans aligned to tackling cross-boundary issues.

The interdependence between local partners across the Edinburgh and South East Scotland region has never been greater with increased mobility of workers and people choosing to live, work and invest in locations across the region irrespective of local authority boundaries. It has never been more important for the region to take a holistic, joined-up approach across transport, planning, housing and economic development.

The City of Edinburgh Council and its partners are developing the Edinburgh and South East Scotland Regional Growth Framework aimed at delivering greater alignment across all City Region Deal activities. At the core will be a streamlined approach to regional planning, housing, transport and economic development guided by a set of simpler governance arrangements to manage its growth and deliver inclusive growth across the region.

The Framework would provide the region with control over the future growth of the city region and ensure it is being properly planned for the benefit of all. It can enable the region to speak with one voice and make a strong case for resources and investment. It can deliver the coordinated, strategic improvements needed to help the region respond to key national policy changes and the Global Climate Emergency to ensure that future investment supports inclusive and sustainable growth in our communities.

A Framework of this nature while designed and led by local authorities, goes beyond those activities and areas of focus within their direct responsibility, and recognises the need for shared ownership and delivery via an effective regional partnership model, encompassing public sector, national agencies, private sector, and third sector contributors. This joint responsibility at all levels across transport, planning and economic development is an important requirement for decision making.

[5a continued] With reference to the decision making hierarchy in Scotland, the question should be broader by also encompassing planning, co-ordination and decision making. Rather than listing all existing aspects undertaken at national through to local level, select 'new' areas of transport and mobility planning are provided in the following examples.

National planning, co-ordination and decision making should aim to tackle country-wide issues, create country-wide consistency and enable regional or local authorities powers to tackle issues 'locally'. Examples include:

- Closer integration of transport planning with spatial planning and economic development to tackle the key common issue of private car dependency and use by creating places for people with key trip-generators (e.g. workplaces), sited close to where people live to reduce travel distances and network impacts
- Integrated national smart ticketing and payments
- New railway routes and infrastructure. The development of the Dalmeny Chord, for example, would offer increased flexibility and opportunities for services between Edinburgh, Glasgow and the north.
- Electric vehicles: tariffs, charging infrastructure, national standards, vehicle-to-grid, scrappage schemes, revenue etc.
- Oversight of major new transport projects proposed in regions or local authorities
- Providing clarity and oversight in addressing and responding to specific-projects that rely upon local and regional authority partnerships (e.g. city region deal, STPR2 and LEZs)
- Stimulate demand management measures at a national level, and coordination and oversight of regional/local demand management delivery.

Regional planning, co-ordination and decision making should aim to tackle cross-boundary movements to tackle travel-to-work areas beyond the boundaries of a single local authority jurisdiction, and strengthen the delivery of regional public transport so that it better serves the needs of people and businesses. Examples include:

- Delivery of regional rail, tram and bus infrastructure and services (cross-boundary schemes not easily deliverable by local authorities)
- Maximising the usage of existing rail stations and Park and Ride sites
- Mass transit infrastructure and services
- Spatial planning: infrastructure led growth; development management
- Park and Ride public transport interchanges linked by regional walking and cycling networks
- Freight consolidation and management
- Delivery of integrated national smart ticketing and payments to ensure people across cross-boundary travel-to-work catchment areas benefit from an integrated transport system for the region comprising a range operators and options.

Local planning, co-ordination and decision making should aim to tackle transport, mobility land-use planning and economic development matters within local authority boundary areas, by delivering local priorities through associated plans and projects. Examples include:

- Enable local authorities or regional authorities increased influence over public transport operators to better coordinate public transport locally *(in 2017 the UK government changed the law so that some local authorities in England - Combined Authorities with directly elected mayors - now have the power to re-regulate bus services, plan the bus network, and let contracts or 'franchises' to commercial operators to run services)*
- Enable local authorities to reduce the default speed limit from 30mph to 20mph (Edinburgh now has more streets at 20mph than 30mph – costs and clutter associated with ever increasing numbers of signs/markings)
- Enable local authorities powers to manage the traffic regulation order process and redetermination order process without referring to Scottish Ministers
- Enable local authorities enforcement powers to manage moving traffic offences using cameras and manage bus services using local authority networks
- Low Emission Zones
- Workplace Parking Levy
- Demand Management schemes
- Coordination of Development Plans and Transport/Mobility Plans
- Last mile delivery

Q5b: Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on?

Please explain your answer, by providing examples of which transport decisions local communities should be involved in, also suggesting how they should be involved

[5b] Local communities should be involved in making transport decisions in Scotland.

As cited there is 'potential for more coherent and joined-up national/regional/local transport together with closer integration with spatial planning and economic development', which is aligned with the Scottish Government and COSLA's recent agreement to adopt the 'Place Principle' to enable more joined-up, collaborative approaches to services and assets within a place. By pursuing a place-based approach to planning and coordinating then community involvement and decision making is at the very heart of this approach.

As we have found in Edinburgh, when undertaking joint-engagement on the City Mobility Plan, a Low Emission Zone scheme for Edinburgh, and the City Centre Transformation project, citizens cannot always easily relate to Edinburgh on the whole when providing feedback or views. Where value is really added is when citizens are asked about the areas and streets that they use regularly, have lived experiences with, and have a variety of views as how to make improvements.

This is why Edinburgh's City Mobility Plan will be more spatially oriented in its focus as opposed to one size fits all policy measures for the city. The NTS is similarly reflecting this approach by beginning to differentiate city/regional/island issues. Doing so allows for a clearer focus on specific areas of the city, and in-turn specific communities. The city centre community is one such example, whilst another is likely to be Granton in the north west of the city as this is another strategic growth area associated with Edinburgh's Waterfront. The issues faced and views of these areas of the city are inevitably different and therefore involving them in project planning, design and decision making is essential in developing a successful localised project for the individual places.

That is not to say that local communities should not have a view on transport in the city, or indeed the country. They should. Again, people's lived experiences offer a valuable insight into planners and decision makers. People travel and are customers of our transport system and transport operators, therefore those travelling on our networks are a key stakeholder grouping and should be involved and engaged accordingly. Most have experiences of using transport systems coordinated at the national level whether that be air, rail or road, and therefore their views need to be accounted for. In the Edinburgh context, tens of thousands of residents living in neighbouring authorities travel into the city daily for work by both road and by rail, therefore residents of West Lothian commuting into Edinburgh for example need to be able to express their views on road or rail issues or help shape proposals through the national providers. It is not the place of West Lothian or Edinburgh to receive such views. And due to the role and responsibility of Regional Transport Partnerships, and also low levels of awareness of such bodies amongst the public, such bodies are not an effective point of contact for nationally coordinated schemes. As long as schemes are coordinated nationally then there needs to be community involvement in developing national transport projects.

Section D: The Strategy as a whole

Q6: Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?

Yes   ☐   No   ☒

Please explain your answer

Whilst the draft NTS is a welcome improvement on its predecessor as it recognises differences in transport needs between cities, rural areas and islands, with select city issues/examples cited, it does not address 'the needs of transport users' in cities or city regions.

Responses provided for question 3 and 8 provide rational for this response, but one example regards freight management. While it is welcome that NTS2 states that 'It is a strategy for… (people and freight)' and 'we must ensure that the negative impacts generated by the movement of goods vehicles are tackled' (due to the forecast growth in these and the associated impacts upon congestion and emissions especially in busy urban areas during peak times), we believe that this could go further. Reference should be given to reducing the scale of large vehicles operating within centres of population, and the role of regionally coordinated consolidation centres to rationalise loads onto smaller and more environmentally sensitive vehicles for onward delivery, 'last mile' delivery being particularly important in an urban setting.

Section E: Looking ahead

Q7a: What aspects of the transport system work well at the moment?
Please provide details

Within Edinburgh, the public transport system works well with bus routes covering much of the city, and services extending out into the region. Tram services have exceeded all expectations with operating profits and patronage levels being higher than forecast, Public transport in the city is popular, with ticketing options available across Lothian Buses and Edinburgh Trams. Popular aspects include the low cost fares, the modern fleet, the frequency of the services, the expansive bus routes from the city centre, the real-time information systems and the Park and Ride sites serving the city.

[7a continued] The introduction of a bike hire scheme has added a further element to Edinburgh's growing public transport offering.

A popular car club initiative also provides additional travel choice for those wanting to use a car, but without needing to own one. Significant investment in walking and cycling infrastructure is also seeing increased usage of these networks.

There are fast and frequent bus and rail services connecting Edinburgh and Glasgow, while Edinburgh is well connected to cities across the UK by rail.

Collectively this growing level of choice is helping to give people attractive alternatives to journeys by private car.

Q7b: What practical actions would you like to see the National Transport Strategy take to encourage and promote these?

Please provide details

The NTS should encourage public transport systems to include many of the constituent aspects currently in-place in Edinburgh e.g. low cost fares, modern fleets, real-time information systems. With Edinburgh having a (relatively) high modal share for journeys to work by foot and by bike then focus could be given in the strategy to focus on some of Edinburgh's existing initiatives to encourage this modal share. The same is true for the successful car club that has been operating for years within the city – we would be happy to share examples if interested.

The tram system is of regional importance and should be identified in the NTS as such. The tram provides wider connectivity to the region as it interchanges with heavy rail at key employment areas in the city, enabling journeys to/from work for employees living across the city region.

Q8a: What aspects of the transport system do not work well at the moment?
Please provide details

The fossil fuel based transport system predominant across the country, with its associated air pollution emissions if a fundamental challenge to be addressed at a national level. The constituent elements of this that do not work well are:

- The over-reliance on and usage of the private cars which results in congestion, vehicle emissions, road safety, and delays to road based public transport options.
- A focus on road infrastructure nationally that only generates additional demand for car travel.
- Regional planning and governance arrangements are not in place to tackle congestion associated with in-commuting from outlying local authorities. At both regional and local levels the powers and resources do not exist to effectively tackle cross-boundary issues
- Each public transport mode has individual ticketing, payment and timetable arrangements which are predominantly uncoordinated. This is a key deterrent to influencing people out of their cars and onto public transport.
- Whilst car is recognised as the dominant mode for transport emissions in Scotland, aviation is the second-most dominant alongside shipping. Considering the low levels of people moved around by aviation in relation to the volume of people moved by car, aviation produces disproportionately high levels of emissions. Too many domestic journeys in the UK are undertaken by air travel.
- Reliability and performance of the rail network in Scotland is rightfully cited as an issue within the strategy, but not in strong enough terms, as it merely downplays this problem in Scotland to that of rail performance elsewhere in Britain.
- Service capacity and the cost of rail travel are barriers to rail travel. In-terms of specific services connecting Edinburgh there are particular capacity issues on peak-time services to/from Fife, and the Borders. This, combined with increased prices are further adding to the pressure on the road networks as people are choosing the cheaper and more convenient car commute option.
- The resilience of the public transport network is a particular challenge to be tested more and more from anticipated severe weather episodes. The Winchburgh Tunnel is a particular issue with flooding a growing problem impacting upon Scotland's flagship and busiest rail route. The ability to respond to, plan and manage such incidents has proven challenging.
- Still low levels of cycling across Scotland, with no mention of the Cycle Action Plan and the targets it set that will not be met by 2020.

Q8b: What practical actions would you like to see the National Transport Strategy take to improve these?

Please provide details

Far more significant steps are required to make public transport a more appealing choice to the many currently commuting by car. The most imperative missing aspect is the lack of an integrated national smart ticketing and payment scheme across the range of public transport modes and services. The NTS should seek to deliver an integrated national smart ticketing and payment scheme across the range of public transport modes and services. This measure was included in the previous NTS but is now conspicuous by its absence.

In Edinburgh there is already a smart card for use across most services of Lothian Buses and Edinburgh Trams. This arrangement however does not go far enough as the tens of thousands who travel in daily by car from surrounding local authorities have no opportunity to benefit from a broader integrated payment system applicable across the range of public transport operators serving the city. National leadership and coordination of a national smart payment scheme is essential to see a step-change away from car use, and stop the decline in bus patronage nationally.

Without this, travel choice is limited, and the real costs to passengers switching between modes makes public transport unappealing compared to the cost of private motoring. This has been evidenced through market research commissioned by City of Edinburgh Council.

Packaged alongside integrated ticketing is the requirement for integrated timetabling of services and operators to enable seamless transfers between modes via quality interchanges comprising facilities and real-time information. These are other notable aspects that need to be stated and enabled through the draft NTS.

Strategic cycling and walking routes can further help to connect areas of growth (homes and employment centres).

[8b continued] Further onus is required on the uptake of electric or alternatively fuelled vehicles – the 'ambition to phase out the need for new petrol and diesel cars and vans by 2032' is not a strong or clearly defined ambition, primarily by the addition of 'the need for'. To meet bold climate change targets there is a need to ban the sale of petrol and diesel cars rather than the looser variant of phasing out the need for them, which does not prevent fossil fuelled vehicles from coming to market. Stronger ambition is echoed by the SEA which proposes 'opportunities for actions which support a net-zero economy, reflecting the strengthened ambition of climate change targets and in recognition of the global climate emergency'. The City of Edinburgh Council is for example committed to working towards net zero by 2030, and sets a hard target of 2037.

More focus also must be given to tackling the challenges presented by increased air travel, especially for domestic flights. Rather than highlighting the importance of flights to the south west of England focus should instead be given to high speed rail connectivity to the rest of the UK – which is absent from the draft strategy. Aviation tax also needs to be addressed, otherwise statements like 'environmental impacts of aviation need to be recognised' and Scotland's airports can also take measures to reduce emissions on the ground' are insufficient and will not address growing greenhouse gas emissions from this transport sector.

Q9: Chapter 6 of the Strategy sets out immediate actions the Scottish Government will take in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand. Is there anything you would like to say about these actions? Please provide details.

Increasing accountability: the City of Edinburgh Council would welcome the opportunity to become involved in a Transport Strategy Delivery Board and in developing a regional model of transport governance. The Council has experiences in developing public transport, walking and cycling and a sustainable urban mobility plan for the growing city region, and will offer value to the developing governance arrangements in tackling the key cross-boundary commuting challenge.

Managing demand: the inclusion in the strategy of demand management statements is strongly supported by the City of Edinburgh Council:

- 'Not taking steps to effectively manage demand for car use is no longer an option'
- 'we will not be building infrastructure to support forecast [car] demand',
- 'we will reduce the need to travel by unsustainable modes'.

[9 continued] Yet the strength of these statements is diluted by other weaker statements:

- 'We need to consider alternatives that encourage single occupancy drivers to shift, whenever possible, from making their journeys by car'. Considering alternatives does not go nearly far enough to tackling the fundamental issues associated with increased car use.
- 'Support management of demand…' similarly is not strong enough. The Scottish Government must lead on demand management measures at a national level.
- 'We all need to take responsibility for their actions and the impacts caused by their travel decisions'. The onus cannot be placed on people choosing to change their travel behaviour as the car will continue to be the easiest and most attractive choice without demand management approaches. This requires strong leadership from the national level rather than simply encouraging alternatives.

Considering managing demand is categorised, rightfully, as a key area for action, it is surprising that there is no mention of workplace parking levy which features within the recent Transport Bill, or other charge-based approaches required to address the fundamental issue of congestion on our road networks.

Transport Scotland should continue its approach to leadership used in developing Low Emission Zones by, for example, tasking and enabling the four cities to develop further approaches to demand management. This offers synergies, consistency, and testing in a variety of contexts. Various demand management approaches are for example being enacted in Edinburgh, including extension of Controlled Parking Zones, resident permit parking prices linked to vehicle emission standards, tightening of parking standards for new developments, development of a Low Emission Zone including a citywide option, and exploring the development of a Workplace Parking Levy. The Council would be happy to share learnings and work with Transport Scotland in developing new approaches.

Strengthening evidence: An issue faced by Edinburgh's Local Transport Strategy, which is also true (as acknowledged by those responsible for) the previous NTS and SEStrans' Regional Transport Plan, was the inability to effectively monitor and evaluate against the broad range of outcomes, policies, actions etc. The risk with this seven layered approach to the NTS (see Q4a response) is an inability to effectively monitor and evaluate across this range of layers.

From Edinburgh's involvement as a leadership city in the European Union's two year best-practice Sustainable Urban Mobility Planning programme (involving 50 European cities), the recommended structure is to have a vision, objectives, policy measures and indicators; with these four layers easier to undertake monitoring and evaluation against and ensure a 'golden thread' between on the ground action, and higher level objectives.

Q10: Is there anything else you would like to say about the National Transport Strategy? Please provide details.

The draft NTS contains clear aspirational statements which are welcome but these need to be balanced against specific and implementable policy measures to move towards such aspirations. No clarity or detail is provided on the proposed policy measures or the timing of the associated draft delivery plan which is described as comprise measures developed through the second Strategic Transport Projects Review, the 2020 Infrastructure Investment Plan, and transport elements of the updated Climate Change Plan.

In-terms of funding, a national commitment is required to agreeing funded regional plans to tackle strategic transport and mobility issues associated with regional access to jobs and opportunities. Also, there is limited flexibility for accessing national funding as when it becomes available, with single year allocations for spending and receiving creating challenges to effective spending.

The 'Safety and security' section is too vague with no mention given to the key Vision Zero principle of the current national road safety strategy, or performance against the national targets. Edinburgh too could cite declining road casualties, but this masks specific challenges that need to be outlined. For example, Edinburgh (like Glasgow) has issues with elderly pedestrians which is a growing concern due to changing demographics/ageing population. Edinburgh also has the issue that serious casualties are currently in breach of the national targets (maybe an issue nationally?). Cycle safety is a road safety issue for urban areas, whereas young drivers and speeding are likely issues for more rural locations. Such challenges therefore need to be more clearly defined and differentiated in this section, with a need for a more targeted approach to road safety priorities going forward.

It is welcomed that the draft strategy cites a transport system to support the mobility of older people to ensure older people are not socially isolated, and the 'importance of the National Concessionary Travel Scheme'. Following Transport Scotland's previous consultation on Concessionary Travel, however, which was set in the context of an ageing population and increasing cost pressures to support the national initiative, there is likely a need to reflect on these issues.

The 'Technological advances' section mainly focuses on vehicles without mention of how technology can be used to advantage pedestrians and cyclists.

Under the section 'changing transport needs of young people' no mention is given to lower levels of young people wanting to own cars especially in urban areas where alternatives are more readily available. This supports shared mobility with Madrid, for example, targeting young people and students through their Mobility as a Service system.

Section F: Strategic Environmental Assessment (SEA)

Q11: What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in Section 5 of the SEA Environmental Report? (Please give details of additional relevant sources)

'The transport sector as a whole is likely to be benefit from a more integrated, multimodal transport system that supports sustainable modes of travel.' This is a fair assumption, but it is not aligned to a strong level of content within the draft NTS to lead on and enable integration of transport modes or services. Also a need to delete 'be'.

Relevant key environmental aspects that should be drawn out from the SEA and included within the NTS document itself:

- 'Just over a third of all car journeys are under two miles and could be made by bicycle or on foot instead' – this is a significant opportunity.
- 'Green infrastructure, such as walking and cycling paths, can help towns and cities become more sustainable, support wildlife and respond to the challenges of climate change, for example, by reducing flood risk…. improve, accessibility and connectivity, and can lead to wider benefits for air quality and health through increased physical activity and air quality.'

Q12: What are your views on the predicted environmental effects as set out in chapter 6.3 of the SEA Environmental Report?

Cumulative impacts do not feature as a key environmental aspect. A specific pertinent example is housing growth targets placed on local authorities by the national government, which in a city and large town context is leading to housing growth in more peripheral and remote areas. This results in car-based lifestyles as public transport serving such low-density areas is uneconomic, creating a self-perpetuating cycle of car use. Edinburgh for example faces significant transport challenges from approximately 65,000 cars driving into the city daily for work purposes from people living in neighbouring authorities.

Q13: What are your views on the proposals for mitigation and monitoring of the environmental effects set out in chapter 6.5 and 7 of the SEA Environmental Report?

'giving consideration to cross-boundary implications' – as per the previous answer, much more is required to tackle regional in-commuting than merely giving consideration to cross-boundary implications. No one local authority can tackle cross-boundary issues so there is an essential need for national and regional coordination of such a broader issue facing large towns and cities especially.

The SEA must be stronger in emphasising the need to align national planning and transport decision making to ensure that car-based lifestyles are mitigated. Higher density living is required in towns and cities to mitigate sprawl and in supporting journeys by foot, bike and public transport.

The significant growth levels in car use and the associated emissions stated in the draft NTS should be a key reason stated for why a 'do nothing' scenario is not a 'reasonable alternative'. Focus has to be on mitigating private car usage.

Q14: Is there anything else you would like to say about the SEA Environmental Report?

No.

Thank you for your time and your contribution.

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Transport and Environment Committee

10.00am, Friday, 11 October 2019

Parking in Carnegie Court

Executive/routine	
Wards	15 – Southside/Newington
Council Commitments	18

1. Recommendations

1.1 It is recommended that Committee:

1.1.1 approves the start of the necessary Traffic Regulation Order (TRO) process to introduce parking controls in Carnegie Court, and

1.1.2 approves, as part of the same process above, the transfer of properties 178 to 186 Pleasance from Zone 3 to Zone 7.

Paul Lawrence

Executive Director of Place

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Report

Parking in Carnegie Court

2. Executive Summary

2.1 The Council has received several complaints from Carnegie Court residents regarding inconsiderate commuter parking in their parking area (See Appendix 1 for the map of the area). Residents have reported that, such parking prevents them parking near to their homes, increases traffic in the area, has a negative impact on road safety and restricts access for refuse collection vehicles. Residents have requested the Council acts to tackle these issues and this report proposes an approach that will address residents' concerns.

3. Background

3.1 Parking in Carnegie Court was previously managed by a private contractor who withdrew their services in 2015. As a result, commuter and non-residential parking in the area has created a number of problems for residents.

3.2 The Council was asked to consider possible options to manage parking and improve parking opportunities for residents. Since the area is a road the only means the Council has to control parking is through the Road Traffic Regulation Act 1984.

3.3 Having examined possible options for Carnegie Court it was considered that due to its layout and the number of garages in the street, a mews parking area was the best approach to manage parking. A mews area is a street designated in its entirety solely for providing parking for holders of the appropriate mews residents' permit. Further detail on different parking management approaches is contained within Appendix 2.

3.4 The proposal was presented to residents at two public meetings and a public consultation was undertaken. This elicited responses from 12 residents and seven respondents supported the introduction of a mews parking area. While this response rate appears to be low, this is typical for a parking consultation of this nature.

3.5 This report seeks approval to start the necessary statutory procedure to introduce the changes described in the Recommendations.

4. Main report

4.1 Residents are concerned regarding the inconsiderate commuter and non-residential parking taking place in the area and have requested that the Council acts to address these problems.

4.2 Having considered the possible options for Carnegie Court, the best option for residents in this instance is to introduce a mews parking area and bring the area into the Controlled Parking Zone (CPZ). This will form part of Zone 7 which operates Monday to Friday 8.30am to 5.30pm.

Mews Parking Area

4.3 A mews area is one large parking place. It is intended to protect the limited amount of space available for residential parking. There are no road markings (parking places or yellow lines) within a mews and is identified by signs at the entrance. Marking individual spaces would likely reduce the number of parking opportunities for residents and allow the limited number of spaces available to be used for non-residential parking.

4.4 Since no spaces are marked in a mews, permit holders can park anywhere within the area including in front of their own garages. This allows for the best use of space and ultimately increases the space availability for residents. To prevent misuse and to protect the limited space available, mews permits are limited to those who have residences adjoining the area.

4.5 There are some drawbacks with mews areas. One is that the Council has no means of managing the manner of parking within the area, for instance if a permit holder persists to park in front of another resident's garage. Secondly, visitors' and business/retailer's permits cannot be used within mews areas. Finally, it is not possible to introduce disabled persons' parking places within a mews area.

4.6 However, the mews parking proposal is considered to be the best option available to residents and will help them park closer to their homes and address the current parking problems.

Public Consultation

4.7 As part of a wider engagement process on a number of issues in the Carnegie Court development, Housing arranged two public meetings to discuss parking and other issues.

4.8 After the last meeting in February 2019, residents and property owners were asked to indicate their preference on the introduction of parking restrictions. A questionnaire was available on the night and letters were also delivered to each property, so that those who had no internet access or who could not attend in person could still participate.

4.9   Only 12 out of the 65 properties within the development responded equalling an 18% return rate. While it is disappointing that more residents did not respond, the level of response is typical for a parking consultation of this nature. However, a majority of the respondents, seven, supported the introduction of the mews parking proposals. With others opposing the proposals citing reasons such as not wanting to pay the Council for parking permits.

4.10   All ward members were informed of the consultation results and two acknowledged the proposed approach.

4.11   On the basis of this response, the results are being reported to Committee to seek approval to commence the necessary legal process to introduce parking controls.

Zone Boundary Amendment

4.12   During the recent consultation, one resident reported a related parking problem. While their property address is the Pleasance in Zone 3, their house which is part of the Carnegie Court development and where they normally park, is within Zone 7. Therefore, introducing parking controls would result in them not being able to park near their property and they would need to park further away.

4.13   To avoid such circumstances arising, it is proposed to amend the zone boundary as part of this proposal. This report also seeks approval to commence the statutory process to change 178 to 186 Pleasance from Zone 3 to Zone 7.

4.14   There are currently no residents' permit holders in these properties and the proposed boundary change is illustrated in Appendix 3.

5.   Next Steps

5.1   The next step is to start the necessary TRO process to introduce parking controls and to amend the zone boundary as described within this report.

5.2   Part of this process includes a public consultation period, when any interested party may comment or object to the proposals. This may result in a further report being submitted to Committee to consider or repel such objections. Ward Councillors will be kept informed of further developments.

6.   Financial impact

6.1   The cost of implementing the proposals (processing the TRO, considering any objections received, reporting to Committee and implementing signs) has been estimated at £5,000. These costs will be met from within existing parking budgets.

6.2 There will be ongoing maintenance and enforcement costs associated with the restrictions, but these are expected to be covered by the sale of residents' parking permits. It is not possible to estimate the anticipated number of permits which may be sold as the Council do not have access to vehicle ownership records in the area.

7. Stakeholder/Community Impact

7.1 There has been extensive engagement with the local community regarding this matter. This process has been led by the Council's Housing Team and forms part of a wider discussion with residents on many issues concerning Carnegie Court. Engagement activities included; letter drops, informal discussions, newsletters, public meetings, correspondence with the Carnegie Residents Action Group (CRAG) and discussions with elected members.

7.2 The impact of the parking restrictions will be to manage parking demand so that only local permit holders for residents of Carnegie Court can park there during the day. Any vehicle not correctly displaying a parking permit may be issued with a parking ticket. Residents who wish to park in the parking area during the day will need to purchase a permit from the Council. The price of a residents' parking permit depends upon the CO_2 emissions of the vehicle. With owners of more environmentally-friendly vehicles paying less for their permit.

7.3 Residents who hold a valid disabled persons' blue badge may apply for a parking permit free of charge.

7.4 It is anticipated that parking controls will have a positive impact on carbon reduction by removing free parking opportunities close to the city centre. This will reduce unnecessary commuter car journeys and encouraging people to travel using more sustainable methods, such as; walking, cycling or public transport. This may also help to reduce congestion and improve local air quality.

7.5 The ward members have been in discussion with residents and were informed for the intent to report to Committee with proposals to introduce a mews parking area in July 2019. Two of the four ward Councillors responded that they were satisfied with the approach.
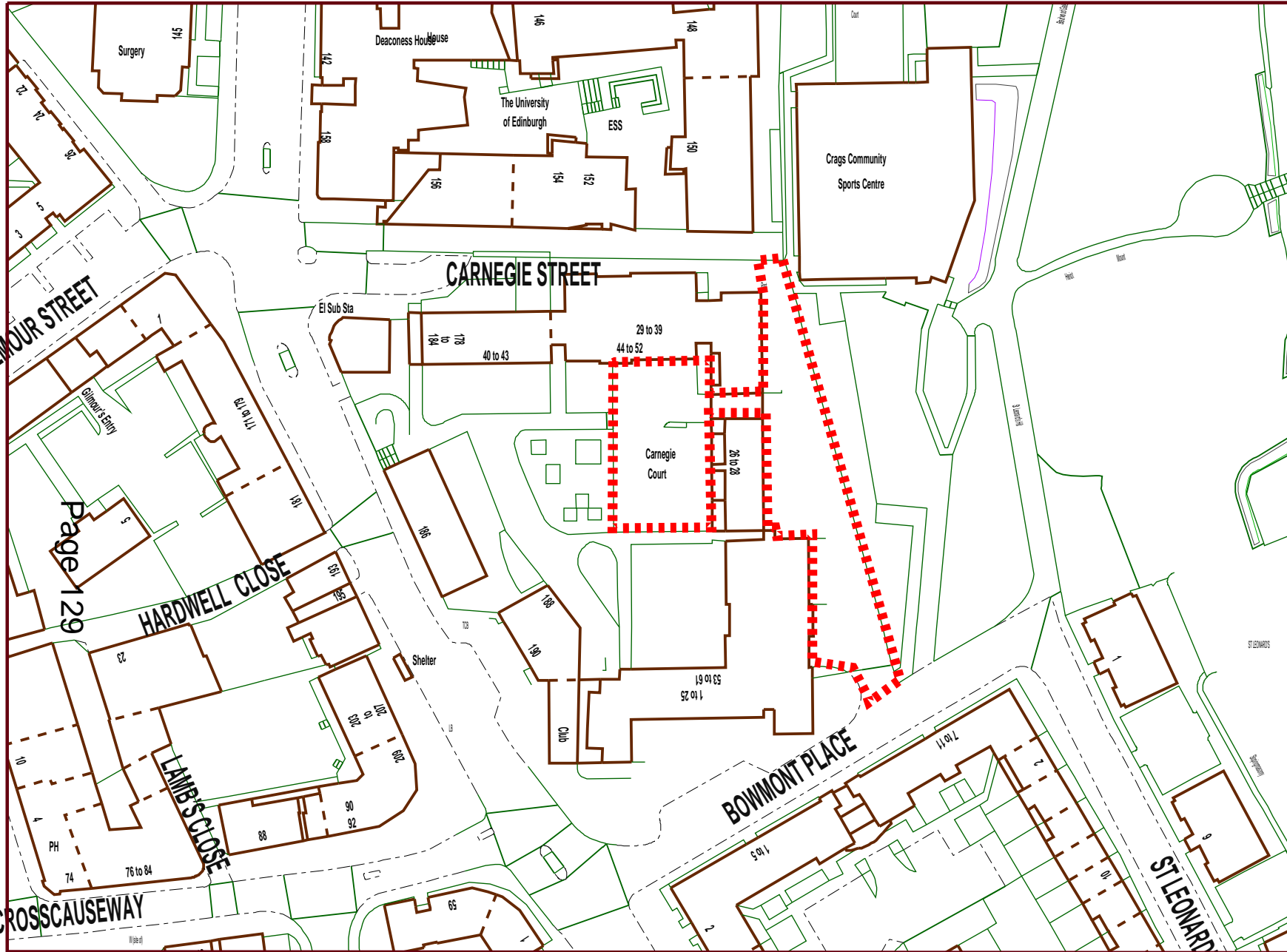
8. Background reading/external references

8.1 None.

9.   Appendices

9.1   Appendix 1 – Carnegie Court Proposed Mews Area

9.2   Appendix 2 – Parking Management in Carnegie Court

9.3   Appendix 3 – Proposed boundary amendment

NOTES

Surgery

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Deaconess House

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The University of Edinburgh

ESS

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Crags Community Sports Centre

Court

CARNEGIE STREET

El Sub Sta

29 to 39

44 to 52

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40 to 43

Carnegie Court

26 to 28

GILMOUR STREET

Gilmour's Entry

171 to 179

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HARDWELL CLOSE

193

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186

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53 to 61

1 to 25

Club

Shelter

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LAMB'S CLOSE

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201 to 203

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76 to 84

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ST CROSSCAUSEWAY

BOWMONT PLACE

7 to 11

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2

ST LEONARD'S HILL

ST LEONARD'S

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Tel: 0131 200 2000

Appendix 1 - Carnegie Court
Proposed Mews Parking Area

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Date: 5/08/2019

Drawn By:

Dwg No:

Appendix 2 - Parking Management in Carnegie Court

Measure	Benefits	Drawbacks	Conclusions
Do-nothing	• Free parking for residents and their visitors	• Attracts commuter and long-term non-residential parking • Does not protect disabled bays, entrances and garages • Dangerous parking and poor accessibility for waste and emergency service vehicles • Few spaces available for residents	This is not considered appropriate as it does nothing to tackle the parking issues raised by residents.
Gate	• Protects space for residents	• Locks break and concerns with vandalism • High implementation and maintenance costs • Unique admin system for key distribution required • No Council control over use of keys and thus car park • Poor accessibility for waste and emergency service vehicles, prevents public right of passage. • Problems for disabled users • Safety concerns with physical barriers • No support for out of hours problems	The use of a gate is not considered to be appropriate as this is a road with a public right of access. It is likely that current problems would persist and high costs administering and managing such a system would need to be passed on to residents. This may not be cheaper than purchasing a parking permit.
Single Yellow Lines (M-F 8.30-5.30pm)	• Tackles commuter and non-residential parking during the day • Protects garages and spaces for disabled people • Good access for waste and emergency service vehicles	• No parking places available for residents • No parking available for visitors or trades people.	This is not a practical solution as it does not provide parking places for residents to park near to their homes.
Double Yellow Lines (24 Hrs)	• Tackles commuter and non-residential parking at all times • Protects garages and spaces for disabled people • Good access for waste and emergency service vehicles	• No parking places available for residents • No parking available for visitors or trades people • No overnight parking.	This is not a practical solution as it does not provide parking places for residents to park near their homes and does not allow residents to park in the area overnight.

Priority Parking Area (Some kerbside controlled for 90 minutes Mon-Fri)	• Tackles commuter and non-residential parking for 90 minutes each day • Provides limited protection for residents during the day	• Not suitable for areas of high demand • May not provide sufficient space for residents. • Attracts commuters and non-residents to park outwith controlled hours • Paying for 90 minutes would allow all-day parking, i.e. no turnover of space • Fewer opportunities for visitors and trades people • Counter to transport policy which aims to limit commuter parking in the city centre	This is not considered a suitable option; Priority Parking works best in less densely populated, stand-alone areas further from the city centre and outwith the extent of the Controlled Parking Zone. Neighbouring streets all have parking controls, meaning Carnegie Court would still be attractive for commuters or nearby visitors wanting to avoid paying for parking. Priority Parking is unlikely to address parking problems and residents may need to purchase parking permits but see little improvement in parking opportunities.
Controlled Parking Zone	• Protects space for residents • Addresses commuter and non-residential parking during the day • Provides parking opportunities for visitors and trades people • Loading and unloading opportunities are available • Manages where vehicles park, i.e. park in marked bays • Good access for waste and emergency service vehicles	• Residents need to pay for parking • Pay and display for visitors • Each block of parking places needs to be marked and signed individually • Likely to limit the number of vehicles which can be accommodated within the area, due to its shape and number of garages.	There is some benefit in introducing standard Controlled Parking Zone measures in Carnegie Court. This will help tackle commuter parking and provide dedicated spaces for residents, their visitors and any visiting trades people. However, the nature of the car park means that marking individual spaces may result in a loss of parking spaces and all residents may not be able to be accommodated within the area.
Mews Parking Area - within CPZ **(recomm-ended)**	• Protects space for residents living in Carnegie Court only • Tackles commuter and non-residential parking during the day • Fewer road markings and signs required • Good access for waste and emergency service vehicles	• No ability to introduce disabled persons' parking places • No parking places for visitors or visitors' permits • No control over manner of standing, i.e. to prevent poor parking in front of garages	Introducing a mews parking area is considered to be the best option available for residents. This will protect spaces for residents by preventing commuter parking. It will maximise the available space for parking as the shape and number of garages limit the number of marked parking bays that can be created. Residents can manage where they park to make the best use of space whilst not obstructing others, i.e. they can park in front of their own garage but avoid parking in front of their neighbours.
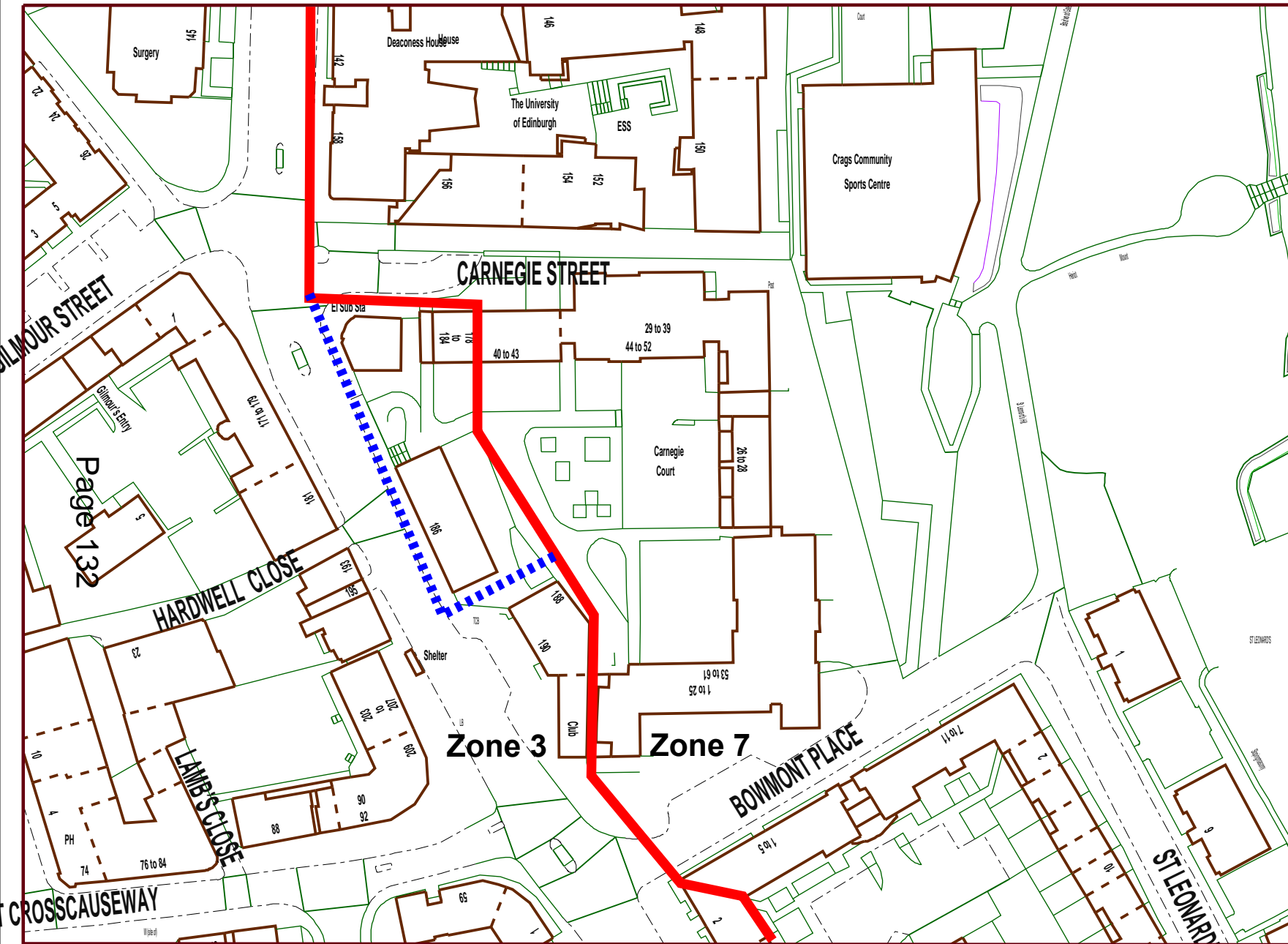
Current Boundary

Proposed Boundary

GILMOUR STREET

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HARDWELL CLOSE

LAMB'S CLOSE

CROSSCAUSEWAY

CARNEGIE STREET

Deaconess House

The University of Edinburgh

ESS

Crags Community Sports Centre

El Sub Sta

29 to 39
44 to 52

40 to 43

Carnegie Court

26 to 28

Shelter

Zone 3

Zone 7

Club

53 to 61

1 to 25

BOWMONT PLACE

ST LEONARD'S HILL

Surgery

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76 to 84

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Gilmour's Entry

177 to 179

ST LEONARDS

7 to 11

1 to 5

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Appendix 3 - Proposed Boundary Amendment

1:1012

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Date: 5/08/2019

Drawn By:

Dwg No:

Produced using Smallworld GIS

Transport and Environment Committee

10.00am, Friday, 11 October 2019

Evaluation of the 20mph Speed Limit Roll Out

Executive/routine	**Executive**
Wards	**All**
Council Commitments	**16, 17, 18, 19**

1.   Recommendations

1.1.   It is recommended that the Committee:

1.1.1   notes the results of the Council's initial 20mph monitoring programme, as detailed in the report;

1.1.2   notes the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team;

1.1.3   approves commencing the statutory process to add the additional streets, as detailed in table 3 of the report, to the 20mph network;

1.1.4   approves the strategy for further actions the Council may wish to consider in streets where there may be continuing non-compliance with the new limits as set out in the report;

1.1.5   notes that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject will be brought to first meeting of this Committee in 2020; and

1.1.6   notes that a further report on the analysis of road casualties will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

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

Report

Evaluation of the 20mph Speed Limit Roll Out

2.   Executive Summary

2.1   This report presents an evaluation of the roll out of 20mph speed limits in Edinburgh. The evaluation examines changes to traffic speeds and volumes, public perceptions and behaviour, and air quality before and after the 20mph rollout. It also briefly considers initial indications in relation to changes in collisions and casualties.

2.2   Key findings are outlined below:

2.2.1 there has been a statistically significant reduction in average speeds of -1.34mph across the 66 speed survey locations where the limit was reduced;

2.2.2 the highest reduction in average speed (-2.41mph) was for sites in rural west Edinburgh;

2.2.3 findings reveal no evidence of displacement of traffic from 20mph streets to 30mph streets after implementation of the 20mph limit;

2.2.4 support for 20mph is increasing but concerns remain regarding compliance; and

2.2.5 casualties have fallen substantially since implementation, but it is not yet possible to ascribe reductions to the 20mph limit as opposed to an overall falling trend.

2.3   The report also includes a strategy of further actions the Council may wish to consider on streets where there may be continuing non-compliance with the new limits. Furthermore, it reviews a number of requests for streets to be added to the 20mph network and includes preliminary consideration of further pro-active expansion of the network.

3. Background

3.1 In March 2018, Edinburgh became Scotland's first city to implement a city-wide network of roads with a 20mph speed limit. The 20mph scheme was implemented to reduce the risk and severity of collisions, encourage people to walk and cycle and create more pleasant streets and neighbourhoods. It supports the aims of Edinburgh's City Centre Transformation (CCT) Project and the emerging City Mobility Plan (CMP) by improving the way the city and its residents can move about, enjoy spaces and places.

3.2 The Transport and Environment Committee approved the network of roads for the establishment of 20mph speed limits on 13_January_2015 in the context of the Local Transport Strategy 2014-2019. Subsequently, Committee approved an implementation plan on 17_March_2015 and a principal Traffic Regulation Order (TRO) for the phased introduction of the revised speed limit on 12_January_2016.

3.3 The approved network extends 20mph speed limits to the city centre, main shopping streets and residential areas while retaining a network of roads at 30mph and 40mph in the city suburbs. Approximately 80% of Edinburgh's streets are now included in the completed 20mph network.

3.4 The roll-out was undertaken in four construction phases, starting in May 2016 and completing in early March 2018. The timing and location of the limit's introduction by phase is indicated in Figure 1 below:
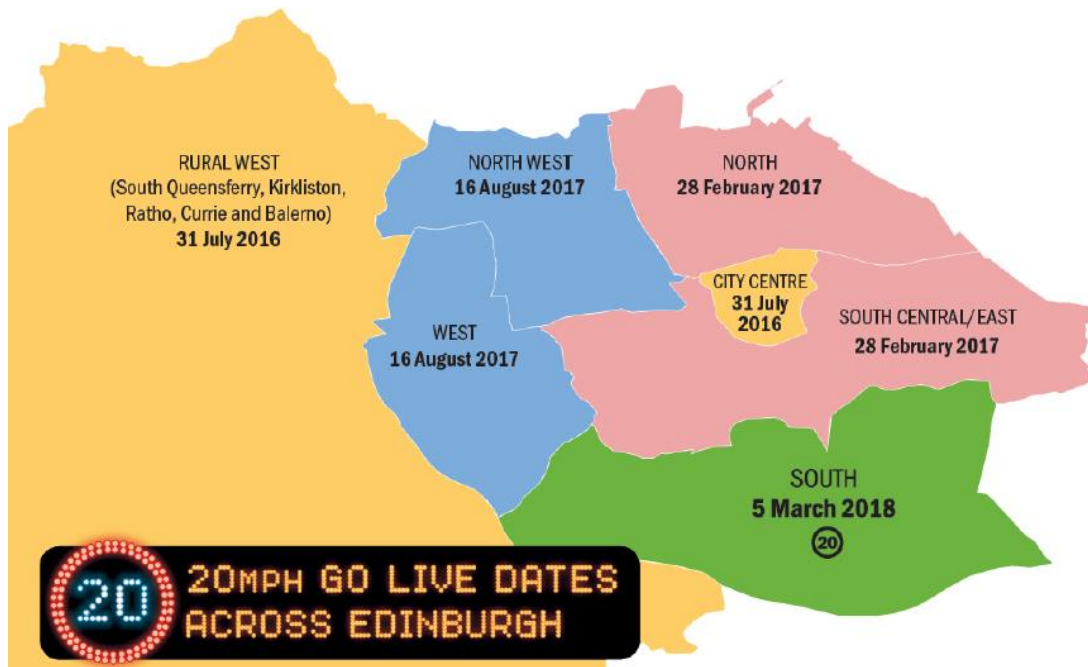

Figure 1

3

3.5 Prior to the commencement of the citywide rollout, approximately half of the city's streets were in previously designated 20mph zones. Under the Regulations that were in force at the time of their introduction, most of these were defined by the use of physical traffic calming measures, such as "cushions" or speed tables at the appropriate spacing. Subsequent changes to legislation mean that such measures are no longer legally required and the new 20mph limits have been introduced using signs and road markings only. However, to avoid a significant difference between the new signage only zones and these pre-existing zones, the decision was taken early in the design stage to install additional signage in the pre-existing zones to provide a visual consistency for road users across the city. Consequently, approximately 500km of streets required additional signage.

3.6 Driving more slowly can prevent injuries and save lives. Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can be expected to result in a 6% fall in the number of casualties. It has also been shown survival rates are seven times higher when a pedestrian is hit by a car driving at 20mph, than compared to 30mph. Research also shows that a child is much less likely to be seriously injured or killed if hit by a car at 20mph compared to 30mph.

3.7 The reports of 13 January and 17 March 2015 advised that an initial report on the outcome of the programme would be presented to Committee approximately one year after final completion of the project, to allow sufficient time for preliminary data and feedback to be recorded and assessed.

4. Main report

Introduction to 20mph Evaluation

4.1 The evaluation of the 20mph speed limit seeks to assess its impacts on speeds, on road traffic collisions and on public attitudes and behaviour. Other areas of interest include whether there is any evidence of displacement of traffic, from streets with a 20mph limit to those where the limit remains 30mph, and on air quality. Table 1 below summarises the methods used to collect information on these issues.

4.2 In 2017, a major independent research project was instigated by the Scottish Collaboration for Public Health Research and Policy (SCPHRP), part of Edinburgh University, funded by the NIHR to examine the public health impacts of the introduction of 20mph zones based on a comparative study of Edinburgh and Belfast, reporting in 2020. Whilst this study is independent from the Council, data recorded by the Council is being shared with the University to inform its research.

4.3 The NIHR study focuses on public health outputs, in the process covering the majority of the areas of interest to the Council. The NIHR project team offered to provide an independent report on the Edinburgh experience based on the scope of its project and this is attached as Appendix 1.

4

Methodology and data sources

4.4   In developing the Scheme, a monitoring programme was established to assess various aspects of the 20mph network. A variety of 'before' and 'after' surveys have been undertaken to provide a baseline data framework and measure the success of the project.

Monitoring area	Information collection method
Traffic speeds and volumes (latter enabling examination of evidence of displacement from 20mph streets to 30mph streets)	Consultants Tracsis (Traffic and Data Services) were commissioned by the Council to record speeds and volume on 66 sites across the 20mph network and on 16 sites on 30mph roads, before and after implementation. Additional post implementation surveys were also undertaken on 150 streets where concerns were raised about compliance.
Road traffic collisions resulting in personal injury	The STATS19 database - a nationally collected data set of all road traffic collisions that resulted in a personal injury and were reported to the police within 30 days.
Public opinions, behaviours and attitudes	Consultants Progressive were commissioned by the Council to conduct research into public opinions, behaviours and attitudes towards the new Scheme. Over 1,200 household interview surveys 'before' and 'after' were undertaken across the implementation areas. A full report on the post implementation evaluation by Progressive is attached as Appendix 2.
	A question about level of support for 20mph was included in the Edinburgh People Surveys (EPS) 2016 – 2018. The EPS is an annual survey of around 5,000 residents commissioned by the Council.
Air Quality	The Council's six real time air quality monitoring stations

Table 1: Monitoring Methods

5

Main Findings

<u>Speeds and volumes</u>

4.5 The speed data used in the analysis covered 66 streets where the speed limit was reduced from 30mph to 20mph as part of the roll out.

4.5.1 For the 66 locations that had their speed limit changed to 20mph, average 'before' speeds were 23.63, while 'after' speeds fell to 22.29mph; an average fall of -1.34mph.

4.5.2 The largest reduction in average vehicle speed was -2.41mph and was observed in rural west Edinburgh.

4.5.3 A comparatively higher reduction in average speed, -2.03mph, was observed on streets where the average 'before' speed was greater than 24mph.

4.5.4 Statistically significant reductions were observed on all types of streets. The highest reduction in speed (-1.59mph) was noted for main streets with the lowest reduction in speed on residential streets (-1.38mph).

4.5.5 The number of vehicles with average speeds that were 20mph or less increased following the rollout as shown in Figure 2 below.

4.6 Outputs from analysis of post implementation surveys on 150 streets where concerns were raised about compliance show an average speed of 21.5mph.

4.7 There was no evidence of a noticeable change in the average volume of traffic after implementation on the 16 streets surveyed, where a 30mph speed limit was retained.
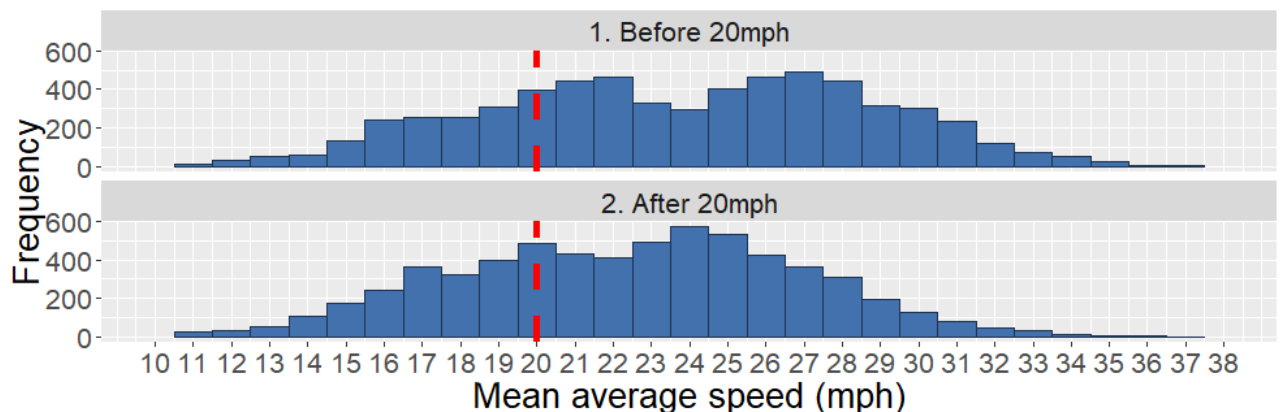

Figure 2: Histogram of average speeds on 20mph streets in the City of Edinburgh; Data for this figure consists of 12672 observations; average speed observations for 192 time points for each of the 66 monitored sites.

<u>Road traffic collisions</u>

4.8   The first 11 months data after full scheme implementation across the city indicate a substantial reduction in annual numbers of road traffic collisions and casualties compared to the three years before (See Appendix 1). This is encouraging; however it is currently too early to conclude whether the limit has reduced casualties beyond what might have been expected. Further casualty data, and more detailed analysis emerging from the SCPHRP study over the next year, may enable firmer conclusions on this issue to be reached.

<u>Public opinion, behaviours and attitudes</u>

4.9   Findings from the post implementation evaluation by Progressive reveal broad support for the introduction of 20mph speed limits, in both the pre and post implementation surveys. Before implementation of the speed limits, a total of 58% supported it overall (20% said they <u>strongly</u> supported it). In the post implementation survey, this had increased to a total of 65% supporting the scheme (with 24% <u>strongly</u> supporting it).

4.10   Strength of support tended to reflect levels of concern about traffic speeds; for example, those with children in the household tended to be most concerned about safety and were also more supportive of the speed limits.

4.11   Over a third of respondents in the post implementation survey stated that the introduction of the 20mph speed limits had a positive impact on the quality of life in their neighbourhood.

4.12   Evidence of impact on behaviours is less conclusive: many of the perceptions and behaviours monitored before implementation did not change significantly in the post implementation survey and the majority of respondents stated that they saw 'no difference' or that key perceived potential impacts (such as increases in congestion, more walking, better air quality, etc) remained unchanged since implementation.

4.13   Results from the question in the Edinburgh People Survey revealed that the majority of residents support the 20mph speed limits, although there was a decrease from (59%) in 2016 to (55%) in 2018 (in 2018 18% were neutral or didn't know, 26% opposed) . Findings show a wide variation of levels of support across the city, with the strongest level of support in the City Centre ward (62%) and the lowest in the Colinton/Fairmilehead ward (44%). Even in the areas of lowest support, however, more people supported the limit than opposed it (34% opposed in Colinton/Fairmilehead, 20% opposed in City Centre) .

4.14   In December 2018, community councils, residents' associations and stakeholder organisations were invited to submit comments and observations regarding the implementation of 20mph. Speeding and lack of enforcement were identified as the areas of greatest concern. Feedback also revealed strong support for additional measures to reduce speeds. The most commonly reported positive impacts were in relation to safety and a better environment for walking and cycling.

7

<u>Walking and Cycling</u>

4.15 The Council is currently upgrading systems for analysing data from walking and cycling counters. Results are not yet available but will be shared with the NIHR project team for inclusion in their report in 2020. It is also intended to report to Committee on an ongoing basis in the future on modal shift.

4.16 Findings from the post implementation perception study by Progressive, revealed that although the overall proportion of people using active travel options has not increased, a higher proportion of those who do walk and cycle in the post implementation survey reported the amount of walking/cycling that they do had increased in the last year (from 11% to 18%). In addition, more respondents said they thought traffic speeds were 'very safe' for cycling following implementation.

<u>Air quality - pollution trends</u>

4.17 The relationship between speed and air quality is complex and influenced by a mix of factors including vehicle type, brake and tyre wear, variability and consistency of driving speed and the nature of the road environment.

4.18 Studies elsewhere have so far not proven either a positive or negative effect on air quality: driving at 20mph causes some emissions to rise slightly and some to fall. Reduced acceleration and braking may help to reduce fuel consumption and associated emissions. Some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling short distances instead of driving.

4.19 Under the Environment Act 1995 and the associated Local Air Quality Management (LAQM) framework, all local authorities have a duty to review and assess air quality in their areas against national pollution objectives. Nitrogen Dioxide (NO_2) and Particulate Matter PM_{10}, are typically the pollutants of concern in most urban areas in the UK. Edinburgh has a well-established monitoring regime for these pollutants and publishes reports annually on the monitoring data and trends.

4.20 Measurement is by approved automated analysers housed in air quality stations, which are located at roadside and background sites. Additional NO_2 monitoring is carried out across the city using passive diffusion samplers. Generally, samplers are located at or close to residential building facades on radial transport routes in and around the city and reflect worst case exposure.

4.21 Nitrogen Dioxide (NO_2) concerns in Edinburgh are predominantly related to vehicle emissions, while PM_{10} arises from many different sources. Improvements in air quality are assessed by analysis of long term trend data. Short term results are influenced by weather and temporary events such as local traffic diversions and road works.

4.22 Generally, all NO$_2$ automatic monitoring locations in Edinburgh show a downward trend in NO$_2$ concentrations - see Graph 1 for an example at the urban background monitoring site at St Leonards. National statistics (2017) comparing 10-year and 5-year trends, also show similar patterns. The figures for 2017, during which the 20mph limit was in place across most of inner Edinburgh for most of the year (see Figure 1), do not give any cause for concern in relation to the impact of the 20mph limit.

Graph 1 Trend in Nitrogen Dioxide Concentrations (µg/m^3) at St Leonard's (Annual Mean NO$_2$ at an Urban Background site)
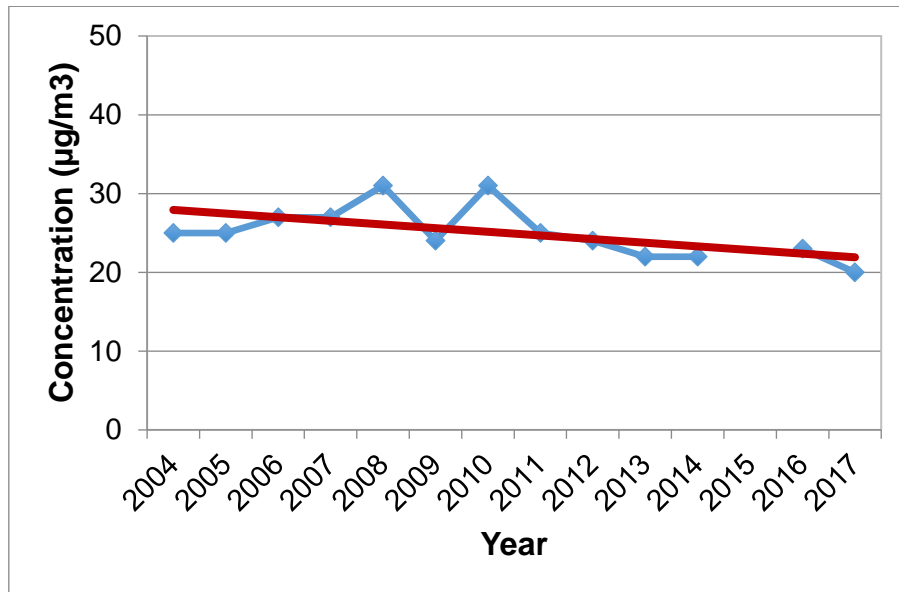
4.23 The following Table is a summary of NO$_2$ trends at all automatic monitoring locations in Edinburgh.

Table 2: Summary of Nitrogen Dioxide (NO$_2$) trends measured at Automatic (Continuous) Monitoring Sites in Edinburgh

Monitoring Location	Site Type	Trend in Annual Mean NO$_2$ (Years)	Concentrations of NO$_2$
St Leonard's	Urban background	(2004 to 2018) ↘	Slightly decreasing
Gorgie Road	Roadside	(1999 to 2018) ↘	Slightly decreasing
Salamander St	Roadside	(2009 to 2018) ↘	Slightly decreasing
Currie	Suburban	(2010 to 2018) ↘	Slightly decreasing
Glasgow Road	Roadside	(2012 to 2018) ↘	Slightly decreasing
St John's Road	Kerbside	(2007 to 2018) ↓	Decreasing

Source: CEC (2018), Annual Air Quality Progress Report

9

<u>Police engagement and enforcement, and speed limit compliance</u>

4.24 The new 20mph limit relies on a shift in driver behaviour, which takes time to embed. The Council continues to work with the police and the public to raise awareness of 20mph and encourage compliance through road safety education and prevention activities.

4.25 Streets with a number of collisions where speed has been a factor, where concerns have been raised and areas near schools are likely to be prioritised for enforcement activities. Since the 20mph programme began, there have been 256 road checks on 20mph roads, 1,518 warnings issued, 94 conditional offers issued and 21 reports to the Procurator Fiscal. Officers continue to conduct proactive speed checks, where operational demands allow.

4.26 Social media continues to be used extensively by the Council and the police to promote 20mph. Activities, such as Pop Up Bob, are used to help deter speeding and improve road safety. Pop Up Bob, a life size cut out of a police officer holding a speed camera, is not intended to replace real officers but can be utilised by schools and in areas where speeding has been reported in order to serve as a reminder. Road Safety and Active Travel officers have also been working jointly with the police to implement a roadside education pilot project. As part of roadside education, police stop speeding drivers and assess if they are suitable for an education session at the roadside as opposed to being issued with the usual penalty. Central to the delivery of roadside education is a short video, Kids to Camera, featuring local school children who ask speeding drivers to reflect on their driving behaviour.

4.27 Police Scotland is also considering other methods such as community speedwatch to maximise compliance with 20mph. Community speedwatch is a national initiative where active members of local communities join with the support of the Police to monitor speeds of vehicles using speed detection devices.

4.28 In response to comments received about a perceived lack of compliance, the Road Safety team has carried out additional post implementation speed surveys to assess if further action was needed. The list of 227 reported streets is attached as Appendix 3. This includes sites already surveyed and those waiting to be surveyed. The results of the speed surveys will be used to identify whether additional measures are needed. The average speed recorded across the 150 streets surveyed to date was 21.5 mph.

<u>Impact on bus journey times and service reliability</u>

4.29 We have sought the views of Lothian Buses and they have advised that, in their view, any increases in bus journey times and impact on service reliability due to the introduction of 20mph are minimal in comparison to increases in journey times and resources across the city resulting from other factors.

Additions and amendments to the 20mph network

4.30 The introduction of the citywide 20mph limit attracted a substantial public response over the implementation and post implementation monitoring period. Officers responded to a very high volume of e-mails and other communications. Initially, the most frequently received comments were in relation to perceived lack of evidence of public support and perceived adverse impacts on congestion, pollution and journey times. However, the nature of the comments changed over the duration of the project.

4.31 After completion of construction phase 2 in February 2017, comments focussed more on requests for streets to be added to the network, perception of this limit and concerns about non-compliance and requests for additional measures to reinforce it. A similar pattern continued throughout phases 3 and 4 with more comments relating to perceptions of speed in the local area.

4.32 A record has been maintained over the implementation period regarding observations, requests and comments on specific streets. This feedback has been used as the basis for focussing investigations into potential alterations to the network.

Methodology for the assessment of 20mph streets, and potential further extension of 20mph network

4.33 A number of streets have been assessed for potential inclusion in the 20mph network using a methodology that considers factors such as the character of the street, width of street, number of collisions, walking and cycling levels, presence of traffic calming measures, bus frequency, evidence of local public support and proximity to generators of pedestrian journeys such as schools, parks and places of worship. The following factors also need to be taken into consideration :

4.33.1 Seeking to minimise the number of changes of speed limit that users will encounter. Seeking to locate changes of speed limit in logical locations.

4.33.2 Seeking to maintain a coherent network of 30mph (and 40mph) streets.

4.33.3 Streets in the city centre to retain 20mph.

4.33.4 Roads with a predominantly rural character to retain current speed limits.

4.34 The 30mph roads listed in Table 3 have been considered for inclusion in the 20mph network. The streets considered have been largely based on public requests, though the street linking Roseburn to Haymarket has also been assessed based on the major changes proposed as part of the City Centre West to East Link project.

4.35 These have been assessed using the above methodology and a recommended course of action is set out in Table 3 below. See also the section below discussing further extensions to the network. The recommendations are subject to TRO procedures involving a statutory consultation process.

11

Further extensions to the 20mph network

4.36   The initial 20mph network sought to achieve a suitable balance between delivering safer, more liveable streets and maintaining a coherent citywide network for longer distance movements, especially by bus, with a higher speed limit. Public support for the limit, and the requests for extension, indicate that there is an appetite for wider application, whilst early results are positive in relation to the project's core objectives.

4.37   Rather than adopting a purely reactive approach, it is considered that there is now a case for a further review of the road network that currently retains a limit of 30mph or more, with a view to increasing the coverage of the 20mph limit. It is proposed to bring a report setting out a proposed way forward on this issue to the first meeting of this Committee in 2020.

4.38   Further changes of speed limit to 20mph will need to be considered in tandem with proposals for reducing 40mph urban roads to 30mph (this is the subject of a business bulletin to this Committee).

Table 3 streets considered for adding to change of speed limit from 30mph to 20mph

Street	Action
Balgreen Road	Change to 20mph from Stevenson Road roundabout to Corstorphine Road
Bo'ness Road	Change to 20mph from Walker Drive to Echline Avenue
Cammo Road/Walk	Extend the 20mph limit along the residential frontages and principal access to the Cammo Estate
Cluny Gardens/West Mains Road/Esslemont Road	Change to 20mph
Craighall Road	Change to 20mph from Stanley Road to Ferry Road
Granton Road	Change to 20mph from Ferry Road to Granton Square
Greenbank Crescent/Oxgangs Avenue	Change to 20mph
Musselburgh Road (Eastfield)	Retain 30mph pending wider network review
Roseburn Terrace	Introduce 20mph from Murrayfield Gardens to Magdala Crescent
Salvesen Terrace (Marine Drive)	Introduce 20mph from West Granton Road to West Shore Road junction

4.39   Only a small number of comments were received identifying roads which the correspondents thought should revert to 30mph. The comments related to:

4.39.1   Craigentinny Avenue (residential street);

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4.39.2   Marchmont Road (residential street);

4.39.3   Melville Drive (adjacent park – high pedestrian and cycling levels);

4.39.4   Regent Road (city centre, main road);

4.39.5   Slateford Road, eastern section (residential and shopping);

4.39.6   St John's Road (local centre);

4.39.7   Braid Road (residential street); and

4.39.8   Scotstoun Avenue (residential street).

4.40   In the context of their consistency with the original criteria for the establishment of the network, it is considered that the 20mph limit on these roads should be retained.

4.41   In addition, a series of road safety interventions has been developed for implementation at Braid Road and proposals for traffic calming measures are being progressed for Scotstoun Avenue, utilising a developer's S75 funding contribution.

Additional speed influencing measures

4.42   The Road Safety team undertakes an annual collision investigation into all streets within the City of Edinburgh Council area. This investigation is carried out using the collision details supplied by Police Scotland, which is responsible for the collection of all personal injury road traffic collision data within its force area. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where remedial works may require to be implemented.

4.43   Although the introduction of the citywide limit has begun to reduce average speeds, there are a number of roads where average speeds remain higher than the normal tolerance. Comments have also been received from the public requesting supplementary measures to reduce speeds including additional signage, the introduction of Vehicle Activated Speed Signs (VASS) and physical traffic calming features such as speed humps.

4.44   It is proposed that on streets where concerns have been raised, or where we become aware of higher average speeds, traffic surveys will be carried out to determine the average speeds and vehicle flows. This will enable the Road Safety team to analyse traffic conditions and reported collisions on specific streets to determine what further measures may be suitable for implementation on a site by site basis. This could include signage and road markings, targeted enforcement from Police Scotland or short term deployment of mobile vehicle activated signs.

4.45   Further physical traffic calming measures such as road humps or chicanes will only be considered if there is a significant collision history or where high vehicle speeds are not reduced sufficiently with soft engineering measures such as VASS and additional signage. Further information on possible speed reducing measures is included as Appendix 4.

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5.   Next Steps

5.1   The introduction of 20mph represents a major change for the city and the way we travel, live and work. The new lower speed limits rely on a shift in driver behaviour which takes time to become the norm (similar to wearing seatbelts). It is planned to take forward measures to sustain a culture of 20mph city driving. The Council will continue to work closely with Police Scotland and other partners to encourage compliance through high profile engagement activity and social media.

5.2   Analysis of road casualties usually covers a three year period to allow statistically robust conclusions to be made. The Road Safety team will continue to monitor the 20mph network to determine speed and casualty trends over a longer period of time. It is intended to report back to Committee three years after completion of the final phase of the network.

5.3   Subject to Committee approval, it is planned to take forward the statutory procedures to implement a 20mph speed limit on the roads as set out in Table 3.

6.   Financial impact

6.1   The report recommending implementation of the 20mph network, approved by Transport and Environment Committee on 17 March 2015, advised an overall estimated cost of the project over three financial years (2015-18) to be £2.2m. This comprised £465k from the Transport Capital budget and £675k from Cycling Walking Safer Streets (CWSS) – a ring fenced funding source provided annually by the Scottish Government. It was anticipated that a further £1.08m was expected to be available from the Scottish Government's Community Links fund, administered by Sustrans, subject to successful annual funding bids.

6.2   In the three financial years of practical implementation (2015-18) the out-turn cost for the project amounted to £2.96m. This comprised Construction (£1,957k); Design, Contract and Project Management (£713k); Communications and Marketing (£230k) and Monitoring (£60k).

6.3   The difference between estimated and actual expenditure can principally be explained by the impact of actual construction costs and the uplift in tender returns over the three year period, and by the decision to extend the signage programme to encompass pre-existing 20mph zones to ensure that motorists experienced visual consistency over the whole city.

6.4   However in terms of the attribution of expenditure, the Council was successful in obtaining additional external and ring-fenced funding for the project, reducing the reliance on the Transport Capital budget. To end of financial year 2017-18 expenditure from this source was restricted to £393k. The remainder of the funding was sourced as follows: Community Links (£1.349m); Cycling Walking and Safer Streets (£1.038m), Smarter Choices Smarter Places (£180k).

6.5   This expenditure should be seen in the context of the potential cost of collision injury. At 2016 prices, the Department for Transport estimates of the monetary

value than can be attached to road traffic collisions involving personal injury are as follows per incident: Fatal - £2,053,814; Serious - £237,527; Slight - £ 24,911.

6.6   The costs of any additional measures that might be required on streets where there may be continuing non-compliance cannot be quantified at this time but it is anticipated that the costs can be met within the Transport Capital Investment Programme.

6.7   The costs of advertising and promoting the TRO necessary to reduce the speed limits on the additional streets detailed within the report are estimated at £3,000. These can be fully contained within the Transport managed Capital Investment Programme. Design and construction work, including installation of new signage and adjustment of existing signage on the additional roads is estimated at £30,000. This can be accommodated within the Road Safety allocation of the Transport Capital Investment Programme.

7.   Stakeholder/Community Impact

7.1   The input of stakeholders, including local residents and groups, businesses, interest groups, people with protected characteristics and the general public has been gathered at each stage of the development of the project. A detailed communication and engagement plan supported scheme implementation, with each phase accompanied by a targeted awareness raising campaign to familiarise different road users with the scheme and encourage compliance with the new speed limit.

7.2   Communication channels included media promotion, outdoor advertising, lamp post banners, bus advertising, radio, leaflets, posters, videos, information packs and community events. General updates, photos, video clips and posts were added to Council Twitter and 20mph Facebook with links to the programme website. This provided a cost effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.

7.3   A partnership approach helped to ensure different target audiences were reached and that key messages were appropriately tailored. Core partners included, Police Scotland, Schools, Living Streets, Spokes, Localities, Sustrans and NHS Lothian.

7.4   The Education and Awareness Programme continues to build stakeholder support, highlight the benefits of a 20mph speed limit, involve businesses and partners, identify champions and engage schools and communities. A community toolkit has been developed to support residents and communities who want to see speeds reducing in their local area.

7.5   The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Reducing speed on our roads, helps to create streets which are shared more equally between different road users. It also helps create a safer environment, encouraging people to walk and cycle and enjoy spending time in their neighbourhoods. It is also expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.

7.6   An Integrated Impact Assessment (IIA) has been carried out and reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8.   Background reading/external references

8.1   Transport 2030 Vision

8.2   Edinburgh's City Centre Transformation Project

8.3   Local Transport Strategy Climate Change Framework

8.4   South Central Edinburgh 20mph Limit Pilot Evaluation – Transport and Environment Committee, 27 August 2013 (Item 7.3).

8.5   DfT Circular 01/2006 Setting Local Speed Limits http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf

9.   Appendices

9.1   Appendix 1 - Evaluation Report by NIHR Project Team

9.2   Appendix 2 - 20mph Monitoring of Public Opinion, Post Implementation Report by Progressive

9.3   Appendix 3 – List of streets for consideration of speed surveys post implementation

9.4   Appendix 4 - Potential Speed Reducing Measures

Report on key outcomes following the implementation of 20mph speed limits in the City of Edinburgh

Dr. Glenna Nightingale and Professor Ruth Jepson on behalf of the NIHR 20mph evaluation project team

September 12th , 2019

Contents

KEY MESSAGES

1. Average speed was reduced by 1.34mph when considering 66 streets in which the 20mph limit was implemented and data was collected.

2. The number of vehicles with average speeds that were 20mph or less increased following the rollout.

3. Our results indicate a reduction of 38% in annual road traffic collision rates (overall) and by level of severity on 20mph and 30mph streets post speed limit introduction. (It should also be noted that collisions are falling across Scotland)

Executive Summary

Background

This report is prepared by the "Is twenty plenty for health?" project team, based at the University of Edinburgh and several other Universities around the UK. The project team is conducting an evaluation of the public health impact of the 20mph speed limit policies in Edinburgh and Belfast (results not reported here). This project is funded by the NIHR and final results will not be available until after August 2020. The aim of this interim report is to provide an overview of changes in vehicle speed and volume and road traffic collision rates resulting in personal injury before and after the implementation of the 20mph speed limits in Edinburgh. Further analyses will include the use of time series and spatio-temporal models for assessing the trend (temporal and spatial) of road traffic collisions in the City of Edinburgh.

Findings

Vehicle speed and volume

The speed and volume data used in the analysis covered sixty-six 20mph streets. These streets were 30mph before the speed limit implementation and changed to 20mph afterwards.

- There has been a statistically significant reduction in average vehicle speed of -1.34mph for all 66 streets combined.
- The largest reduction in average vehicle speed was -2.41mph and was observed in zone 1b, Rural West Edinburgh.
- A comparatively higher reduction in average speed, -2.03mph, was observed in streets where the average speed before the speed limits was greater than or equal to 24mph.
- The frequency of average speed observations which were less than or equal to 20mph was greater after the speed limit implementation.
- There was a reduction post speed limit introduction in the number of drivers exceeding 20mph at speeds over 20mph (10%), 24mph (25%) and 30mph (41%).

Road traffic related collisions

- Within the entire city of Edinburgh boundary, a reduction in collision rates has been observed on roads (with either 20mph and 30mph speed limits) after the speed limit implementation with a decrease of 371 collisions per year. Similarly, a reduction has been observed for collision rates in the following categories:
- Collision severity levels Killed and seriously injured, and slight,
- Pedestrians, cyclists, and motorcyclists, and
- Young children and the elderly.

Introduction

Edinburgh is the first city in Scotland to implement a 20mph speed limit on most of its streets, a move supported by organisations such as the World Health Organisation (WHO), the National Institute for Health and Care Excellence (NICE), the Royal Society for the Prevention of Accidents (ROSPA) and Police Scotland. The WHO recently made a call for 30kmph (slightly slower than 20mph) to be the limit wherever motorised traffic mixes with pedestrians and cyclists.

Edinburgh 20mph speed limit roll out

The City of Edinburgh council (CEC) has a long standing policy of introducing 20mph speed limits, initially focussed on residential areas and around schools. In 2012 a pilot project was launched in South Edinburgh to measure changes in vehicle speeds and volumes, road traffic incidents, and the attitudes of residents to walking, cycling, and the local environment. The benefits evidenced from the pilot include lower vehicle speeds in 85% of the 28 streets that were monitored, perceived improvements in the safety of streets for children, a perception of improved conditions for walking and cycling and strong support from residents of the area for the 20mph limit.

Findings from the pilot helped shape the council's Local Transport Strategy and, in particular, its approach to setting speed limits in Edinburgh. In June 2014, a draft network of streets was finalised for public consultation. The consultation attracted nearly 3,000 responses from a wide range of individuals and organisations with a majority (60%) supporting or strongly supporting the proposals and 36% opposing or strongly opposing them.

Councillors approved a city wide 20mph speed limit network for Edinburgh at the Transport and Environment Committee in January 2015. Prior to the launch of the 20mph project in July 2016, over 50% of Edinburgh's residential streets were already in 20mph zones. The approved network extended 20mph speed limits to the city centre, main shopping streets and residential areas while retaining a network of roads at 30mph and 40mph in the city suburbs.

The extension of 20mph limits aims to:

- reduce the risk and severity of accidents by reducing speed, increasing the safety and well being of all road users. This is in line with the Council's Vision Zero philosophy, working towards the provision of a modern road network where all are safe from the risk of death or seriously injury

- create more favourable conditions for pedestrians and cyclists in the city. The extensive network of 20mph streets will help embed the QuietRoutes and the Cycle Friendly City Programme in a context that is safe and comfortable for cyclists

- create streets that are attractive, social and people friendly

The 20mph speed limit is a sign-only scheme and does not involve the introduction of any physical traffic calming measures such as speed humps.
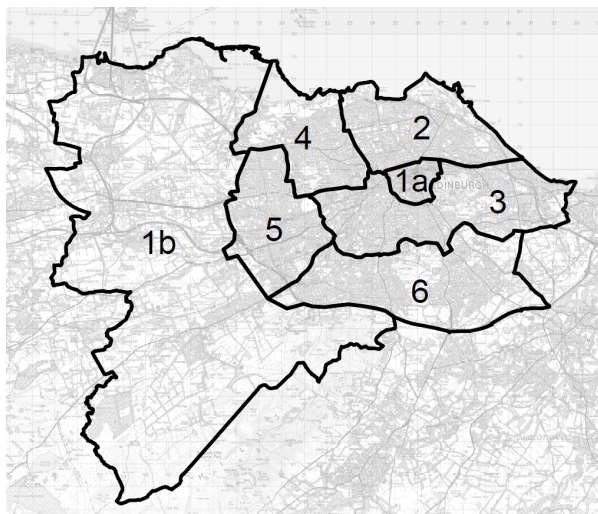
Figure 1: 20mph speed limit implementation zones in the City of Edinburgh

Implementation zones and timetable

The seven zones denote geographical areas within Edinburgh. The zones were South, West, North West, South Central/East, City Centre, rural west Edinburgh and City Centre. Implementation took place over a number of phases at different times; and the number of streets in which data on speed and volume were collected varied by zone (see Table 1). Each geographical zone was given a number and is shown in Figure 1.

Table 1: Implementation zones and timetable

Zones	Area	Implementation Phase	Operative Date	Speed Survey Sites
1a	City Centre	1	31 July 2016	7
1b	Rural West	1	31 July 2016	6
2	North	2	28 February 2017	18
3	South Central/East	2	28 February 2017	14
4	North West	3	16 August 2017	7
5	West	3	16 August 2017	9
6	South	4	5 March 2018	5

Research Questions

The following research questions are addressed in this report.

1. Was there a change in speed and volume of traffic in Edinburgh after the 20mph speed limit implementation?
2. Was there any displacement of traffic from 20mph streets to 30mph streets?
3. Was there a change in the rate of road traffic collisions (overall and by level of severity) in Edinburgh after the 20mph speed limit implementation?

Data and Methods

Data sources

The datasets analysed for this report are itemised as follows:

Speed and Volume

Monitoring data provided by the City of Edinburgh council for 66 monitored street (across the above mentioned seven geographical regions) which includes

- average speed by time of day,

- average volume per ranges of speed by time of day, and
- average volume by time of day.

Tracsis (Traffic and Data Services) were commissioned in early 2016 by the City of Edinburgh council to record speed and volume across the new 20mph network for these streets. The streets were chosen based on feedback from the Council's Local Transport & Environment Managers, feedback from the 20mph public consultation and random selection. The various categories covered in the sites chosen range from city centre, shopping, main and residential streets. The survey (survey apparatus in place for one week) records "before" data and "a year after".

Note that unless specified otherwise, the analyses for speed and volume are for streets which had speed limits changed from 30mph to 20mph after the speed limit implementation.

Road traffic related collisions

The research uses data recorded by Police Scotland (STATS19) within the City of Edinburgh Council boundary. The STATS19 database is a collection of all road traffic collisions that resulted in a personal injury and were reported to the police within 30 days of the collision. Only roads with 20mph or 30mph speed limits were included in the analyses for this dataset.

Analysis

The methods used in this report include:

- the use of descriptive statistics for vehicle speed and volume,
- the use of Student's t-tests for comparing average vehicular speed and volume in different categories, and
- the calculation of crude (basic) road traffic collision rates.

The crude (basic) road traffic collision rates are calculated by dividing the number of observed collisions by the length of the observation period in years. For all the calculations, the "before" period was of 36 months duration. The "after" period for the city wide calculations was approximately 12 months after implementation of the final phase of the network.

For the zone based rate calculations, the "after" period is taken as the time that elapsed between the date of implementation for that zone and the final date of data collection (February 28th 2019). The 20mph speed limit implementation follows a stepped wedge design.

Please note that the figures for the rate calculations were rounded off to the nearest whole number after all the calculations were done, and that the statistical signficance for t-tests is taken at the 5% level.

Results

Vehicle speed

In general, we note that there has been a reduction in average vehicle speed of -1.34mph across the 66 streets surveyed. Figure 2 shows the distribution of the observed records of average vehicle speeds across the 66 streets under consideration. Data for this figure consists of 12672 observations; average speed observations for 192 timepoints for each of the 66 monitored sites.
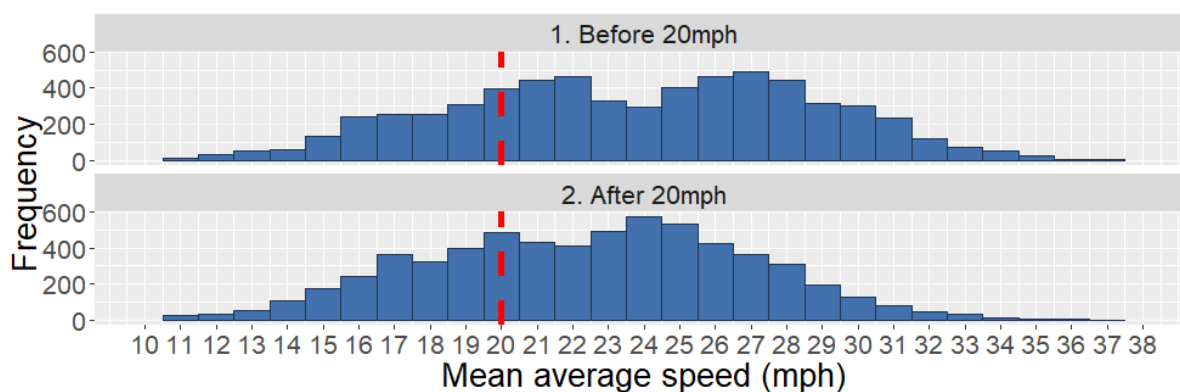
Figure 2: Histogram of average speeds on 20mph streets in the City of Edinburgh; data for this figure consists of 12672 observations; average speed observations for 192 timepoints for each of the 66 monitored sites.
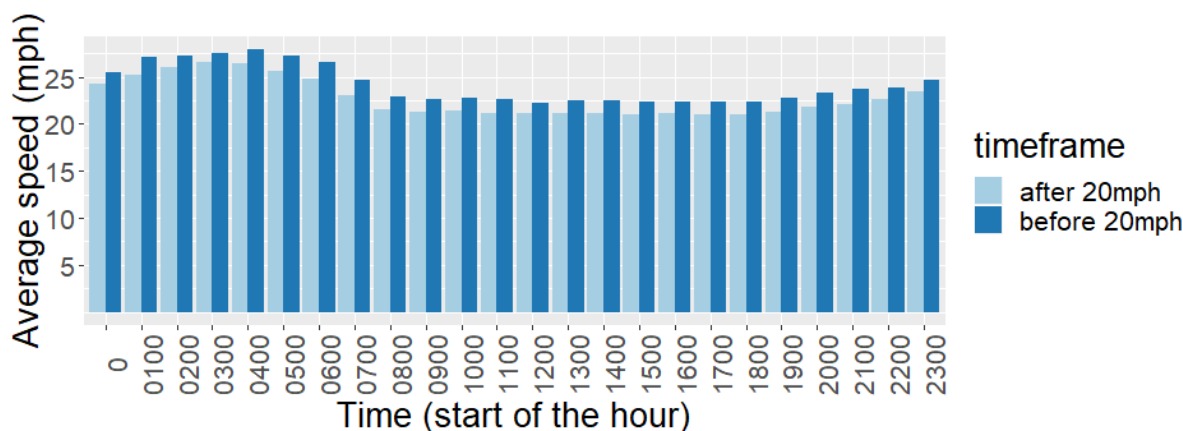
Figure 3: Average speeds on 20mph streets in Edinburgh by time of day

From Figure 2, we note that post 20mph speed limits, there is a higher frequency of speed observations less than or equal to 20.5mph and lower frequency of speed observations above 26.5mph. The red line in the figure denotes the 20mph speed marker.

A reduction in average speed has also been observed for all street categories considered, each day of the week and for streets with pre-20mph speeds greater than or equal to 24mph.

Differences in change in speed by time of day

Figure 3 shows the variation of the average vehicle speed by time of day. On visual inspection, it is noticeable that the average speed observations after the 20mph speed limits are consistently lower than that before 20mph. This is observed for each hour in the plot. Further work involves modelling the reduction of average speed controlling for variables such as time of day, and day of the week.

Differences in change in speed in streets with pre-20mph speeds greater than or equal to 24mph

Higher average speeds are associated with poorer health outcome (ie. personal injury resulting from road traffic collisions) and so it is important to know if speeds have been reduced in areas where speeds are relatively high. Streets with pre 20mph average speeds greater than or equal to 24mph were observed to

have a statistically significant reduction of average vehicle speed of -2.03mph. Streets which had pre 20mph average speed less than 24mph were observed to have a reduction of average vehicle speed of -0.72 mph (see Table 2).

Average change in speed in the different implementation zones

Table 3 provides a summary of change in average speed per implementation zone. Statistically significant reductions were observed for all zones except zones 4 and 6. This is a very crude (basic) comparison since the zones differ by

- number of streets,
- proportion of main to residential street categories,
- geographical area,
- traffic volume,
- density of road networks, and
- population sizes.

All of these will impact to some extent on average speeds and will be taken into account in other analyses we undertake at a later stage. For instance, the City Centre (zone 1a) is the smallest in size geographically but has a highly dense road network.

Overall, we note that Zone 1b (Rural West Edinburgh) has the highest difference in pre- and post-20mph average speed and Zone 6 (South) has a slight increase in average speed post-20mph. It is important to note that prior to the launch of the 20mph network in 2016, a high proportion of Zone 6 was already in 20mph speed limits and only 5 streets were surveyed in this area.

Average change in speed in the different types of streets

It has been hypothesised that the reduction in speeds may differ depending on the type of street. Streets were categorised by whether they were Main, Residential, Local shopping or City Centre streets. Statistically significant reductions in speed were observed for all the street categories considered. The highest reduction in speed, -1.59mph was noted for Main streets (see Table 4) with the lowest reduction on speed being seen in Residential Streets (-1.38mph).

Average change in speed by days of the week

It is interesting to consider whether the changes observed are for every day of the week, or differ by week days or weekends. Our results indicate that the difference in average speed was -1.34mph overall, with the lowest weekday reduction on a Monday (-1.16mph) and the highest on a Wednesday (-1.48mph). It might be of interest to policy makers that a statistically significant reduction in average speed was observed for every day of the week post 20mph speed limit implementation. See Table 2 for details.

Percentage of drivers exceeding 20mph

Finally, the percentage of drivers exceeding 20mph (observed separately for speeds over 20mph, 24mph and 30mph) post 20mph speed limits, is lower than that observed before the speed limit implementation. Speeds over 30mph showed the greatest reduction (See Table 5).

Vehicle volume

For the 20mph streets in the dataset (n=66), no statistically significant change in average vehicle volume was observed (See Table 6) after the 20mph speed limit implementation. This was observed across all time periods considered. For the 30mph streets in the dataset (n=16), no significant change in volume was observed after the speed limit implementation. For both pre and post 20mph, high levels of vehicle volume were observed (20mph streets) between 8:15 AM and 17:30 PM. For both before and after the 20mph speed limit implementation, the observed times of highest vehicle volume are similar to where the lowest average speeds were recorded.

Table 2: Summary of average speed (mph) overall

category	pre20mph	post20mph	difference	sd	95%c.i.1	95%c.i.2	p
7 Day Ave	23.63	22.29	-1.34	1.57	-1.72	-0.95	0.00
Fri	23.53	22.16	-1.38	1.70	-1.79	-0.96	0.00
Mon	23.48	22.36	-1.16	1.61	-1.55	-0.76	0.00
Sat	23.83	22.36	-1.47	1.64	-1.87	-1.06	0.00
Sun	23.91	22.58	-1.30	1.83	-1.75	-0.84	0.00
Thu	23.53	22.25	-1.23	1.81	-1.67	-0.78	0.00
Tues	23.51	22.05	-1.46	1.68	-1.87	-1.05	0.00
WD Ave	23.55	22.21	-1.34	1.59	-1.73	-0.95	0.00
Wed	23.52	22.04	-1.48	1.80	-1.92	-1.04	0.00
<24mph	20.09	19.37	-0.72	1.62	-1.28	-0.16	0.01
>=24mph	27.63	25.60	-2.03	1.19	-2.47	-1.60	0.00
All data	23.63	22.29	-1.34	1.57	-1.72	-0.95	0.00

Table 3: Summary of average speed (mph) by 20mph implementation zone

	all zones	zone 1a	zone 1b	zone 2	zone 3	zone 4	zone 5	zone 6
mean difference in speed (mph)	-1.34	-2.07	-2.41	-1.33	-1.51	-0.79	-1.18	0.41
standard deviation	1.57	1.58	1	1.57	1.32	1.15	1.39	2.4
95%c.i.1	-1.72	-3.54	-3.46	-2.11	-2.28	-1.86	-2.24	-2.57
95%c.i.2	-0.95	-0.61	-1.36	-0.55	-0.75	0.28	-0.11	3.39
p	0	0.01	0	0	0	0.12	0.03	0.72
number of streets	66	7	6	18	14	7	9	5
statistical significance*	yes	yes	yes	yes	yes	no	yes	no

* statistical significance is taken at 5% level

Despite there being no statistically significant change in volume after the 20mph speed limit implementation, there was an observed shift (on visual inspection) in the levels of vehicle volume at various speed ranges (20mph streets). As seen in Figure 4, there is an increase in vehicle volume at lower speeds and a decrease in volume at higher speeds. In particular, for the speed range 30-35 mph, there was a 41% decrease in vehicle volume, whilst for speed range 15-20mph there was an observed 26% increase in volume.

Displacement of traffic speed from 20mph to 30mph streets

Displacement of traffic from 20mph streets to 30mph streets was investigated in zone 3 only, since this was the only zone with sufficient data on both 20mph and 30mph streets.

The average difference in vehicle speed observed (pre- and post-20mph speed limit implementation) for 20mph streets was compared to that observed for 30mph streets. The difference observed (average difference in vehicle speed for 20mph streets, and average difference in vehicle speed for 30mph streets) was not found to be statistically significant.

Despite the lack of statistical significance in the difference in traffic volume in the abovementioned tests, it is worth noting that the volume in 20mph streets in zone 3 was reduced by 207 vehicles post-20mph whereas, in 30mph streets in zone 3, the reduction in volume was 39 vehicles.

Road traffic related collisions - city wide

The research uses data recorded by Police Scotland (STATS19) within The City of Edinburgh Council boundary. The STATS19 database is a collection of all road traffic collisions that resulted in a personal injury and were reported to the police within 30 days of the collision. As previously indicated, the streets considered in the analysis for this section are those which have either 20mph or 30mph speed limits.

Table 4: Summary of average speed (mph) by street category

category	pre20mph	post20mph	difference	sd	95%c.i.1	95%c.i.2	p
Main streets	24.26	22.68	-1.59	1.46	-2.02	-1.16	0
Residential streets	23.61	22.23	-1.38	1.60	-1.78	-0.98	0
Local shopping streets	24.08	22.58	-1.50	1.52	-1.96	-1.05	0
City centre streets	23.85	22.36	-1.49	1.66	-2.10	-0.88	0

Table 5: Percentage of vehicles speeding over 20mph

	vehicles>20mph	vehicles>24mph	vehicles>30mph
before	74.86	55.06	17.62
after	67.23	41.21	10.49
% reduction	10.19	25.16	40.46

Ideally, an analysis aimed at assessing the impact of a policy intervention (such as the 20mph speed limits) on road traffic collision rates would use data from multiple years pre- and post-policy intervention. For this study, due to the limited availability of post-20mph data on road collisions (and the fact that the intervention "dosage" was completed in March 2018), city wide data post-20mph was obtained over a period of approximately 12 months.

Crude (basic) collision rates were calculated for various subgroups (See Table 8) in the data. The groups considered are:

- the City of Edinburgh Council boundary,
- collision severity - slight, and killed and seriously injured, and
- vulnerable road users: children (under 16yrs), elderly (over 65 yrs), pedestrians, cyclists, and motorcyclists.

For the city wide analyses, our results indicate a reduction in the rate of road traffic collisions in each of the considered subgroups. In Table 8, the last two columns provide the difference and percentage difference in collision rates. Negative signs in these two columns indicate that there was an observed reduction in the collision rate post-20mph.

For the analysis, the before period consisted of data from '31-Jul-2013' to '30-Jul-2016' (approximated to 3 years) and the after period consisted of data from '06-Mar-2018' to '28-Feb-2019' (approximated to 1 year). The period between '31-Jul-2016' and '05-Mar-2018' was excluded from the analysis since the implementation of 20mph speed limits varied during that period.
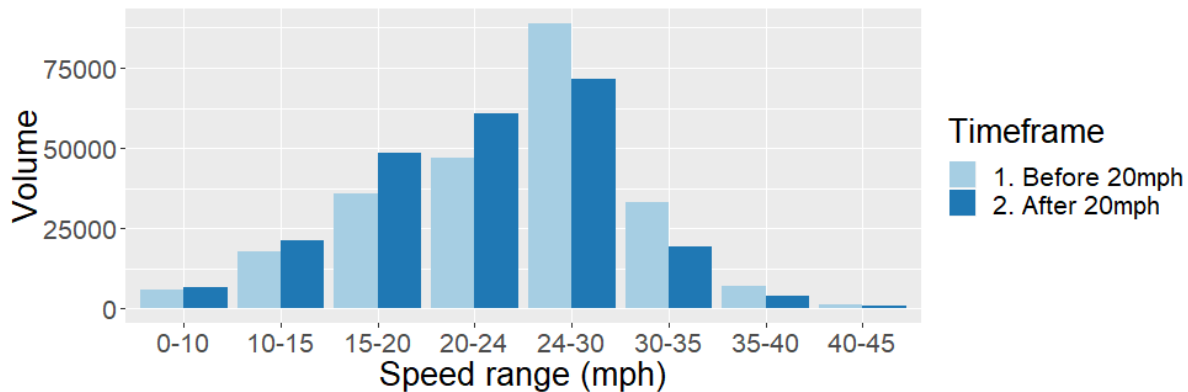
Figure 4: Average volume by speed range pre and post 20mph

Table 6: Summary of average vehicle volume

category	pre20mph	post20mph	difference	95%c.i.1	95%c.i.2	p
all zones	3641	3555	87	-112	286	0.39
zone 1a	2822	2847	-25	-145	95	0.63
zone 1b	5572	5321	250	-2396	2896	0.82
zone 2	4423	4279	144	-78	367	0.19
zone 3	4169	3962	207	-80	494	0.14
zone 4	3035	2954	82	-81	245	0.27
zone 5	2163	2415	-252	-658	154	0.19
zone 6	1690	1569	121	-109	351	0.22
main streets	5750	5512	238	-219	695	0.30
residential streets	1896	1924	-28	-142	86	0.62
shopping	7252	6647	606	-477	1688	0.23
citycentre	5843	5733	109	-941	1159	0.82

Table 7: Summary of average vehicle volume for 30mph streets in zone 3

	Summary for 30mph streets in zone 3
pre20mph	4957
post20mph	4918
difference	-39
95%c.i.1	-1215
95%c.i.2	1136
p	1

The results reveal a preliminary indication of the effect of the 20mph speed limits, but do not provide conclusive evidence of the effect of 20mph on road traffic related collisions. It is important to account for the already decreasing trend in collisions in the City of Edinburgh in further analyses.

Road traffic related collisions for the different 20mph implementation zones

In Table 9 we note that the crude (basic) collision rates observed after the 20mph speed limit implementation are lower than that observed before. As mentioned earlier, the "before" period for the calculation consists of 36 months whilst the "after" period is taken as the time interval between the speed limit in a given zone and the final date of data collection, February 28th 2019.

Since the speed limit implementaion followed a stepped wedge design, the "after" period varies between zone, and the reductions in collision rates documented in this report are based on a shorter "after" time period. Table 9 provides details on the length of the "before" and "after" periods associated with the calculations for each zone (in months).

As in Table 8, the last two columns provide the difference and percentage difference in collision rates. Negative signs in these two columns indicate that there was an observed reduction in the collision rate post-20mph.

Important considerations in further analyses would include consideration of key factors such as:

- the population size for each zone,
- the proportion of streets in each zone which are residential,
- the index of deprivation associated with each zone,
- the number of streets sampled in each zone and
- the proportion of streets for which the speed limit was switched to 20mph.

The zone with the greatest reduction in collision rates is Zone 3 (South Central/East) and the zone with the greatest percentage reduction in collision rates is Zone 6 (South).

Table 8: Crude annual road traffic collision rates - city wide, severity, vulnerable groups; columns 2 and 3 provide the number of collisions observed pre and post 20mph respectively.

	collisions pre-20mph	collisions post-20mph	rate pre-20mph	rate post-20mph	diff in rates	perc.diff.rates
City wide						
city wide	2949	612	983	612	-371	-38
Collision severity						
Slight	678	134	226	134	-92	-41
Killed and seriousy injured	187	48	62	48	-14	-23
Vulnerable ages						
children	304	62	101	62	-39	-39
elderly	395	104	132	104	-28	-21
Cyclists/motorcyclists						
cyclist	672	155	224	155	-69	-31
motorcyclist	266	42	89	42	-47	-53
pedestrians	865	182	288	182	-106	-37

Note:

before period: 36 months, after period: approximately 12 months

Table 9: Crude annual collision rates (per 20mph implementation zone) ; columns 2-3 provide the number of collisions observed pre and post 20mph respectively

zone	collisions pre-20mph	collisions post-20mph	rate pre-20mph	rate post-20mph	diff in rates	perc.diff.rates
zone 1a City Centre	480	330	160	132	-28	-18
zone 1b Rural West	98	66	33	26	-6	-19
zone 2 North	675	302	225	151	-74	-33
Zone 3 South Central/East	878	421	293	210	-82	-28
zone 4 North	194	83	65	55	-9	-14
zone 5 West	301	94	100	63	-38	-38
zone 6 South	219	38	73	41	-32	-43

Note:

before period: 36 months (all zones), after period: 30 months (zones 1a, & 1b), 24 months (zones 2 & 3), 18 months (zones 4 & 5), 12 months (zone 6)

From Table 9 it is clear that the rate of collisions is lower than that observed before.

Conclusions

The topic of 20mph speed limits is of national interest across the UK. A recent report (Bornioli, 2019) indicates that the impact of the 20mph speed limits in Bristol was accompanied with reduction of not only speed, but road traffic collision rates. Our report is supportive of these conclusions.

Answering the research questions

The following research questions were asked in this report:

- Was there a change in speed and volume of traffic in Edinburgh after the 20mph speed limit implementation?
- Was there any displacement of traffic from 20mph streets to 30mph streets?
- Was there a change in the rate of road traffic collisions (overall and by level of severity) in Edinburgh after the 20mph speed limit implementation?

Was there a change in speed of traffic in Edinburgh after the 20mph speed limit implementation?

Yes. The results in this report point to a statistically significant reduction in average vehicle speed, with the highest reduction observed for zone 1b, Rural West Edinburgh of -2.41mph. Additionally, we note a relatively larger reduction in average speeds on streets with higher speeds before the speed limit implementation.

Was there a change in volume of traffic in Edinburgh after the 20mph speed limit implementation?

No. There was no evidence of a change in the average volume of traffic after the 20mph speed limit implementation.

Was there any displacement of traffic from 20mph streets to 30mph streets?

No evidence of this for zone 3. In terms of whether there was any displacement of traffic from 20mph streets to 30mph streets, the results for zone 3 (South Central/East) provide a preliminary indication that there was none. Comparisons for the other implementation zones were not done due to lack of data on 30mph streets in these zones.

Was there a change in the rate of road traffic collisions (overall and by level of severity) in Edinburgh after the 20mph speed limit implementation?

Yes. This was observed for the city wide analysis. Our preliminary models (Popov et al, not reported here) indicate that the decrease in road traffic collisions resulting in personal injury across the City of Edinburgh council boundary after the speed limit implementation is greater after the speed limit implementation. These models are based on data from 1996 to 2017.

Future work involves incorporating 2018 data in the abovementioned models and quantifying the impact of the 20mph speed limit on vehicle speed and on road traffic collision rates. These will be conducted in the framework of a natural experiment evaluation (Craig et.al, 2012).

References

1. Bornioli A, Bray I, Pilkington P, et al Effects of city-wide 20mph (30km/hour) speed limits on road injuries in Bristol, UK Injury Prevention Published Online First: 13 July 2019. doi: 10.1136/injuryprev-2019-043305
2. Craig P, Cooper C, Gunnell D, et al Using natural experiments to evaluate population health interventions: new Medical Research Council guidance J Epidemiol Community Health 2012;66:1182-1186.

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progressive

City of Edinburgh Council

20mph Monitoring of Public Opinion
Post-Stage Report

Final Report
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1   Executive summary

1.1   Background and objectives

The City of Edinburgh Council (CEC) has a long standing policy of introducing 20mph speed limits, initially focussed in residential areas and around schools. Following a consultation exercise and a successful pilot in the South Edinburgh area, the Council's Transport and Environment Committee approved proposals for the network of 20mph roads for the city. The speed limits were implemented across six zones in four phases of construction across the city between July 2016 and March 2018.

An overall monitoring programme assessed various aspects of the 20mph network. Tracking public opinion, behaviours and attitudes is a key strand of the monitoring programme and Progressive was commissioned by CEC in December 2015 to conduct research into public opinions of the 20mph scheme. The aim of the research is to assess changes in perceptions, attitudes and behaviours in relation to:

- Impact of vehicle speeds and traffic volumes
- Road safety in the local area
- Walking and cycling activities
- Community spirit and quality of life
- Awareness of 20mph speed limits.

This report provides the results of the Post-Stage survey, conducted across all six zones in Spring 2019, three years after the Pre-Stage survey and 1 to 2.5 years after implementation of the speed limits depending on the zone.

1.2   Method and sample

In total, 1,215 interviews were conducted with Edinburgh residents during February and March 2016 (Pre-Stage), and 1,204 in February and March 2019 (Post-Stage). The survey was conducted in-home by Progressive's interviewers using Computer-Aided Personal Interviewing (CAPI).

The sample was designed to ensure representation across the six implementation zones for the 20mph scheme. Interviewers were given a random selection of postcode areas to work in and were asked to ensure interviews were conducted across different localities in each zone. Quotas were also set for age, gender and working status to ensure a broadly representative sample was achieved. The same sampling approach was used in both waves, to ensure consistency in the Pre and Post surveys.

There were some slight differences between the Pre and Post samples on variables where no quotas were set. Post-Stage data has been weighted to the Pre-Stage profile in relation to street type (i.e. whether respondents live on a busy main road or a quiet residential street). This ensures that the data is comparable and any changes in results are not due to differences in responses between residents of quieter or busier streets.

1.3   Key findings

1.3.1   Current travel behaviour

Walking was the most commonly used mode of transport among survey respondents, in both waves – in the Post wave, 66% said they travelled on foot at least several times a week. Car or van was the next most often used means of travel (55% did this at least several times a week), followed by bus or coach (40%).

In terms of other active travel choices, just under a fifth (17%) of respondents in the Post wave said that they ever cycle, although only a small number do so frequently – 5% said they do this at least several times a week.

Differences between the Pre and Post waves did not give a clear-cut picture of impacts of the 20mph speed limits, which were at least in part designed to encourage active travel choices. Car use was relatively consistent between waves, although more now said they drive every day (35%, compared to 28% in the Pre wave). However, more of those who travel by car in the Post wave said the amount they travel by car had *decreased* in the last year (9% v 5% Pre). Overall bus use had gone down, with more now saying they never travel by bus (23% v 15% in the Pre wave). However, among those who did travel by bus, more now reported that their levels of use had *increased* in the last year (15%, v 7% Pre).

In terms of active travel, fewer respondents now reported that they travel by foot frequently (66% v 71% Pre), but among those who do, there had been an increase in the proportion reporting that the amount they walk had *increased* in the last year (17% v 10%). Similarly, while there had been no change in the findings in relation to cycling behaviour among the whole sample, among those who do cycle there had been a slight increase in the proportion saying they cycle more than they did last year (though this was significant at the 90% rather than 95% level). The findings therefore suggest that the speed limits may have encouraged people who were already using active travel methods to do so more, but have not necessarily encouraged people who didn't already walk or cycle to switch to these means of transport.

1.3.2   Children's travel

Across the sample as a whole, around three in ten (28%) of respondents reported there were children in the household. The majority of children travel to school on foot, although there was some variation by the age of child, with a greater proportion of secondary school aged children travelling to school by bus (although this proportion had fallen in the Post wave, from 36% to 21%). The proportions travelling to school by car were relatively consistent across age groups, although this had increased among primary school children compared to the Pre wave, with 37% of upper primary and 29% of lower primary pupils now travelling to school by car. There does not appear to have been any impact of the speed limits in terms of encouraging more active travel to school.

Respondents with children in the household expressed a certain amount of concern about danger from traffic in their street: 56% agreed they worry about this. However, this is an improvement since the Pre-Sage, when 70% agreed. There has also been a drop in the proportion agreeing they worry about their children mixing with other children in their street without any control (from 42% to 32%), but no change in levels of concern about stranger danger (60% Pre, 51% Post).

1.3.3 Perceptions of traffic speeds and safety

The majority of respondents in the Post wave felt that traffic speeds, outside of rush hours, were about right on their own street (70%) and on main roads in the area (55%). However, a substantial minority felt that they were too fast (27% for their own street and 37% for main roads). In the Post wave, respondents were less likely to say speeds on their own street were too fast (27% v 32% in the Pre wave) – although they were more likely to state that speeds on main roads were too slow (7% compared to 2%).

Despite some concerns about traffic speeds on local streets, respondents generally felt that traffic speeds were safe when cycling or walking in the area themselves – for example, 87% in the Post wave felt quite or very safe walking in the area, and this is consistent with the Pre wave (87%). Although the majority of respondents did not cycle, among those who answered this question 71% felt that traffic speeds were quite or very safe for cycling in the area. There had also been a decrease in the proportion saying cycling was unsafe overall (very or slightly) in the Post wave (26% v 33%) – driven by a drop in the proportion saying 'very unsafe (from 10% to 5%) – and an increase in the proportion saying they thought speeds were 'very safe' (from 11% to 17%).

Although most felt that it was safe for children walking in the area, just under a third expressed concern (32% in the Pre wave, 28% in the Post wave). However, this concern had decreased since the Pre wave (driven by the proportion who said it was 'very unsafe' (from 12% to 7%).

There was also a substantial amount of concern about safety for children cycling in the area, with 47% reporting traffic speeds to be very or slightly unsafe in relation to children cycling. However, this was an improvement compared to the Pre wave, when 55% said this – there was also a drop in the proportion saying 'very unsafe' (from 23% to 16%).

1.3.4 Awareness of and support for the 20mph scheme

There was a relatively good level of awareness of the speed limits in the Post-Stage survey, with the majority saying they had heard of the scheme (85%). However, 14% were not aware and 1% said they did not know. Awareness was higher among drivers, although it is worth noting that 7% of drivers living in the six Zones stated they were unaware of the 20mph limits, despite the limits being implemented for at least a year at the time the survey was conducted.

Six in ten respondents (58%) in the Post wave recalled seeing or hearing some kind information or advertising about the introduction of 20mph speed limits – broadly consistent with the Pre wave (53%). The key information source about the scheme was 20mph speed signs/road markings (seen by around two thirds of those who had seen information or publicity about the scheme); lamp post banners were mentioned by around a third, and a fifth had read information in newspapers.

There was broad support for the introduction of 20mph speed limits, in both the Pre and Post waves. Before implementation of the speed limits, a total of 58% supported it overall (a fifth said they strongly supported it). In the Post wave, this had increased to a total of 64% supporting the scheme (with 24% strongly supporting it). There has also been a drop in the proportion opposing it, either strongly (from 8% to 5%), or opposing it overall (from 17% to 12%). Strength of support tended to reflect levels of concern about traffic speeds; for example, those with children in the household tended to be most concerned about safety and were also more supportive of the speed limits.

1.3.5   Perceived impacts of the 20mph scheme

When asked to predict the impacts of the scheme on various aspects of their local neighbourhood, respondents in the Pre wave tended to anticipate that things would remain largely the same. For example, most people predicted that there would be the same amount of noise, congestion, through traffic and aggressive driving, as well as the amount of cycling and walking in the area, following the implementation of 20mph speed limits.

Key areas where higher proportions of respondents predicted an improvement were for conditions for walking and cycling (31% thought this would be better) and the standard / safety of driving in the area (30%). In addition, around a fifth of respondents expected that ease of driving would be better (21%), there would be greater opportunities to stop and chat on the street (20%) and that the community atmosphere would improve (17%).

However, some concerns were also expressed, with the most commonly mentioned issues being a predicted increase in aggressive driving (predicted by 37%, excluding those who said 'don't know') and congestion (36% excluding DK). Around a fifth (22%) also expected air quality to get worse as a result of the scheme.

Post wave results show that respondents were more likely to report no change compared to the proportion who had predicted change before the introduction of the 20mph limits. This applies to both positive and negative aspects, i.e. concerns about aggressive driving and congestion had not been realised, but the expected benefits in relation community benefits etc had not yet been observed. However, it is worth noting that around one in ten respondents did report more walking (11%) and cycling (13%) following the implementation of the scheme.

1.3.6   Sub-group differences

Throughout the analysis, key demographic trends were evident in responses to the 20mph scheme. For example:

- In general, women were more concerned about traffic speeds and more supportive of the introduction of speed limits, while men were less concerned and more likely to oppose the limits (although the majority of men did support the scheme).

- Respondents who drive were also less likely than non-drivers to support the speed limits (although the majority of drivers did support the 20mph scheme). These findings may well be linked, since men in the sample were more likely than women to be drivers.

- The oldest respondents tended to have most concerns about safety and traffic speeds. The youngest age group were least likely to support the 20mph scheme (although they were more likely to say they did not know, rather than express opposition).

- Although there was no difference between socio-economic groups in terms of overall support / opposition to the scheme, ABC1s were more likely than C2DEs to report that the speed limits have had a positive impact on quality of life in their area.

1.4   Conclusions

The research has found high levels of support for the introduction of 20mph speed limits across Edinburgh. However, evidence of impact on behaviours is less conclusive: many of the metrics measured during the Pre wave did not change significantly in the Post wave and the majority of respondents stated that they saw 'no difference' or that key potential impacts (such as reduction of congestion, more walking, better air quality, etc.) remained unchanged since implementation. Nevertheless, comparing the research data between the Pre and Post waves shows some possible outcomes of the introduction of the 20mph speed limits.

Although the overall proportions of people using active travel options has not increased, a higher proportion of those who do walk and cycle in the Post wave reported the amount of walking/cycling that they do had increased in the last year. In addition, more respondents in the Post wave said they thought traffic speeds were 'very safe' for cycling. Further, around one in ten respondents in the Post wave reported that there had been an increase in walking and/or cycling in their area since the introduction of the new speed limits.

The perceptions of parents and people generally that the city's streets are safe for children have also improved. For example, the proportion of parents agreeing that they worry about the danger to their children from traffic in their street has decreased, and there have been decreases in the proportions of people who consider traffic speeds to be unsafe for children walking or cycling.

It is also important to note that over a third of respondents in the Post wave stated that the introduction of the 20mph speed limits had had a positive impact on the quality of life in their neighbourhood.

In conclusion, although early indications of the impact of the 20mph speed restrictions on behaviours are limited, most respondents feel positively towards the scheme. Behaviour change is a long term process and is influenced by a myriad of factors. It may therefore be some years before conclusive changes in travel behaviour and the quality of life in neighbourhoods is measurable.

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2   Background and objectives

2.1   Background

The City of Edinburgh Council (CEC) has a long standing policy of introducing 20mph speed limits, initially focussed in residential areas and around schools. Following a consultation exercise and a successful pilot in the South Edinburgh area, the Council's Transport and Environment Committee approved proposals for the network of 20mph roads for the city. The key features of the network are:

- Residential roads, shopping streets and most of the city centre included as 20mph
- The retention of a coherent and connected network of 30mph and 40mph roads in outer parts of the city.

The 20mph speed limits were rolled out across six zones in four phases of construction across the city. The speed limits were introduced in the city centre and rural west (Zone 1) on the 31st of July 2016, and were then been rolled out in stages across the other zones between 28th February 2017 and 5th March 2018. An overall monitoring programme was established to assess the following areas:

- Traffic speed and volume
- Road casualties
- Public opinion, behaviours and attitudes
- Pedestrian, cycling and vehicle levels
- Vehicle journey times
- Emissions.

Tracking public opinion, behaviours and attitudes is a key strand of this monitoring programme and Progressive was commissioned by CEC in December 2015 to conduct a programme of research into public opinions of the scheme.

2.2   Aims and objectives

The aim of the research was to assess changes in perceptions, attitudes and behaviours in relation to:

- Impact on vehicle speeds and traffic volumes
- Road safety in the local area
- Walking and cycling activities
- Community spirit and quality of life
- Awareness of 20mph speed limits.

The research programme was designed to monitor public opinion, behaviours and attitudes before and after the introduction of the 20mph speed network in Edinburgh. Findings from the Pre-Stage research, and interim findings from Zones 1~5 have been provided to the Council in previous reports[1].

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[1] Pre-Stage Report June 16, Interim Report Zone 1 November 16, Interim Report Zones 2 & 3 June 17, Interim Report Zones 1~5 June 18

This report provides the results of the Post-Stage survey, conducted across all six zones in Spring 2019, three years after the Pre-Stage survey and 1 to 2.5 years after implementation of the speed limits depending on the zone.

3   Method and sample

3.1   Introduction

In total, 1,215 interviews were conducted with Edinburgh residents during February and March 2016 (Pre-Stage), and 1,204 in February and March 2019 (Post-Stage). The survey was conducted in-home by Progressive's interviewers using Computer-Aided Personal Interviewing (CAPI). A copy of the Post-Stage questionnaire is included in Appendix 1.

3.2   Sampling

The sample was designed to ensure representation across the six implementation zones for the 20mph scheme. Interviewers were given a random selection of postcode areas to work in and were asked to ensure interviews were conducted across different localities in each zone. Quotas were also set for age, gender and working status to ensure a broadly representative sample was achieved. The same sampling approach was used in both waves, to ensure consistency in the Pre and Post surveys.

The overall sample sizes for the two waves provide datasets with the following margins of error, calculated at the 95% confidence level (the market research industry standard)[2]:

- Pre (sample of 1,215): margin of error between ±0.56% and ±2.81%
- Post (sample of 1,204): margin of error between ±0.56% and ±2.82%

The final sample profiles are outlined in Tables 1a and 1b overleaf.

There were some slight differences between the Pre and Post samples on variables such as car ownership, street type and children in the household (where no quotas were set). Post-Stage data has been weighted to the Pre-Stage profile in relation to street type (i.e. whether respondents live on a busy main road or a quiet residential street). This ensures that the data is comparable and any changes in results are not due to differences in responses between residents of quieter or busier streets. The sample tables overleaf show both the weighted and unweighted Post figures for information.

3.3   Analysis and reporting

Throughout this report, any reported differences (either between Pre and Post results, or between sub-groups of the sample) are statistically significant at the 95% level. Sub-group analysis focuses on the Post results (the full Pre-Stage report contains sub-group analysis for the earlier wave).

Standard notation is used in tables with '*' used to indicate results of less than 1% and '-' used to indicate no respondents gave a particular answer. For ease of reading the results, '1%' and '2%' notations have been left off some of the charts.

Where percentages in charts and tables do not total the figures quoted in the text, this is due to rounding.

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[2] See the technical appendix for explanations of margins of error

Table 1a: Sample profile: demographics

	PRE		POST - unweighted		POST – weighted	
Gender	**No.**	**%**	**No.**	**%**	**No.**	**%**
Male	576	47%	586	49%	588	49%
Female	639	53%	618	51%	616	51%
Age	**No.**	**%**	**No.**	**%**	**No.**	**%**
16-24	175	14%	183	15%	181	15%
25-34	224	18%	193	16%	187	16%
35-44	204	17%	227	19%	227	19%
45-54	209	17%	221	18%	224	19%
55-64	160	13%	145	12%	148	12%
65-74	151	12%	128	11%	129	11%
75-84	71	6%	87	7%	88	7%
85+	19	2%	20	2%	21	2%
Prefer not to say	2	*	-	-	-	-
Ethnic group	**No.**	**%**	**No.**	**%**	**No.**	**%**
White	1,143	94%	1,144	95%	1145	95%
Mixed or multiple ethnic background	3	*	2	*	2	*
Asian, Asian Scottish, or Asian British	47	4%	35	3%	33	3%
African	8	1%	6	*	6	*
Caribbean or black	2	*	3	*	3	*
Other ethnic group	6	*	3	*	3	*
Prefer not to say	6	*	11	1%	11	1%
Socio-economic group	**No.**	**%**	**No.**	**%**	**No.**	**%**
AB	193	16%	192	16%	189	16%
C1	379	31%	362	30%	363	30%
C2	216	18%	224	19%	224	19%
D	170	14%	180	15%	181	15%
E	214	18%	161	13%	164	14%
Prefer not to say	43	4%	85	7%	82	7%
Working status	**No.**	**%**	**No.**	**%**	**No.**	**%**
Working FT (30+hrs)	471	39%	484	40%	483	40%
Working PT (9-29 hrs)	141	12%	146	12%	146	12%
Self employed	60	5%	82	7%	84	7%
Unemployed	55	5%	60	5%	60	5%
Not working – retired	243	20%	200	17%	200	17%
Not working – looking after house / children	67	6%	38	3%	40	3%
Not working – disabled	45	4%	38	3%	38	3%
Not working – carer	11	1%	20	2%	21	2%
Student	122	10%	130	11%	126	11%
Other	-	-	6	*	6	*
Disability	**No.**	**%**	**No.**	**%**	**No.**	**%**
Yes	137	11%	153	13%	154	13%
No	1,074	88%	1031	86%	1030	86%
Prefer not to say	4	*	20	2%	20	2%
Children in the household	**No.**	**%**	**No.**	**%**	**No.**	**%**
Yes	296	24%	333	28%	339	28%
No	919	76%	871	72%	865	72%
Base	**1,215**	**100%**	**1,204**	**100%**	**1,204**	**100%**

Table 1b: Sample profile: area profile and car access

	PRE		POST - unweighted		POST – weighted	
Zone	**No.**	**%**	**No.**	**%**	**No.**	**%**
1: City Centre and Rural West	201	17%	200	17%	201	17%
2: North	200	16%	201	17%	189	16%
3: South Central / East	201	17%	200	17%	198	16%
4: North West	201	17%	202	17%	201	17%
5: West	211	17%	200	17%	205	17%
6: South	201	17%	201	17%	211	18%
Street type	**No.**	**%**	**No.**	**%**	**No.**	**%**
Quiet residential	1002	82%	907	75%	987	82%
Busy / main road	213	18%	297	25%	217	18%
Area	**No.**	**%**	**No.**	**%**	**No.**	**%**
Southside, Newington	50	4%	50	4%	38	3%
Currie, Balerno	51	4%	50	4%	54	5%
Kirkliston	50	4%	50	4%	54	5%
South Queensferry	50	4%	50	4%	54	5%
Dean Village, Comely Bank	67	6%	68	6%	65	5%
Leith, Newhaven	67	6%	65	5%	71	6%
Restalrig, Craigentinny	66	5%	68	6%	54	4%
Marchmont, Grange	51	4%	50	4%	52	4%
Bruntsfield, Morningside, Fairmilehead	50	4%	49	4%	52	4%
Gorgie, Stenhouse	50	4%	50	4%	41	3%
Portobello, Duddingston	50	4%	51	4%	53	4%
Barnton, Cramond – Queensferry Road	50	4%	52	4%	43	4%
Muirhouse, Pilton	45	4%	50	4%	53	4%
Davidsons Mains	50	4%	50	4%	51	4%
Barnton, Cramond	56	5%	50	4%	54	5%
Gorgie, Stenhouse	50	4%	50	4%	50	4%
Corstorphine, Gyle	59	5%	50	4%	53	4%
Maybury, Drum Brae	52	4%	50	4%	54	5%
Kings Knowe, Slateford	50	4%	50	4%	47	4%
Morningside	50	4%	50	4%	52	4%
Colinton, Oxgangs	50	4%	50	4%	54	4%
Liberton	51	4%	51	4%	56	5%
Gilmerton, Moredun	50	4%	50	4%	49	4%
Household access to a car	**No.**	**%**	**No.**	**%**	**No.**	**%**
Yes	721	59%	783	65%	792	66%
No	494	41%	421	35%	412	34%
Whether respondent drives a car	**No.**	**%**	**No.**	**%**	**No.**	**%**
Yes	665	55%	677	56%	686	57%
No	550	45%	527	44%	518	43%
Base	**1,215**	**100%**	**1,204**	**100%**	**1,204**	**100%**

It is worth noting some trends in the profile data which may influence interpretation of sub-group analysis. For example:

- Older respondents tended to be from lower socio-economic groups (e.g. 63% of 65+ were from socio-economic groups C2DE compared to a sample average of 47%).

- Women were more likely than men to report having children under 16 in the household (34% of women compared to 22% of men).

- Unsurprisingly, the middle age groups were also most likely to have children in the household (48% of 25-44s and 31% of 45-64s, compared to 14% of 16-24s and just 1% of those aged 65+).

- Car access and whether respondents personally drive a car were affected by age, gender, socio-economic group and family situation, for example:

  o Men were more likely than women to live in a household with access to a car (men 70%, women 61%) and to personally drive a car (men 64%, women 50%).

  o The middle age groups were most likely to have access to a car (71% of 25-44s and 75% of 45-64s, compared to a sample average of 66%), or to drive (66%/69% v sample average 57%) – and the youngest were the least likely to drive (24% of 16-24s).

  o Respondents from higher socio-economic groups were more likely than lower socio-economic groups to have access to a car (ABC1 75%, C2DE 58%) and more likely to personally drive a car (ABC1 67%, C2DE 48%).

  o Respondents with children in the household were more likely than those without to have a car (with children 83%, without children 59%) and more likely to be drivers (with children 73%, without children 51%).

- Since quotas were set to reflect local area profiles, as well as for Edinburgh as a whole, there was some variation in the profile across 20mph implementation zones. For example:

  o Those in Zone 3 (South Central / East) were more likely to be in the youngest age group (24% of respondents in Zone 3 were aged 16-24, compared to a sample average of 15%). This reflects the high student population in these areas: 23% of respondents in Zone 3 were students, while the proportion of students in the sample as a whole was 11%.

  o Zone 4 (North West) and Zone 6 (South) had the highest proportion of retired respondents (22% and 21%, compared to a sample average of 17%).

  o Respondents in Zone 2 (North) were least likely to have children living in the household (20%, compared to a sample average of 28%).

  o Car ownership was highest in Zone 1 (City Centre and Rural West) at 76%, and Zone 5 (West) and Zone 6 (South) at 71%. It was lowest in Zone 3 (South Central / East) (50%).

4 Research findings

4.1 Current travel behaviour

4.1.1 Frequency of using different modes of transport

Respondents were asked how often they use a variety of modes of transport. Figure 1a shows results for the most frequently used modes: travelling on foot was most commonly mentioned, followed by car or van and then bus or coach – in the Post wave, 66% reported walking daily or several times a week; 55% travel by car and 40% use the bus this frequently.

All other modes of transport were used much less frequently (see Figure 1b). In terms of other active travel choices, just under a fifth (17%) of respondents said that they ever cycle, although only a small number do so frequently – 5% said they do this at least several times a week in the Post wave.

Figure 1a: Frequency of using different modes of transport
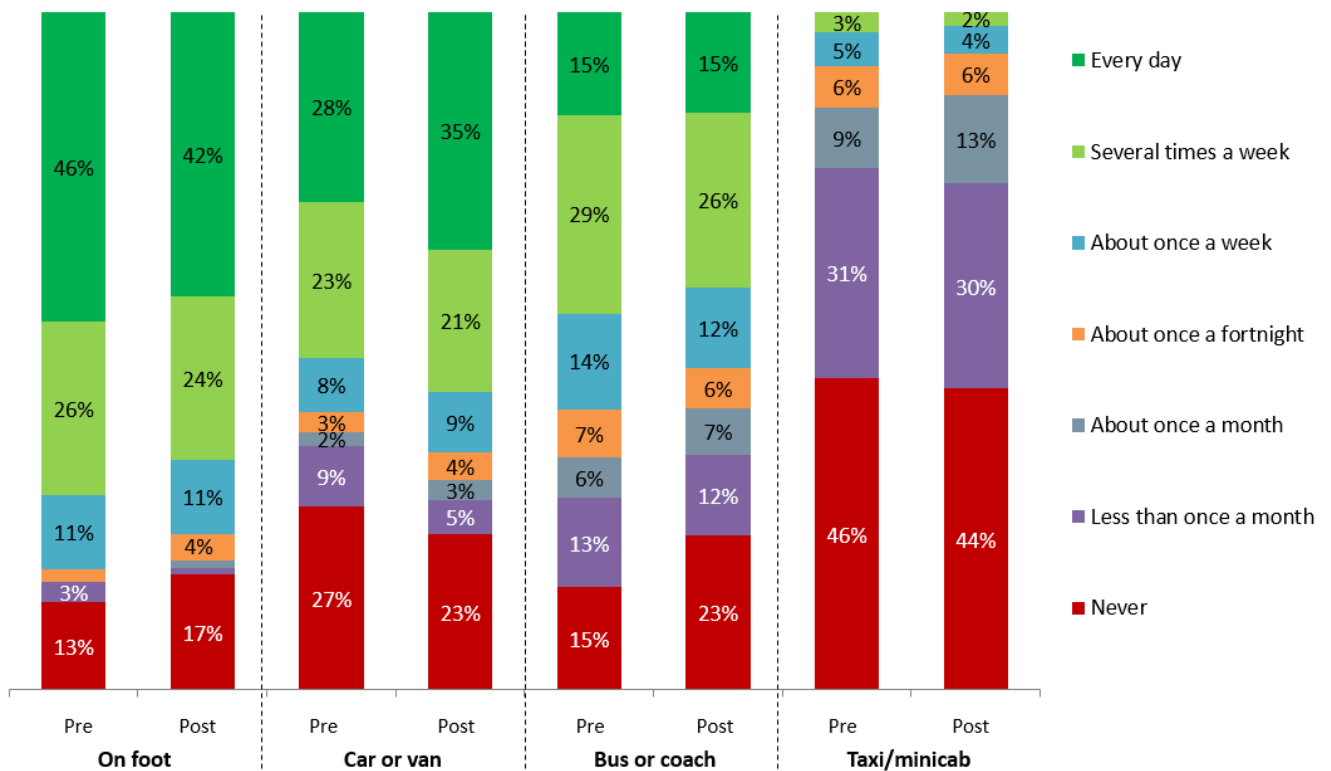
Base (all): Pre 1,215, Post 1,204

Figure 1b: Frequency of using different modes of transport

Base (all): Pre 1,215, Post 1,204
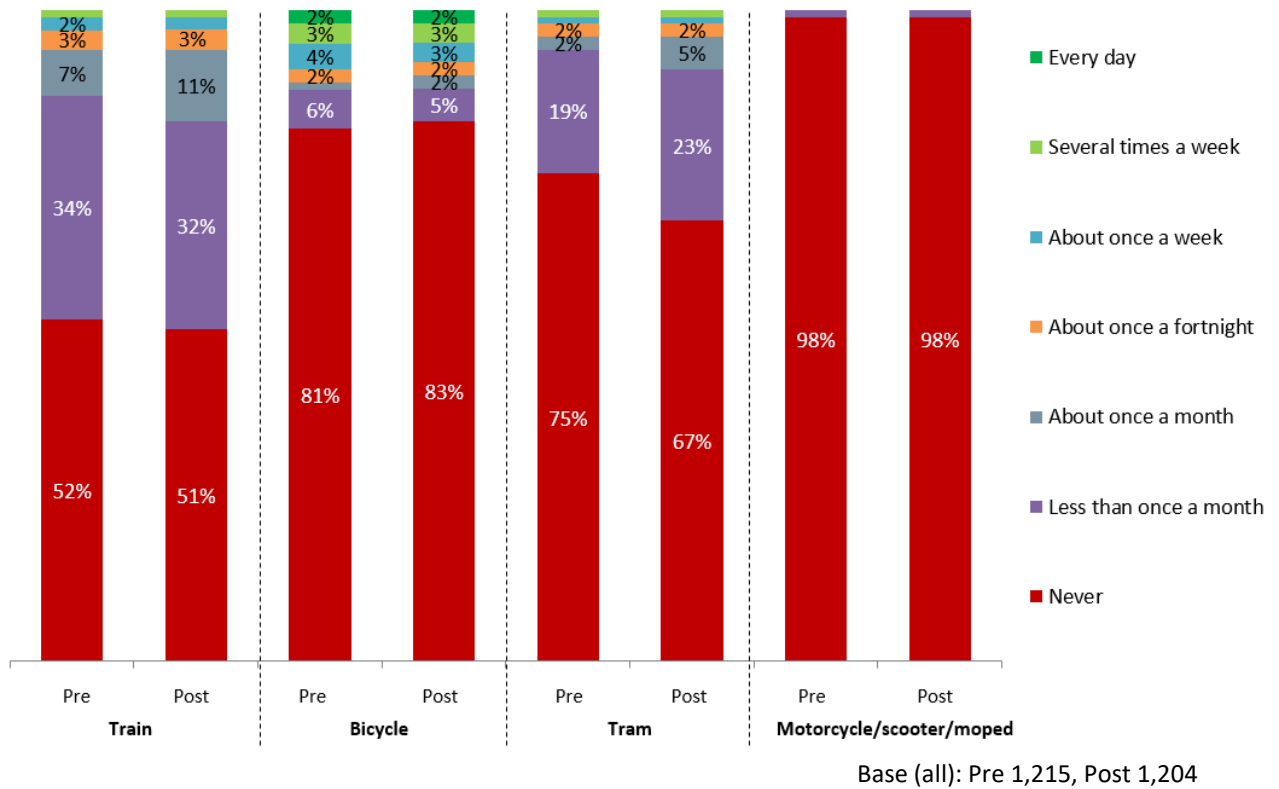
Data relating to each of the three main modes of transport is provided in the following sections.

4.1.2 Travel on foot

Walking was the most frequently used mode of transport among survey respondents, in both waves. Table 2 summarises data on frequency of walking, with four in ten (42%) saying they travel on foot every day and 24% reporting they do this several times a week in the Post wave. However, there has been a small decrease in walking levels since the Pre wave, with slightly fewer saying they travel by foot frequently, and more saying they never do this.

Table 2: Frequency of travel on foot

Frequency of travelling on foot	Pre		Post	
Every day	46%	Frequent (71%)	42%	Frequent (66%)
Several times a week	26%		24%	
About once a week	11%	Regular (13%)	11%	Regular (14%)
About once a fortnight	2%		4%	
About once a month	*	Occasional (3%)	1%	Occasional (2%)
Less than once a month	3%		1%	
Never	13%	Never (13%)	17%	Never (17%)
Base (all)	**1,215**		**1,204**	

Respondents most likely to travel on foot frequently were women (69% said they walk frequently, i.e. daily or several times a week, compared to 63% of men), the younger age groups (83% of 16-24s compared to 60%-65% among other age groups) and higher socio-economic groups (76% of ABC1s v 57% of C2DEs). This may reflect differences in health profile between the socio-economic groups, with

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C2DEs being most likely to report having a health condition: 19% of C2DEs said they find it difficult to get around because of a permanent disability or medical condition, compared to 6% of ABC1s.

Respondents living in Zone 3 (South Central/East) were the most likely to say they travel on foot frequently: 77% said this, compared to an average of 66% across the sample as a whole. Those in Zone 4 (North West) were least likely to travel on foot frequently (49%).

4.1.3   Reasons for travelling on foot

The main reasons identified for travelling on foot are presented in Table 3. The most common reason given for walking was the health benefits, mentioned by around half (48%) of those who travel on foot at least monthly in the Post wave. Convenience was mentioned by a third (34%) and habit by 17%. Findings were broadly consistent with the Pre wave, although fewer mentioned health benefits in the Post wave, and more mentioned environmental benefits, habit and difficulty/cost of parking.

Table 3: Reasons for travelling on foot

Reasons for travelling on foot	Pre	Post
Health benefits	53%	48%
Convenience	34%	34%
Habit/always done	12%	17%
No alternative	16%	15%
Cost	13%	12%
Less stressful	11%	13%
Environmental benefits	6%	10%
Journey time	8%	8%
Reliability	3%	4%
Comfort	2%	4%
Difficulty/cost of parking	1%	4%
Safety	*	3%
Other	3%	-
Base (all using this mode at least once a month)	**1,028**	**986**

Respondents were also asked, for each of the modes they use, whether the amount they travel has increased, decreased, or stayed the same over the last year. For those walking, the majority in the Post said they walk the same amount compared to last year (79%) while 17% said the amount they walk has increased and 4% said it has decreased. More respondents in the Post wave said the amount they walk had increased in the last year than in the Pre wave (17% v 10%).

4.1.4   Travel by car

Travelling by car or van was also common among respondents, with 35% using the car every day in the Post wave, and 21% doing so several times a week (see Table 4). Although the proportion who were 'frequent' drivers was consistent across both waves, more now said they drive every day compared to the Pre wave.

Table 4: Frequency of travel by car

Frequency of travelling by car or van	Pre		Post	
Every day	28%	Frequent (52%)	35%	Frequent (55%)
Several times a week	23%		21%	
About once a week	8%	Regular (10%)	9%	Regular (13%)
About once a fortnight	3%		4%	
About once a month	2%	Occasional (11%)	3%	Occasional (8%)
Less than once a month	9%		5%	
Never	27%	Never (27%)	23%	Never (23%)
Base (all)	**1,215**		**1,204**	

The sub-groups of the sample most likely to travel by car more than once a week were ABC1s (60% v 52% of C2DEs), men (60% of men v 51% of women) and those with children in the household (74% v 48% of those without children). The youngest respondents were least likely to travel by car (37% never do this, v 23% sample average). These findings match the patterns in relation to car access and whether respondents personally drive noted in the sample profile section of this report.

Car use tended to be highest in Zone 1 (City Centre and Rural West), where 67% travelled by car frequently, Zone 6 (South) (61%) and Zone 5 (West) (60%). Those living in Zone 3 (South Central / East) (43%) and Zone 2 (North) (45%) were least likely to be frequent travellers by car.

4.1.5   Reasons for travelling by car

The main reason identified for travelling by car was convenience, mentioned by 68% of those who travel by car, in both waves (see Table 5). Reliability (24%), journey time (23%) and comfort (21%) were also common reasons for using this mode of transport in the Post wave. Some changes were seen since the Pre wave: more now mentioned reliability, safety, and having no alternative, while fewer mentioned needing the car at their destination.

Table 5: Reasons for travelling by car

Reasons for travelling by car or van	Pre	Post
Convenience	68%	68%
Reliability	15%	24%
Journey time	25%	23%
Comfort	23%	21%
Need car at destination	16%	12%
No alternative	1%	12%
Safety	5%	10%
Habit/always done	9%	8%
Less stressful	8%	8%
Health benefits	3%	2%
Cost	3%	2%
Environmental benefits	1%	1%
Other	-	*
Base (all using this mode at least once a month)	**783**	**859**

For respondents who travel by car at least once a month, the majority in the Post wave (83%) have used this means of travel the same amount over the last year, while 8% reported an increase and 9% reported a decrease. Importantly, more respondents in the Post wave said the amount they travel by car had decreased in the last year than in the Pre wave (9% v 5%).

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4.1.6. Travel by bus

Bus use was relatively common across the Post wave sample, with 15% using the bus daily and around a quarter (26%) travelling by bus several times a week (see Table 6). The only statistically significant change in frequency of bus use since the Pre wave was that a higher proportion now said they never use the bus (23% v 15%).

Table 6: Frequency of travel by bus

Frequency of travelling by bus or coach	Pre		Post	
Every day	15%	Frequent (45%)	15%	Frequent (40%)
Several times a week	29%		26%	
About once a week	14%	Regular (21%)	12%	Regular (18%)
About once a fortnight	7%		6%	
About once a month	6%	Occasional (19%)	7%	Occasional (18%)
Less than once a month	13%		12%	
Never	15%	Never (15%)	23%	Never (23%)
Base (all)	**1,215**		**1,204**	

There were some sub-group differences in frequency of bus use. Those most likely to be frequent users (several times a week or daily use) included women (45% v 35% of men), the youngest (65% of 16-24s) followed by the oldest (45% of those aged 65+) – both of whom were more likely to do this than the middle age groups (both 33%). Those without children in the household (45%) were also more likely than those with children (28%) to be frequent bus users. Bus use was most frequent in Zone 2 (North) (51% travelling by bus frequently), and lowest in Zone 1 (City Centre and Rural West) (31%).

4.1.7 Reasons for travelling by bus

The main reason identified for travelling by bus was convenience, mentioned by almost half of bus users (46%) in the Post wave. Having no alternative was mentioned by 28%, and cost was also commonly mentioned (21%), as was journey time and difficult/cost of parking (both 19%) – see Table 7. More people in the Post wave mentioned having no alternative or habit compared to the Pre wave.

Table 7: Reasons for travelling by bus

Reasons for travelling by bus or coach	Pre	Post
Convenience	48%	46%
No alternative	12%	28%
Cost	25%	21%
Journey time	21%	19%
Difficulty/cost of parking	19%	19%
Reliability	15%	11%
Less stressful	7%	7%
Habit/always done	3%	5%
Comfort	4%	5%
Safety	3%	4%
Environmental benefits	2%	4%
Health benefits	1%	2%
Other	-	1%
Base (all using this mode at least once a month)	**873**	**780**

Again, most of those who ever travel by bus reported that they have used this mode of transport the same amount over the last year (78%), while 15% reported an increase and 7% said they travel by bus less compared to last year. Respondents in the Post wave were more likely than those in the Pre wave to say the amount they travel by bus had increased in the last year (15% v 7%).

4.1.8 Cycling

While not one of the main modes of transport used by respondents, cycling was one of the areas of focus of the project because of the aim to increase active travel (cycling and walking) after the implementation of the 20mph speed limits.

As noted earlier, 83% said they never cycle in the Post wave, and this is consistent with the Pre wave (81%) – so there is no evidence of an increase in the proportion of residents who travel by bike since the speed limits were introduced. However, among those who *do* cycle, there has been a slight increase in the proportion saying the amount they cycle has increased in the last year (from 11% to 17% in the Post wave – this difference is statistically significant at the 90% level rather than 95% level).

4.2 Children's travel and attitudes towards child safety

4.2.1 Children in the household

Across the sample as a whole in the Post wave, around three in ten (28%) of respondents reported there were children in the household and seven in ten (72%) said there were not. There were slightly more respondents in the Post wave who had children in the household compared to the Pre wave (28% v 24%). It was most common for respondents to report there was just one child in the household, and very few households overall had more than two children under the age of 16 (see Table 8). As noted earlier in this report, women were more likely to report having children in the household than men, as were the middle two age groups.

Table 8: Children (16 or under) in the household

Number of children in the household	Pre	Post
No children in the household	76%	72%
One	14%	17%
Two	8%	9%
Three	1%	2%
Four	*	*
Base (all)	1,215	1,204

A set of questions was asked about the children in the household, how they travel to school and the level of supervision they have. All of these questions were asked in relation to **each child**, rather than each respondent answering for all children in their household, since the age of the child was likely to have an impact on the responses to questions about how they are allowed to travel in the local area. This analysis is therefore based on the **total sample of children** living in the households with at least one child (a total of 441 children in the Pre wave, and 493 children in the Post wave).

As shown in Table 9, the children covered a good spread of ages and have been split into categories for analysis purposes based on broad age ranges for pre-school (0-3 years), lower primary (4-7 years), upper primary (8-11 years) and secondary school (12-16 years) aged children.

Table 9: Ages of children

Ages of children	Pre	School stage – Pre	Post	School stage – Post
0	3%		2%	
1	11%	Pre-school (34%)	7%	Pre-school (24%)
2	10%		6%	
3	10%		8%	
4	4%		4%	
5	7%	Lower primary (22%)	6%	Lower primary (24%)
6	5%		6%	
7	6%		7%	
8	6%		5%	
9	6%	Upper primary (20%)	7%	Upper primary (25%)
10	4%		8%	
11	4%		6%	
12	5%		7%	
13	4%		3%	
14	7%	Secondary (24%)	8%	Secondary (27%)
15	7%		7%	
16	1%		1%	
Base (all children)	**441**		**493**	

4.2.2 Children's travel to school

Respondents were asked how each child travels to school. As shown in Figure 2, the results varied slightly depending on the stage the child was at. Respondents in the Post wave reported that most children walk to school (63% of lower primary, 54% of upper primary and 58% of secondary aged children). Bus use was highest among secondary school children, although it had fallen in the Post wave (from 36% to 21%). The proportions travelling to school by car were relatively consistent across age groups, although had increased among primary school children compared to the Pre wave, with 37% of upper primary and 29% of lower primary pupils now travelling to school by car.

Figure 2: Children's travel to school
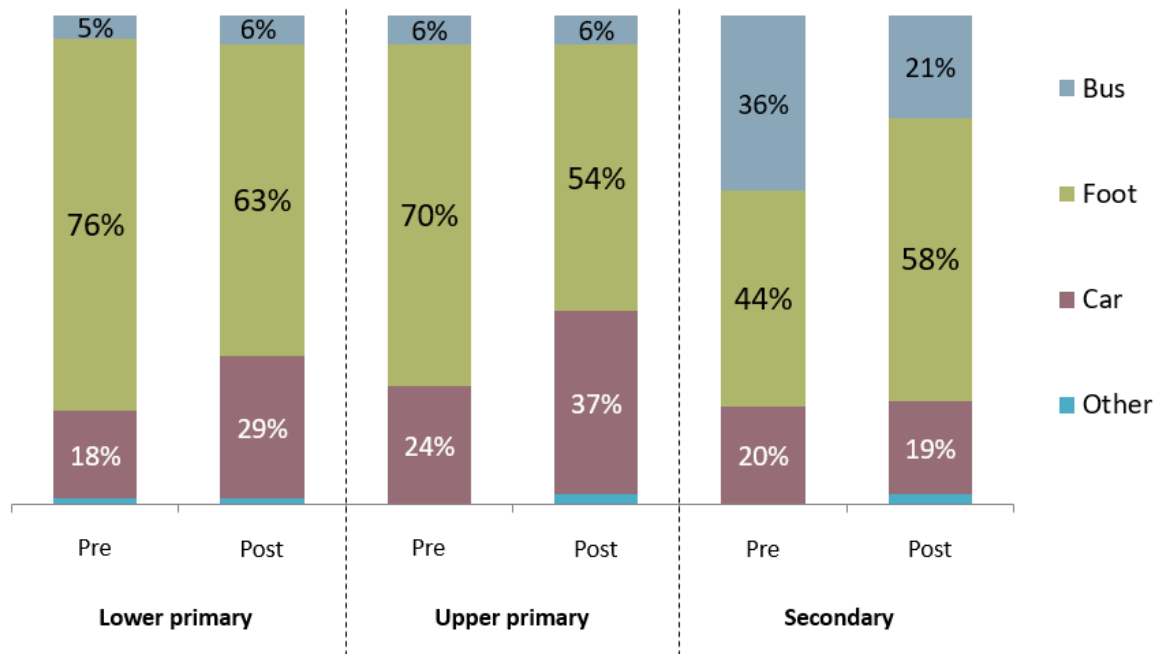
Base (all children at school): Pre: Lower primary 85, Upper primary 90, Secondary 105
Post: Lower primary 110, Upper primary 125, Secondary 132

There were no differences in responses to this question by age, gender or socio-economic group: the age of the child appears to be the main factor influencing travel to school. There were also differences depending on where respondents lived, with 36% of children in Zone 2 (North) travelling to school by car compared to 22% across the whole sample. Children in Zone 5 (West), meanwhile, were most likely to walk to school (56%, average 45%).

For each child at school, respondents were asked whether they make the journey to school with or without adult supervision. Unsurprisingly, the proportion making the journey unsupervised increased with the age of the child, with 10% of lower primary aged children travelling unsupervised compared to 39% of upper primary and 78% of secondary (see Figure 3). There had not been any statistically significant change in responses for any of the age groups between the Pre and Post waves.

The overall figures include those travelling by car where adult supervision is required; data was therefore also examined for children travelling on foot only. A similar pattern was observed, with the proportion walking to school unsupervised increasing from around one in ten lower primary school children (8% Pre, 13% Post), to between four and six in ten upper primary school children (44% Pre, 60% Post) and the vast majority of secondary school aged children (96% Pre, 97% Post). These findings were consistent between waves.

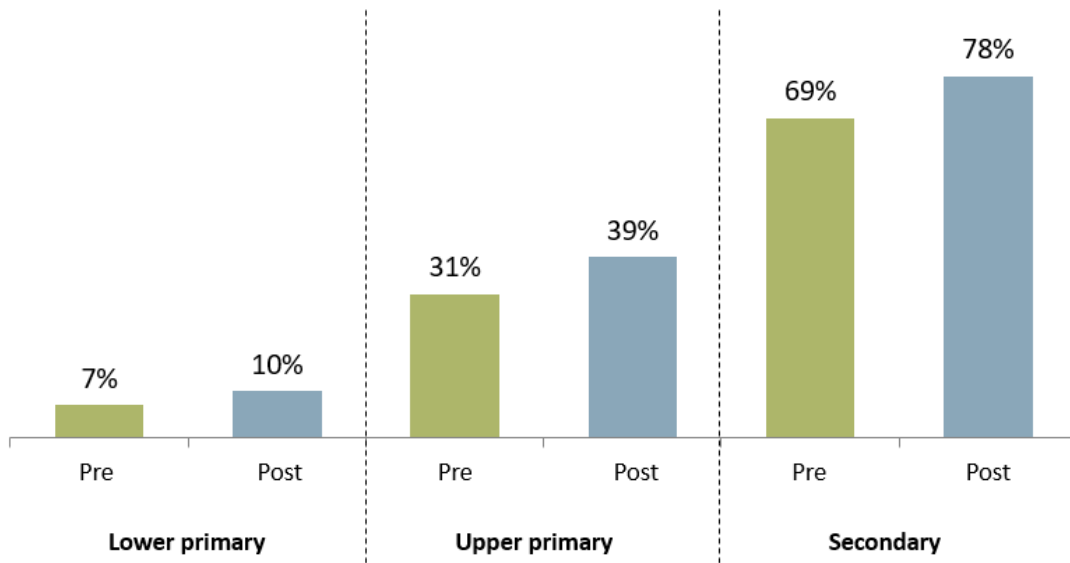**Figure 3: Children's travel to school without adult supervision**

Base (all children at school): Pre: Lower primary 85, Upper primary 90, Secondary 105
Post: Lower primary 110, Upper primary 125, Secondary 132

4.2.3 Children's other trips without adult supervision

Respondents were also asked whether they allow each child to make any other local trips that involve crossing a road without adult supervision. Results by age of child are presented in Figure 4. As shown here, a similar pattern was observed with the vast majority of secondary aged children being allowed to make unsupervised local trips (92% Pre, 97% Post), compared to around half of those in upper primary and 8% of those in lower primary. Again these findings were very consistent between the Pre and Post waves.

Figure 4: Children's other trips without adult supervision
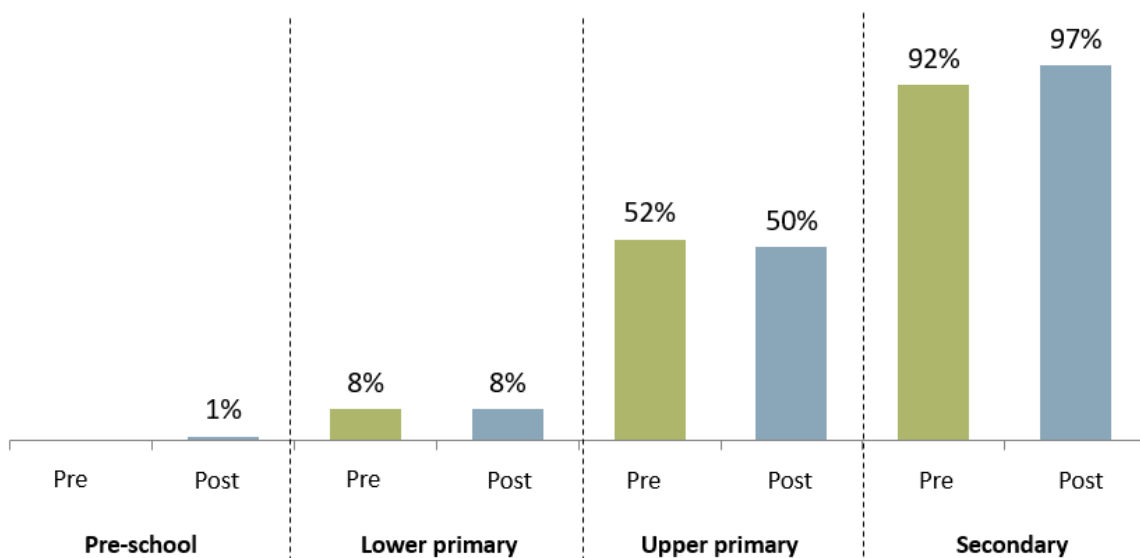
Base (all children): Pre: Pre-school 148, Lower primary 97, Upper primary 90, Secondary 106
Post: Pre-school 117, Lower primary 119, Upper primary 125, Secondary 133

4.2.4 Playing in the street

Respondents with children in the household were also asked whether each child ever plays in the street. As shown in Figure 5, pre-school aged children were very unlikely to be allowed to play in the street (94% were not allowed in the Post wave), while half of upper primary (49%) were allowed to do this. The main change between Pre and Post waves was that a higher proportion of secondary school aged children simply did not want to play in the street (53%, compared to 38% in the Pre wave) – although a higher proportion also reported that they did not allow their secondary school aged children to do this (20% compared to 5% in the Pre wave).

Figure 5: Whether children are allowed to play in the street
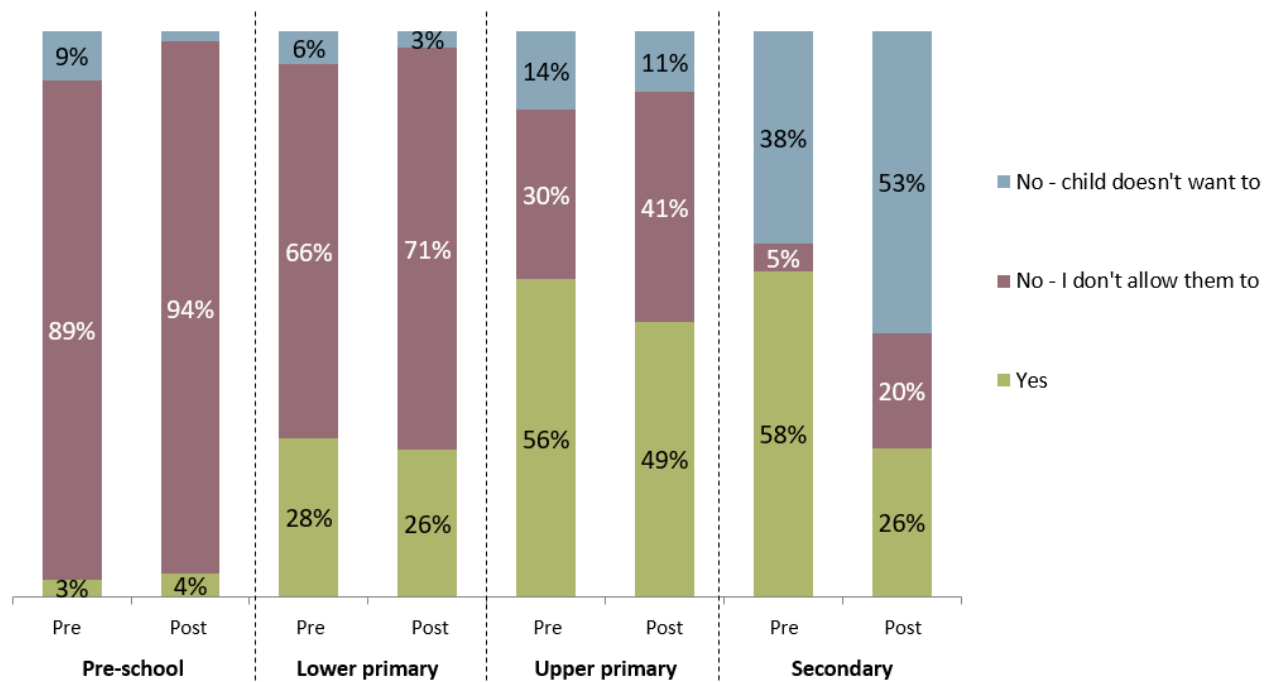
Base (all children): Pre 441, Post 493

Respondents living on quieter streets were more likely to say their children played in the street than those living on busier roads (29% v 15%).

4.2.5 Attitudes to child safety

Those with children in the household were also asked to what extent they agree with three statements about child safety. This was asked as an overall question, not in relation to each specific child; the base for this question is therefore the number of households with children rather than the number of individual children. As shown in Figure 6, there was a certain amount of concern about all three of these things. Parents were most concerned about the danger from traffic on their street (56% agreed), with around half also worried about 'stranger danger' (51% agreed). There was less concern about children playing with other children in the street without supervision; just less than one third of parents agreed that this is a concern.

However, there has been a positive shift since the Pre wave in the proportion agreeing that they worry about danger from traffic in their street (from 70% in the Pre to 56% in the Post wave). This was driven by a decrease in the proportion agreeing strongly, and an increase in the proportion disagreeing slightly.

There has also been a drop in the proportion agreeing they worry about their children mixing with other kids without any control (from 42% to 32%), and in levels of concern about stranger danger (60% Pre, 51% Post).

Figure 6: Attitudes to child safety

Legend:
- Don't know / NA
- Agree strongly
- Agree slightly
- Disagree slightly
- Disagree strongly

	I worry about danger from traffic in my street		I worry about 'stranger danger' in my street		I worry about my children mixing with other kids without any control in my street	
	Pre	Post	Pre	Post	Pre	Post
Don't know / NA	6%	10%	8%	9%	11%	13%
Agree strongly	33%	21%	26%	15%	18%	11%
Agree slightly	37%	34%	34%	36%	24%	21%
Disagree slightly	14%	23%	19%	28%	23%	35%
Disagree strongly	9%	11%	14%	12%	23%	20%

Base (all with children in the household): Pre 296, Post 339

There were no demographic sub-group differences in responses to questions about these concerns However, those living on busier streets were more likely to be worried about danger from traffic in their street (79% compared to 52% of those living on quieter streets).

4.3 Perceptions of traffic speeds and safety

4.3.1 Perceptions of traffic speeds on local streets

Respondents were asked what they think about traffic speeds, outside of rush hours, on both their street and main roads in the area. As shown in Figure 7, the majority felt that speeds were about right in the Post wave (70% for their own street and 55% for main roads in the area). However, a substantial minority felt that they were too fast (27% for their own street and 37% for main roads in the Post wave).

In the Post wave, respondents were less likely to say speeds on their own street were too fast (27% v 32% in the Pre wave) – although they were more likely to state that speeds on main roads were too slow (7% compared to 2%).

Figure 7: Perceptions of traffic speeds
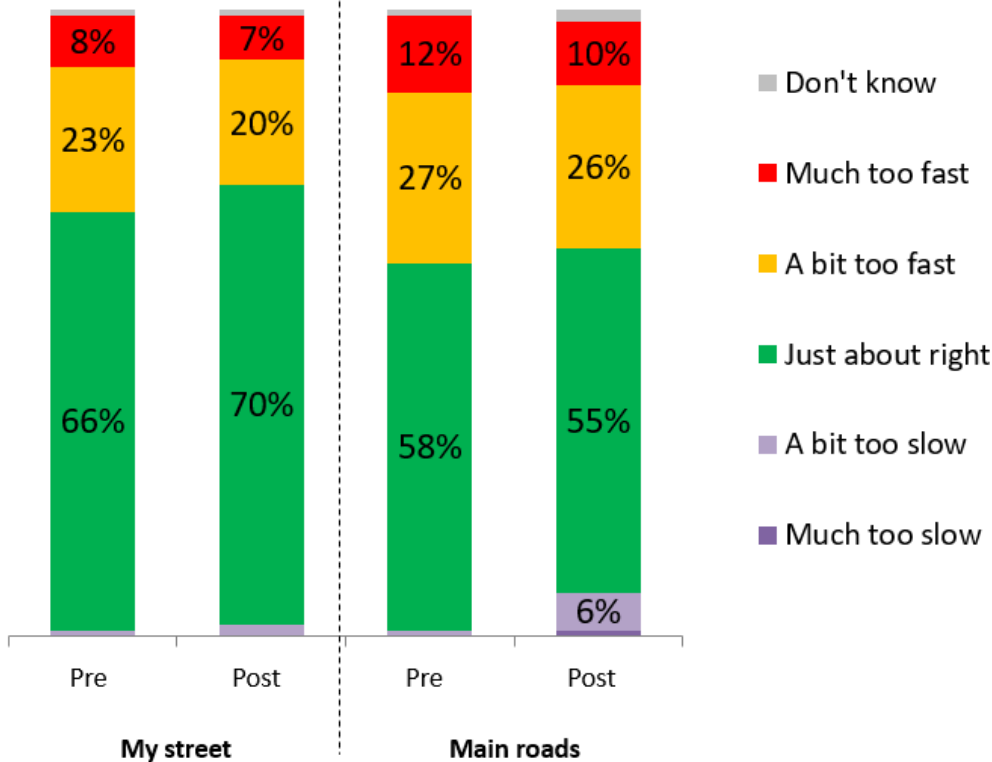
Base (all): Pre 1,215, Post 1,204

Women were more likely than men to feel that speeds were too fast on their own street (30% thought traffic speeds were a bit or much too fast, compared to 24% of men). There was also a clear split by age, with younger groups being less likely than the oldest to perceive speeds as being too fast (21% of 16-24s and 24% of 25-44s, compared to 36% of 65+).

The same pattern was observed for perceptions of speed on main roads in their area: women were again most likely to be concerned about this (40% thought speeds were too fast, compared to 32% of men), and the oldest respondents were most likely to report that speeds were too fast on main roads (44% compared to a sample average of 36%).

Respondents with children in the household were more likely to report that speeds were too fast: 34% said this in relation to their own street (compared to 24% among those without children), and 46% for main roads (33% for those with no children in the household).

Those living on quieter streets were more likely to say that speeds were about right on their own street (73% v 55% of those living on busier roads), although there was no difference in relation to perceptions of speed on (other) main streets in the area.

Respondents who drive a car were most likely to report that speeds on main roads were too slow (9% v 3% of those who do not drive).

4.3.2   Perceptions of traffic speeds for respondents personally

Despite some concerns about traffic speeds on local streets, respondents generally felt that traffic speeds were safe when cycling or walking in the area themselves, as shown in Figure 8. Most

respondents (87% in the Post wave) felt quite or very safe walking in the area. This is consistent with the Pre wave (87%), although the balance has changed with more people saying 'quite safe' and fewer saying 'very safe' in the Post wave.

Although the majority of respondents did not cycle, among those who answered this question 71% felt that traffic speeds were quite or very safe for cycling in the area, and 26% felt speeds were very or slightly unsafe for cycling. There was a decrease in the proportion saying cycling was unsafe overall (very or slightly) in the Post wave (26% v 33%) – driven by a drop in the proportion saying 'very unsafe' (from 10% to 5%). There was also an increase in the Post wave in the proportion saying they thought speeds were 'very safe' (from 11% to 17%).

Figure 8: Perceptions of traffic speeds (for respondents personally)
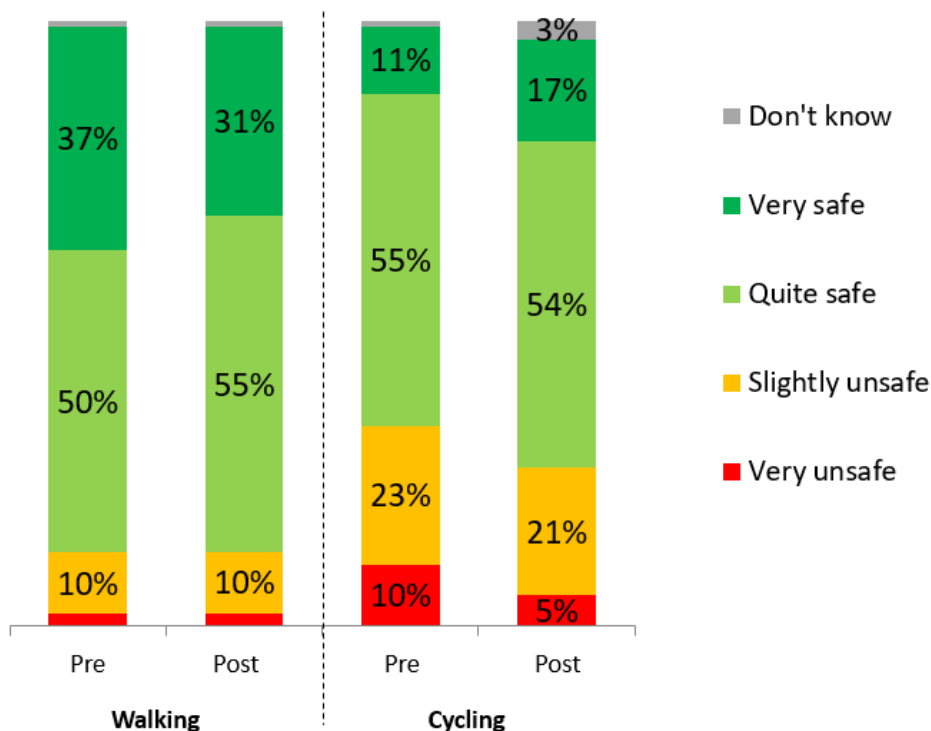
Base walking (all excluding N/A): Pre 1,181, Post 1,147; Base cycling (all excluding N/A): Pre 398, Post 567

The only sub-group differences were based on age group, with older respondents expressing most concern. For example, 80% of over 65s felt speeds were safe for walking, v 90% of 16-24s or 25-44s; 59% of over 65s said speeds were safe for cycling, v 77% of 16-24s – excluding those saying it was not applicable.

4.3.4   Perceptions of traffic speeds for children in the area

All respondents were asked about the safety of traffic speeds for children walking and cycling in the area, regardless of whether they themselves had children. As shown in Figure 9, although most felt that it was safe for children walking in the area, just under a third expressed concern (32% in the Pre wave, 28% in the Post wave). However, this concern had decreased since the Pre wave (driven by the proportion who said it was 'very' unsafe (from 12% to 7%) for children walking.

There was also a substantial amount of concern about safety for children cycling in the area, with 47% reporting traffic speeds to be very or slightly unsafe in relation to children cycling. However, this was

an improvement compared to the Pre wave, when 55% said this – there was also a drop in the proportion saying '<u>very</u> unsafe' (from 23% to 16%).

Figure 9: Perceptions of traffic speeds (for children)
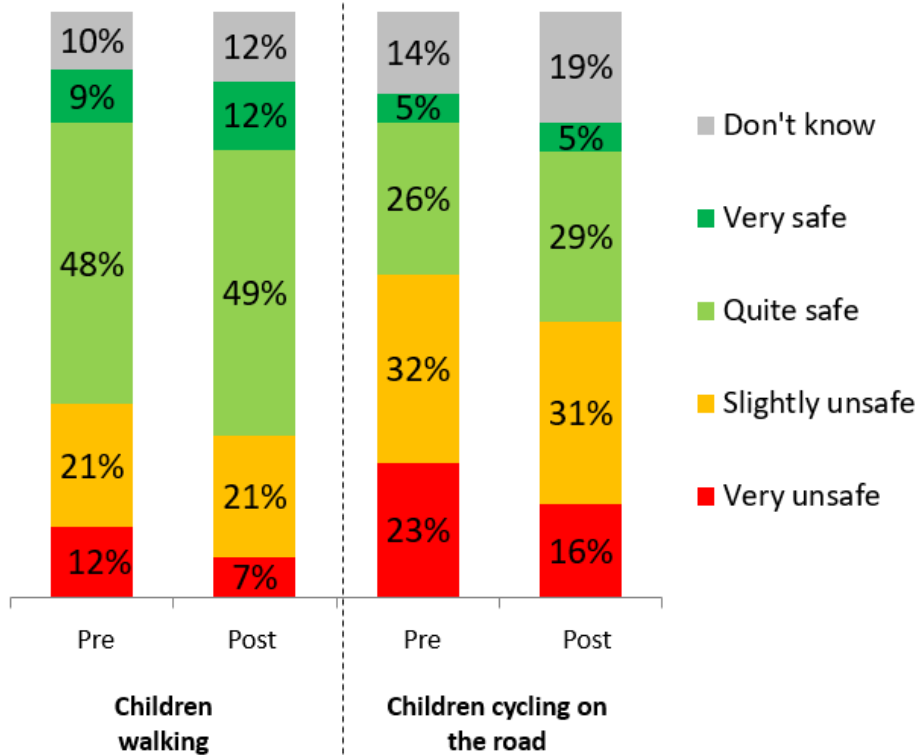
Base (all): Pre 1,215, Post 1,204

Perhaps understandably, those with children in the household were more likely than those without children to think speeds were unsafe for children walking (33% v 26%) or cycling (58% v 43%).

4.4   Awareness and perceptions of the 20mph Scheme

4.4.1   Awareness of the 20mph speed limits

Respondents were given the following information:

> *"The rollout of 20mph speed limits started in July 2016 and has been implemented in four phases. The speed limits cover shopping areas, residential areas and areas with high levels of pedestrians and cyclists. The new 20mph speed limits have been in place in your area since [DATE INSERTED BY ZONE]".*

They were then asked whether they were aware that 20mph speed limits had been introduced in their area. As shown in Figure 10, most respondents were aware that the 20mph scheme had been introduced in their area – although 14% were not aware of this.

Figure 10: Awareness of the 20mph speed limits (Post wave)

Legend:
- Yes
- No
- Don't know

1%
14%
85%
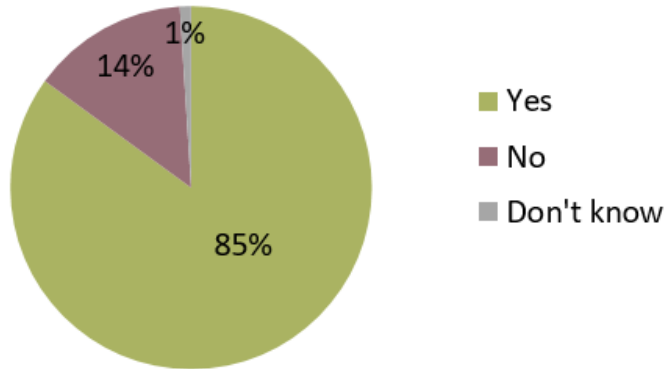
Awareness of the speed limits was higher among men (87% v 83% of women) and those with children in the household (94% v 81%), and lowest among the youngest respondents (59% of 16-24s). This is likely to reflect patterns of car ownership identified earlier in this report. Drivers were also more likely to be aware of the introduction of the scheme (93% v 74% of those who do not personally drive).

Levels of awareness varied by Zone, with highest awareness evident in Zone 5 (West) (93%), Zone 4 (North West) (90%), and Zone 6 (South) (90%) – the most recent areas the scheme was implemented – and lowest in Zone 3 (South Central/East) (71%). Awareness was also higher among those living on quieter streets (87% v 75% among residents of busier streets).

4.4.1 Information and advertising about 20mph

Six in ten respondents (58%) in the Post wave recalled seeing or hearing some kind information or advertising about the introduction of 20mph speed limits – an increase compared to the Pre wave (53%) – see Figure 11.

Figure 11: Whether respondents have seen or heard information / advertising about 20mph

Legend:
- Don't know
- No, have not seen info about 20mph
- Yes, seen info about 20mph

Pre: 2%, 45%, 53%
Post: 3%, 39%, 58%
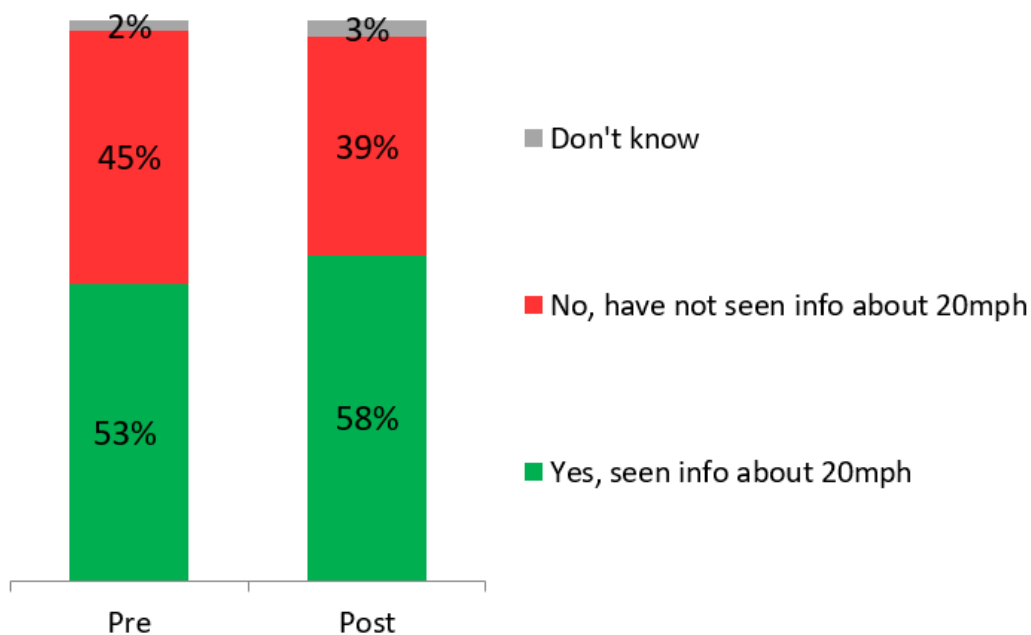
Those who were most likely to say they had seen or heard any information about the 20mph speed limits included:

- ABC1s (63%, v 54% of C2DEs)
- Those with children in the household (68% v 54% of those without children)
- Drivers (67% v 45% of non-drivers).

Conversely, the youngest respondents were least likely to have seen any information about the scheme (40%, v 56%-64% across other age groups).

4.4.2   Sources of information about 20mph

Those respondents who said they had seen or heard any information about the 20mph speed limits were asked where they had seen or heard about it. In the Post wave the most common sources of information were 20mph speed signs/road markings (mentioned by 64%), lamp post banners (36%), newspapers (23%) and word of mouth (14%). See Figure 12[3].

Figure 12: Where respondents saw or heard information / advertising about 20mph
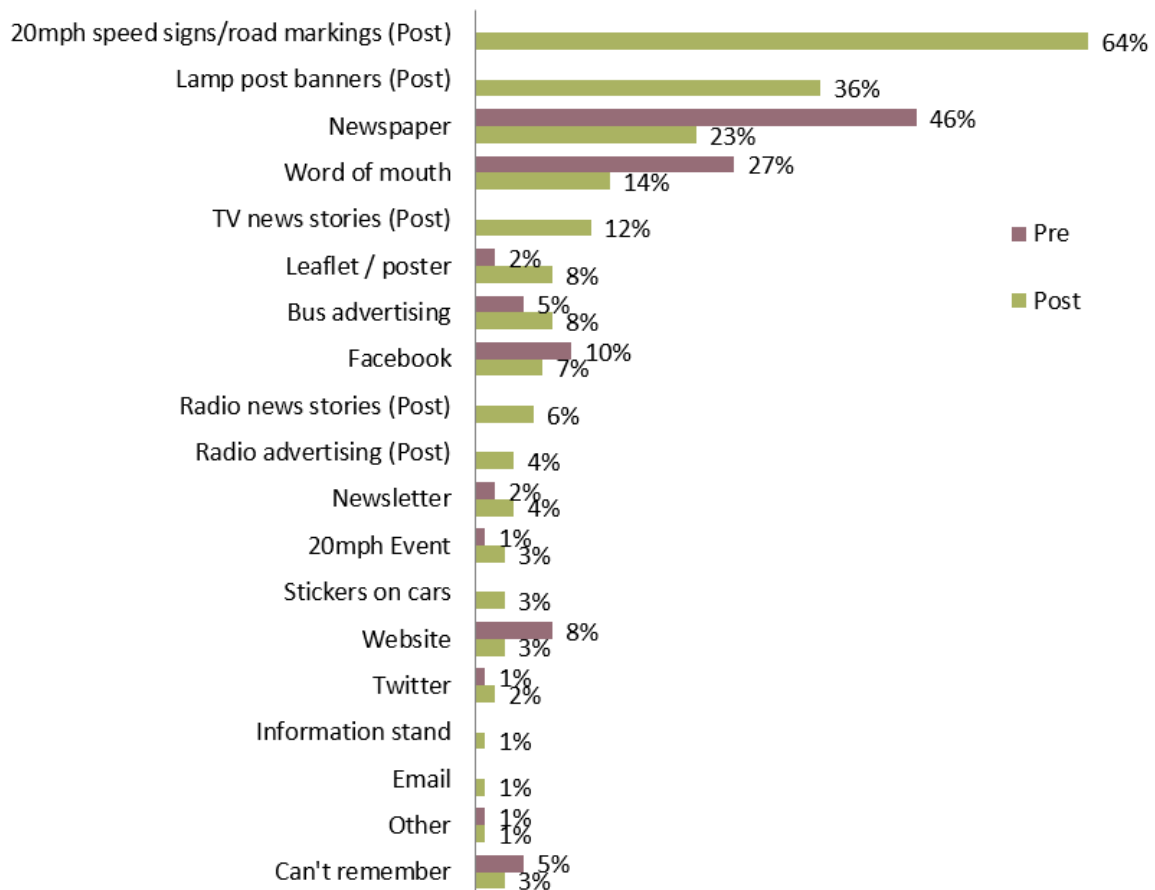
Base (all who had seen/heard information/advertising about 20mph): Pre 644, Post 693

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[3] This chart also shows Pre wave figures, but please note these are not directly comparable – the response options were slightly different in the Post wave to reflect the sources of information that were in place post-implementation, and to provide more detailed options for TV and radio news stories (the previous code was 'TV/radio advertising', mentioned by 36%).

There were very few notable sub-group differences in terms of where respondents had seen or heard information.

4.4.3 Support for the 20mph network

Respondents were given the following description of the 20mph network, before being asked to what extent they support or oppose it:

"The 20mph streets have been implemented across the whole city [SHOW MAP]. There aren't any extra road humps but there are signs and road markings at the entrances to side roads and smaller ones at intervals to remind people of the limit. Most of the main roads keep the 30mph speed limit".

As shown in Figure 13, there was broad support for the introduction of 20mph speed limits, in both the Pre and Post waves. Before implementation of the speed limits, 58% supported it overall and a fifth strongly supported it. In the Post wave, this had increased to a total of 64% supporting the scheme, and 24% strongly supporting it. There has also been a drop in the proportion opposing it, either strongly (from 8% to 5%), or opposing it overall (from 17% to 12%).

Figure 13: Extent of support for the 20mph network
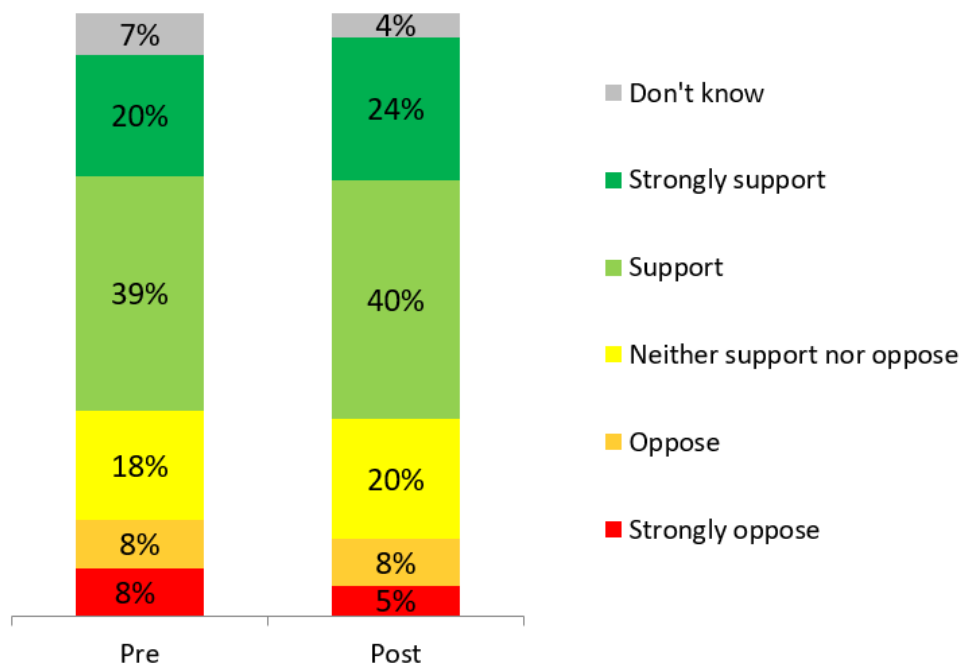
Base (all): Pre 1,215, Post 1,204

Sub-group differences in levels of support for the speed limits included:

- Women were more supportive than men: 72% of women supported the speed limits v 56% of men, while 18% of men opposed it v 7% of women.

- Those with children in the household were also more supportive (70% of respondents with children said they support it, compared to 62% of those without children).

- The youngest age group expressed lower levels of support than the oldest – 56% of 16-24s supported it, compared to 71% of those aged 65+. However, the youngest were more likely to say they did not know (9% of 16-24s said 'don't know', v 2%-3% across the other age groups).

- Drivers were more likely oppose the scheme than non-drivers (19% of drivers opposed it, compared to 3% of non-drivers), while non-drivers expressed higher levels of support (72% v 58%).

4.4.4   Perceived impact of 20mph speed limits on amount of noise, congestion, through traffic and aggressive driving

Respondents in the Pre wave were asked what they thought the impact of the 20mph speed limits would be on various aspects of their neighbourhood. In the Post wave, they were asked about any actual impacts experienced following the implementation of the scheme.

The first set of questions related to the impact on various aspects of the local area after the implementation of the speed limits: some were positive (e.g. amount of cycling / walking in the area) and others were negative (e.g. noise, congestion etc).

Figure 14 shows the results for the negative aspects included in these questions (analysis excludes those who said they did not know). In the Pre wave, the most common response for all of these was that they were expected to remain unchanged, i.e. the introduction of the 20mph scheme would not have an impact on these concerns. Four in ten felt there would be more aggressive driving (37%) and congestion (36%) following implementation, although smaller proportions predicted more noise (8%) or more through traffic in the area (16%). The most positive predicted impact in relation to these aspects was in terms of aggressive driving: almost a fifth (19%) thought there would be less of this after implementation.

In the Post wave, again the most common response was that there had been no change in these aspects – i.e. respondents tended not to have noticed any impact, either positive or negative. Fewer reported there was <u>less</u> noise (6% v 12%), congestion (6% v 10%) or aggressive driving (10% v 19%) than had predicted this in the Pre wave, but fewer also reported that there was <u>more</u> congestion (23% v 36%), aggressive driving (18% v 37%) than had feared this would be the case before the speed limits were introduced.

Figure 14: Perceived impact of 20mph limits on amount of noise, congestion, through traffic and aggressive driving (excluding 'Don't know')
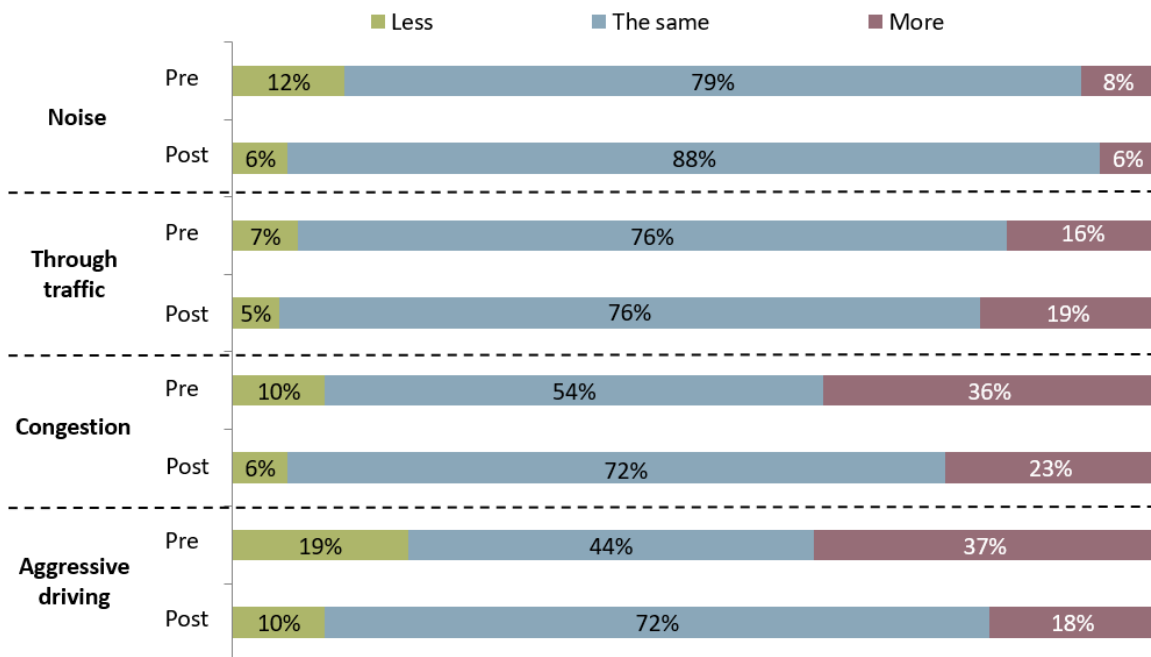
Base (all excluding DK): Pre 1,034~1,134, Post 1,102~1,154

There were no differences in reported impacts by demographic sub-groups of the sample. Respondents who personally drive were more likely than non-drivers to report an increase in aggressive driving (22% v 13%); this was the only aspect where drivers gave a different response to non-drivers.

4.4.5 Perceived impact of 20mph speed limits on amount of cycling and walking

In terms of changes in the amount of cycling and walking in the area, a substantial minority of respondents in the Pre wave predicted improvements, with 32% saying there would be more cycling and 27% saying there would be more walking in their area after the speed limits were introduced (excluding those who said they did not know). Although smaller proportions in the Post wave reported that this had actually happened, at least one in ten did report more walking (11%) and cycling (13%) following the implementation of the scheme – see Figure 15.

Figure 15: Perceived impact of 20mph limits on amount of cycling and walking (excluding 'Don't know')
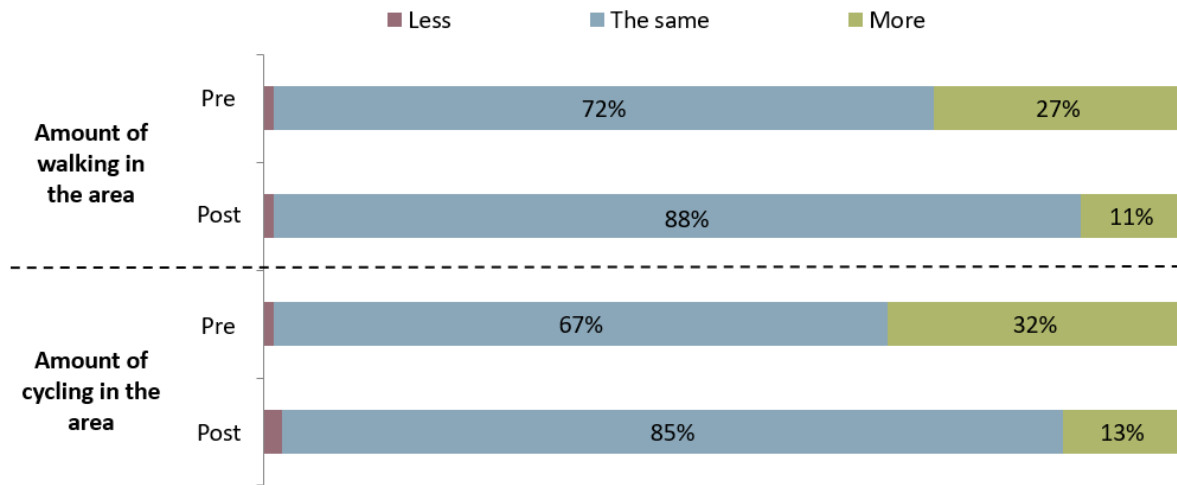
Base (all excluding DK): Pre 1,087~1,090, Post 1,089~1,118

Again, there were no statistically significant differences in reported impacts by demographic sub-groups of the sample, or between drivers/non-drivers.

4.4.6   Perceived impact of 20mph speed limits on the local area

Questions were also asked in relation to whether various aspects of the local area would get better or worse after the 20mph speed limits were introduced. As illustrated in Figure 16, responses in the Pre stage tended to suggest things would remain the same or get better, with very few highlighting aspects that would get worse after implementation.

Key areas where the highest proportion of respondents predicted an improvement were for conditions for walking and cycling (31% thought this would be better) and the standard / safety of driving in the area (30%). Around a fifth of respondents felt that ease of driving would be better (21%), there would be greater opportunities to stop and chat on the street (20%) and that the community atmosphere would improve (17%). There was a concern, however, amongst a substantial minority of respondents (22%) that the air quality would actually get worse as a result of the introduction of the scheme.

In the Post wave, respondents tended to say that things were the same as before the speed limits were introduced, and more said this than had predicted no change initially. This means that, while some of the predicted benefits were not widely reported in the Post stage (one in ten or less reported benefits across these aspects) the concerns about air quality have also not been realised to the extent that they were predicted.

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Figure 16: Perceived impact of 20mph limits on the local area
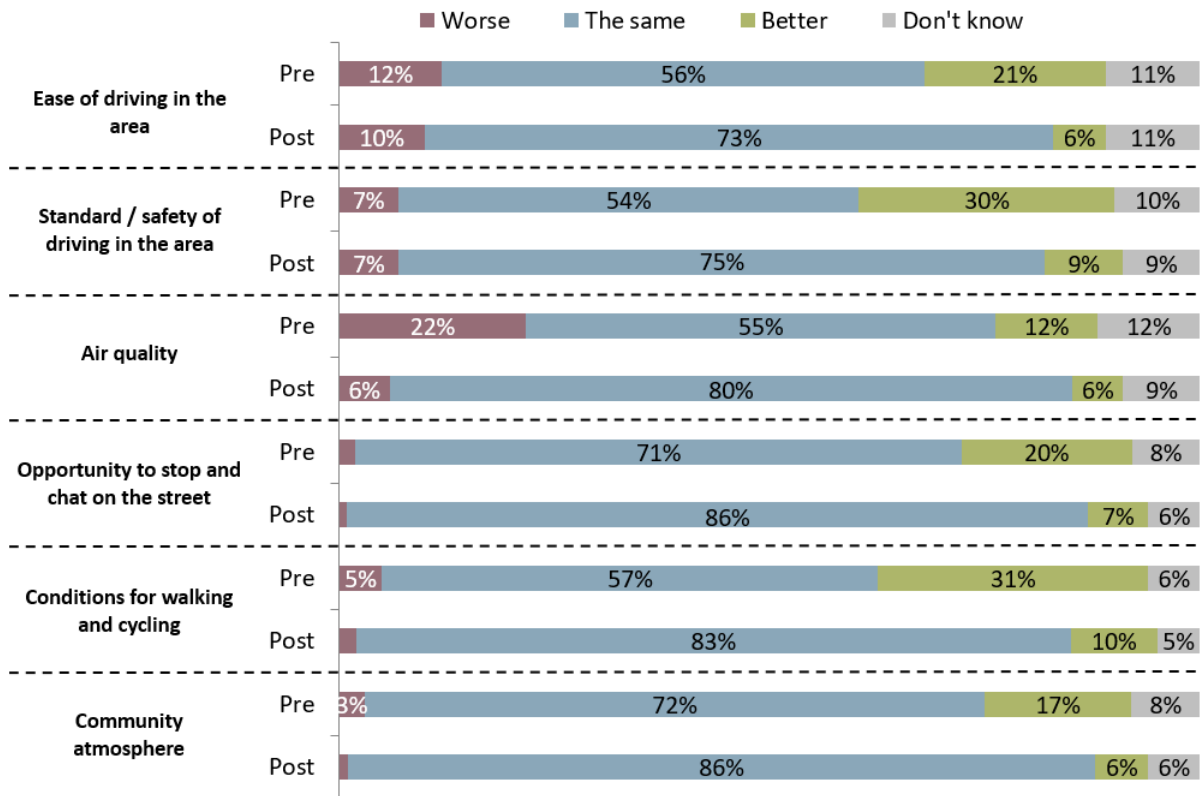
Base (all): Pre 1,215, Post 1,204

There were few sub-group differences in relation to these questions, with the exception of:

- Those with children in the household were more likely to report improvements in conditions for walking and cycling (14% v 9% said this was better), ease of driving (8% v 5% said this was better) and standard/safety of driving (12% v 7%), while those without children were more likely to say they did not know.

- Drivers tended to be more likely to say things had got worse, whereas non-drivers were more likely to say they didn't know. For example, drivers were more likely to say ease of driving had got worse (15% v 4%) and that standard/safety of driving had got worse (9% v 5%).

4.4.7 Perceived impact of 20mph speed limits on traffic speeds

In the Pre wave, around half of respondents (47%) predicted that traffic speeds would be the same in their area after the implementation of the 20mph network, while 36% thought speeds would get lower. A small minority (6%) thought speeds would be higher, although one in ten (11%) said they did not know (see Figure 17). In the Post wave, a higher proportion reported that speeds were the same (61%) while fewer said that speeds were lower (21%).

Figure 17: Perceived impact of 20mph network on traffic speeds
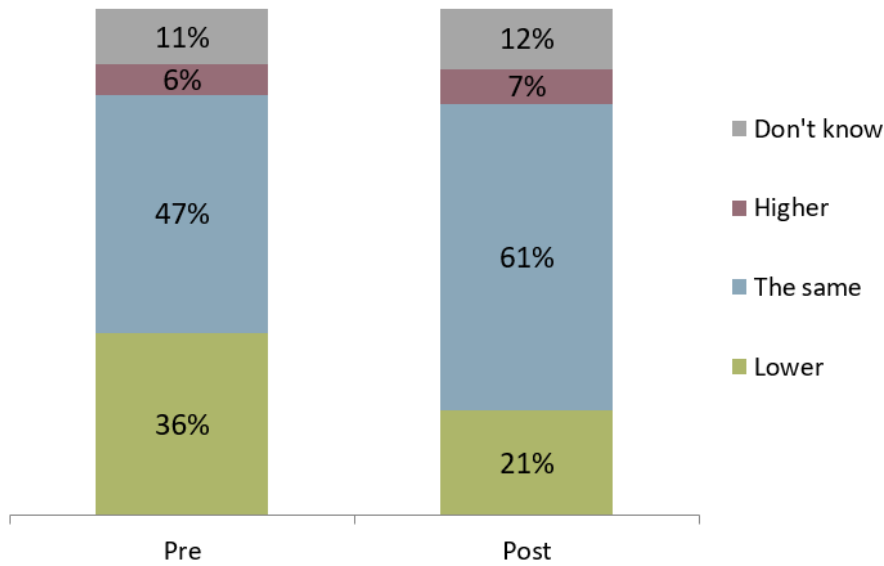
Base (all): Pre 1,215, Post 1,204

The only sub-group difference in response to this question was that drivers were more likely to say traffic speeds were the same – but non-drivers were more likely to say they did not know.

4.4.8   Perceived impact of 20mph speed limits on quality of life

Respondents were asked before the speed limits were introduced whether they felt they would have a positive or negative effect on the quality of life in their neighbourhood. More people felt it would have a positive effect on quality of life (34%) than said it would have a negative effect (11%), although the most common answer was that it would make no difference (44%), while 11% said they did not know (see Figure 18).

In the Post wave, respondents were asked to judge what the impact had been on quality of life, now that the speed limits were in place. The findings were fairly consistent between the two waves, with 35% reporting a positive effect and 46% saying there was no difference. However, there had been a drop in the proportion saying the speed limits have had a negative effect on quality of life (8%, compared to 11% who predicted this in the first survey).

Figure 18: Perceived effect on quality of life in the neighbourhood
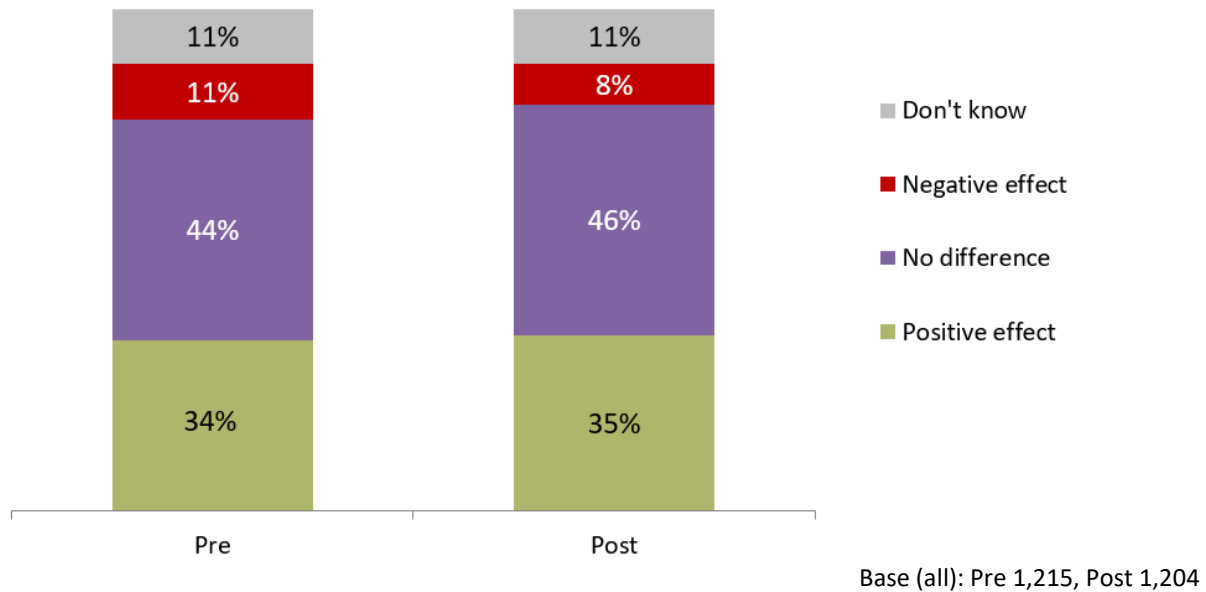
Sub-group differences in responses to this question included:

- Men were more likely than women to say it had had a negative effect (11% v 5%).

- Higher socio-economic groups were more likely to report a positive effect on quality of life (ABC1 40%, C2DE 31%).

- Respondents with children in the household were more likely to report a positive effect (42% v 32%).

- Drivers were slightly more negative in response to this question than non-drivers: those who drive were more likely to report a negative effect (12% v 3% of non-drivers), although those who didn't drive were more likely to say they did not know (18% v 5%).

- There were no differences in reported impact on quality of life across the 6 Zones or street type.

Generally then, the most positive responses were seen among women, higher socio-economic groups, those with children and non-drivers.

4.4.9   Comfort driving at 20mph

Overall, 55% in the Pre wave sample and 56% in the Post wave sample reported that they personally drive a car. These respondents were asked how comfortable they (think they will) feel driving at 20mph. In the Pre wave, most (68%) said the speed limits would not pose a problem, with 43% saying they would feel comfortable and 25% saying they would feel very comfortable. A substantial minority of drivers, however, reported that they thought they would feel uncomfortable: 29% overall said this, with 11% saying they would feel very uncomfortable (see Figure 19).

In the Post wave, findings were very similar when people were asked about levels of comfort driving at 20mph now the speed limits were in place: there were no statistically significant differences in

responses between the waves. Overall, 63% said they feel comfortable driving at 20mph, while 34% said they felt uncomfortable.

Figure 19: Levels of comfort driving at 20mph
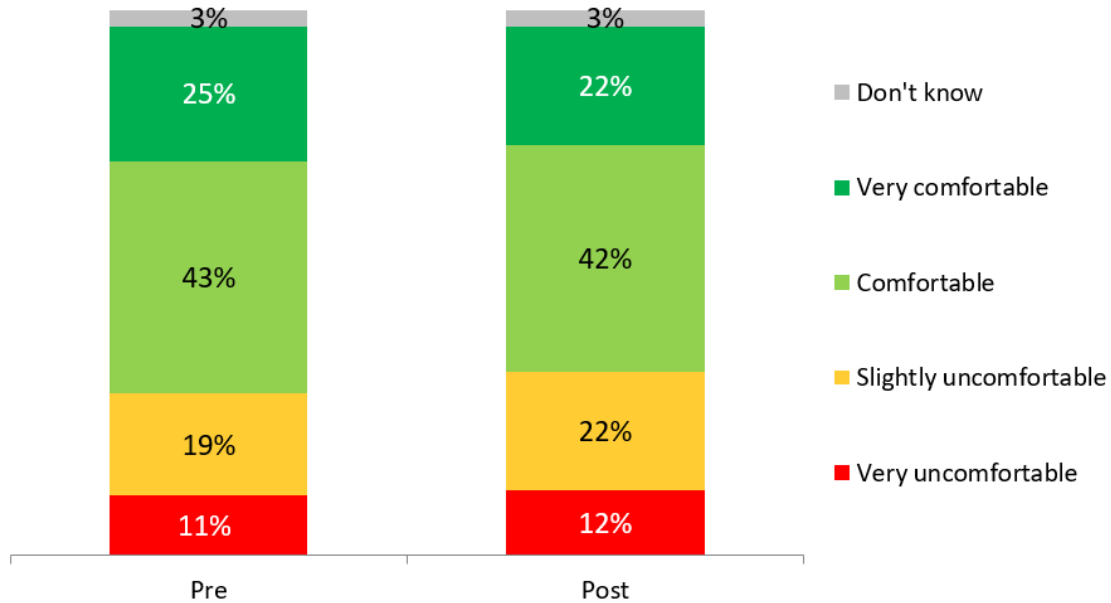
Base (all drivers): Pre 665, Post 686

Women (69%) were more likely to report feeling comfortable driving at 20pm than men (58%), as were the oldest respondents (73% of 65+ compared to 61% of 25-44s and 60% of 45-64s). The higher socio-economic groups were also more likely to say they felt comfortable driving at 20mph (69% of ABC1s v 57% of C2DEs).

4.4.10 Perceptions of media coverage of the 20mph speed limits

Two new questions were added to the Post wave survey about media coverage of the speed limits. First, respondents were asked what they thought about the media coverage (in newspapers, online and on TV) about the 20mph rollout. As shown in Figure 20, around half thought the coverage had been neither positive nor negative, while 22% thought it had been positive and just 4% said it had been negative. However, almost three in ten said they did not know (28%).

Figure 20: Perceptions of media coverage
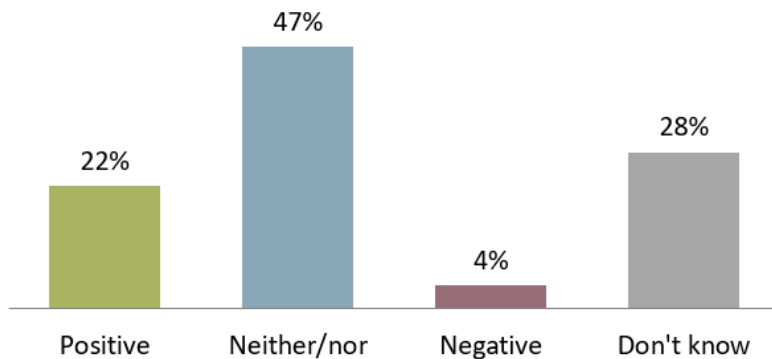
Base (all): Post 1,204

There were no demographic differences in the perceived tone of media coverage about the scheme, although the youngest were most likely to say they did not know (39% v 25%-27% among other age groups).

Respondents were then asked whether media coverage had influenced their opinion about the 20mph rollout, and the majority (68%) said it had not – see Figure 21. However, 13% said media coverage had made them more positive about the scheme, and very few (4%) said it had a negative impact on their views.

Figure 21: Influence of media coverage
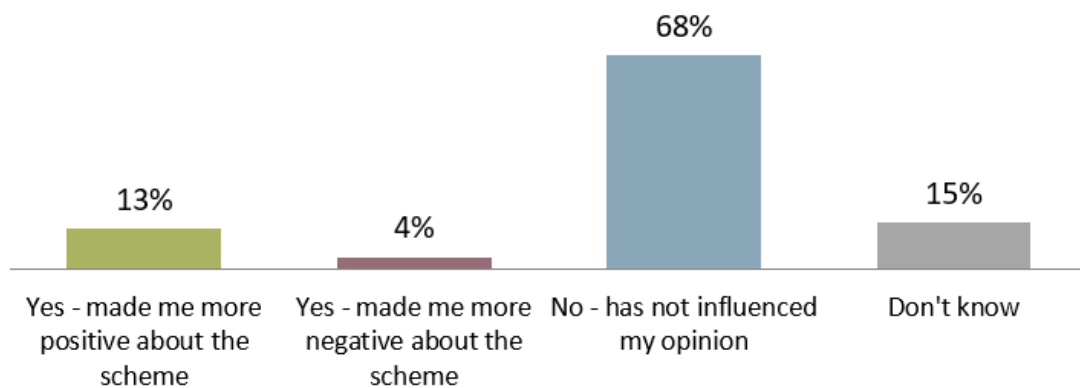
Base (all): Post 1,204

Those with children in the household were more likely to report media coverage made them more positive about the scheme (17% v 11%), while those without children were more likely to say they did not know (17% v 12%). Again, the youngest respondents were also most likely to say they did not know (26% of 16-24s compared to 12%-16% among other age groups).

4.4.11 Other comments

Finally, respondents were asked if they had any other further comments about the proposed 20mph speed limits. Tables 10 and 11 provide a breakdown of the main categories of feedback, for those who chose to provide a comment in each wave.

Please note that respondents were more likely to provide a comment in the Post wave: 34% gave feedback, compared to just 23% in the Pre wave. In addition, different responses were given in the Pre wave before the speed limits were introduced, so the data is not directly comparable.

Table 10: Other comments (Pre wave)

Comments	Pre
General negative comment (I don't think it is a good idea / it will not work)	18%
Concerns over how it will be enforced	13%
General positive comment (e.g. it is a good idea)	12%
It is useful in some areas of the city but not everywhere	9%
The council needs to focus more on fixing potholes / parking issues	8%
20mph is too slow	8%
I think it will cause more congestion	5%
I think it will improve safety	5%
It won't affect me	5%
I think it will cause more pollution	3%
I have mixed feelings	2%
Things are OK as they are	2%
Other	11%
Base (all who provided a comment)	**277**

Table 11: Other comments (Post wave)

Comments	Post
Should only be some areas / times	22%
People do not comply	20%
General positive comment (e.g. it is a good idea / safer)	17%
Too slow / should be 30mph / higher	10%
It increases traffic and parking issues	10%
General negative comment (e.g. it is a bad idea / unnecessary)	10%
It should be better enforced	9%
Requests for speedbumps / cameras etc	5%
It causes bad driving	4%
Need greater awareness / signage	3%
It is environmentally detrimental	3%
Other specific issues with local roads/traffic	3%
Other	7%
Base (all who provided a comment)	**409**

5   Conclusions

5.1   Introduction

This Pre- and Post-Stage survey has provided data from two very robust, representative samples of Edinburgh residents and obtained a wealth of data in relation to travel behaviour, children's travel, and awareness of and attitudes towards the 20mph speed limits. Post-Stage results have allowed measurement of change following the implementation of the 20mph network across the City, with Post-Stage fieldwork conducted 1 to 2.5 years after implementation of the speed limits depending on the s.

5.2   Current travel behaviour and perceptions of speeds and safety

5.2.1   Travel behaviour

A range of travel methods was used by respondents, with travelling on foot, by car or by bus being the most common. Cycling was less frequently mentioned, although around a fifth of respondents reported that they ever cycle.

Differences between the two waves did not give a clear-cut picture of impacts of the 20mph speed limits, which were at least in part designed to encourage active travel choices. Car use was relatively consistent between waves, although more now said they drive every day compared to the Pre wave. However, more of those who travel by car in the Post wave said the amount they travel by car had *decreased* in the last year. Overall bus use had gone down, with more now saying they never travel by bus. However, among those who did travel by bus, more now reported that their levels of use had *increased* in the last year.

In terms of active travel, fewer respondents now reported that they travel by foot frequently, but among those who do, there had been an increase in the proportion reporting that the amount they walk had *increased* in the last year. Similarly, while there had been no change in the findings in relation to cycling behaviour among the whole sample, among those who do cycle there had been a slight increase in the proportion saying they cycle more than they did last year (though this was statistically significant at the 90% rather than 95% level). This perhaps suggests that the speed limits have encouraged people who were already using active travel methods to do so more, but have not nudged people who didn't already walk or cycle to switch to these means of transport.

The majority of children currently travel to school on foot, as was the case in the Pre wave. There was some variation by the age of child, with a greater proportion of secondary school aged children travelling to school by bus (although bus use had gone down among this group compared to the Pre wave). There was no evidence of a shift towards more active travel choices for children getting to school. Other findings in relation to making trips without adult supervision were also broadly consistent between waves.

5.2.2   Perceptions of safety

Data from the survey points to a degree of concern among residents in relation to travel in their area, both for respondents themselves and particularly for children. For example, around three in ten respondents felt that speeds were too fast on their own street or main roads in the area, and around

half thought traffic speeds were unsafe for children cycling on the road. However, several positive shifts were observed compared to the Pre-Stage results:

- The proportion of parents agreeing that they worry about danger from traffic in their street has dropped, from around seven in ten agreeing in the Pre wave to six in ten in the Post wave
- More respondents in the Post wave said they thought speeds were 'very safe' for themselves cycling, and fewer said 'very unsafe', or very/slightly unsafe overall
- There was a decrease in the proportion who thought speeds were unsafe (either very of slightly), for children both walking and cycling.

5.3   Awareness of and support for the 20mph scheme

In the Post-Stage survey, more than eight in ten respondents were aware of the introduction of the speed limits – although this was higher among drivers. Despite the high levels of awareness overall, it is worth noting that 7% of drivers living in the six Zones did **not** say they were aware of the 20mph limits, despite them being implemented for at least a year at the time the survey was conducted.

The key information source about the scheme was 20mph speed signs/road markings (seen by around two thirds of those who had seen information or publicity about the scheme). Lamp post banners were mentioned by around a third, and a fifth had read information in newspapers.

Respondents in the Post wave were in favour of the 20mph speed limits, with a total of 64% saying they supported it (and 24% supported it strongly). Support has increased since the Pre wave, when a total of 58% supported it overall and a fifth strongly supported it. There has also been a drop in the proportion opposing the scheme since the Pre wave, although around one in ten still say they oppose it.

Strength of support tended to reflect levels of concern about traffic speeds; for example, those with children in the household tended to be most concerned about safety and were also more supportive of the speed limits.

5.4   Perceived impacts of the 20mph scheme

When asked to predict the impacts of the scheme on various aspects of their local neighbourhood, respondents in the Pre wave tended to anticipate that things would remain largely the same. For example, most people predicted that there would be the same amount of noise, congestion, through traffic and aggressive driving, as well as the amount of cycling and walking in the area, following the implementation of 20mph speed limits.

Key areas where higher proportions of respondents (around three in ten) predicted an improvement were for conditions for walking and cycling and the standard / safety of driving in the area. In addition, around a fifth of respondents expected that ease of driving would be better, there would be greater opportunities to stop and chat on the street and that the community atmosphere would improve. However, some concerns were also expressed, with the most commonly mentioned issues being a predicted increase in aggressive driving and congestion.

Post wave results show that respondents were more likely to report no change compared to the proportion who had predicted change before the introduction of the 20mph limits. This applies to both positive and negative aspects, i.e. concerns about aggressive driving and congestion had not been realised, but the expected benefits in relation community benefits etc had not yet been observed.

However, it is worth noting that around one in ten respondents did report more walking (11%) and cycling (13%) following the implementation of the scheme.

5.5   Demographic trends

Throughout the analysis, key demographic trends were evident in responses to the 20mph scheme. For example:

- In general, women were more concerned about traffic speeds and more supportive of the introduction of speed limits, while men were less concerned and more likely to oppose the limits (although the majority of men did support the scheme).

- Respondents who drive were also less likely than non-drivers to support the speed limits (although the majority of drivers did support the 20mph scheme). These findings may well be linked, since men in the sample were more likely than women to be drivers.

- The oldest respondents tended to have most concerns about safety and traffic speeds. The youngest age group were least likely to support the 20mph scheme (although they were more likely to say they did not know, rather than express opposition).

- Although there was no difference between socio-economic groups in terms of overall support / opposition to the scheme, ABC1s were more likely than C2DEs to report that the speed limits have had a positive impact on quality of life in their area.

5.6   Conclusions

The research has found high levels of support for the introduction of 20mph speed limits across Edinburgh. However, evidence of impact on behaviours is less conclusive: many of the metrics measured during the Pre wave did not change in the Post wave and the majority of respondents stated that they saw 'no difference' or that key potential impacts (such as reduction of congestion, more walking, better air quality, etc.) remained unchanged since implementation. Nevertheless, comparing the research data between the Pre and Post waves shows some possible outcomes of the introduction of the 20mph speed limits.

Although the overall proportions of people using active travel options has not increased, a higher proportion of those who do walk and cycle in the Post wave reported the amount of walking/cycling that they do had increased in the last year. In addition, more respondents in the Post wave said they thought traffic speeds were 'very safe' for cycling. Around one in ten respondents in the Post wave reported that there had been an increase in walking and/or cycling in their area since the introduction of the new speed limits.

The perceptions of parents and people generally that the city's streets are safe for children have also improved. For example, the proportion of parents agreeing that they worry about the danger to their children from traffic in their street has decreased, and there have been decreases in the proportions of people who consider traffic speeds to be unsafe for children walking or cycling.

It is also important to note that over a third of respondents in the Post wave stated that the introduction of the 20mph speed limits had had a positive impact on the quality of life in their neighbourhood.

In conclusion, although early indications of the impact of the 20mph speed restrictions on behaviours are limited, most respondents feel positively towards the scheme. Behaviour change is a long term process and is influenced by a myriad of factors. It may therefore be some years before conclusive changes in travel behaviour and the quality of life in neighbourhoods is measurable.

Appendix 1: Post-stage questionnaire

Introduction

Good morning/afternoon, I am _____ from Progressive, an independent market research company which is carrying out a survey on behalf of the City of Edinburgh Council. The survey is about travel in your area, including speed limits in your street. It will take about 8-10 minutes to complete. Would you like to take part?

Outcome:

	CODE	ROUTE
Yes	1	Continue
No	2	Close

Before I start, I just need to give you a few details about the research. This survey may include collecting information about you such as your age or gender, but you do not have to answer these questions if you prefer not to. No personal data will be provided to the Council. Your personal details will never be passed to any other third parties.

You are free to withdraw at any stage of the research, including withdrawing permission after the survey to use the information you provided. I can give you contact details for Progressive at the end of the interview if you would like.

REASSURE IF NECESSARY:
The survey is completely confidential, in accordance with the Market Research Society Code of Conduct. The answers you give in the survey will be combined with answers from other people who have taken part to give overall survey findings. No one will be able to identify you individually from the data.

I have a copy of Progressive's privacy statement if you would like to read it.

SQ1: Consent

Are you happy to continue with the survey?

	CODE	ROUTE
Yes	1	Continue
No	2	Close

Classification for quota control

SQ1.   Interviewer to code: Zone

	CODE
Zone 1: City Centre and Rural West	1
Zone 2: North	2
Zone 3: South Central / East	3
Zone 4: North West	4
Zone 5: West	5
Zone 6: South	6

SQ2.   Can I just check your postcode? *[Script to ensure only relevant postcodes can be entered]*

EH			

SQ3.   Interviewer to code: Street type

	CODE

| Quiet residential | 1 |
| Busy / main road | 2 |

SQ4.   Interviewer to code: Gender

	Code
Male	1
Female	2

SQ5.   Which of the following age groups do you fall into?

	Code
16-24	1
25-34	2
35-44	3
45-54	4
55-64	5
65-74	6
75-84	7
85+	8
Prefer not to say	9

SQ6.   What is your working status? [SHOWSCREEN]

	Code
Working - Full time (30+ hrs)	1
Working - Part-time (9-29 hrs)	2
Self employed	3
Unemployed	4
Not working - retired	5
Not working - looking after house/children	6
Not working - invalid/disabled	7
Not working – carer	8
Student	9
Other (please specify)	10

Main survey questions

Q1. How often do you use the following means of travel?

	Every day	Several times a week	About once a week	About once a fortnight	About once a month	Less than once a month	Never
Bus or coach	1	2	3	4	5	6	7
Motorcycle, scooter or moped	1	2	3	4	5	6	7
Car or van	1	2	3	4	5	6	7
Taxi/minicab	1	2	3	4	5	6	7
Bicycle	1	2	3	4	5	6	7
On foot	1	2	3	4	5	6	7
Train	1	2	3	4	5	6	7
Tram	1	2	3	4	5	6	7

Ask for all those used at least once a month (any coded 1-5 at Q1)

Q2. For each of the means of travel you use, please tell me why you travel this way? [Spontaneous, MULTICODE]

	Q2a Bus or coach	Q2b Motorcycle, scooter, moped	Q2c Car or van	Q2d Taxi or minicab	Q2e Bicycle	Q2f On foot	Q2g Train	Q2h Tram
Journey time	1	1	1	1	1	1	1	1
Reliability	2	2	2	2	2	2	2	2
Safety	3	3	3	3	3	3	3	3
Comfort	4	4	4	4	4	4	4	4
Convenience	5	5	5	5	5	5	5	5
Cost	6	6	6	6	6	6	6	6
Difficulty/cost of parking	7	7		7	7	7	7	7
Habit/always done	8	8	7	8	8	8	8	8
Health benefits	9	9	8	9	9	9	9	9
Less stressful	10	10	9	10	10	10	10	10
Need car/bike at destination		11	10		11			
Environmental benefits	11	12	11	11	12	11	11	11
No alternative	12	13	12	12	13	12	12	12
Other (specify)	13	14	13	13	14	13	13	13

Ask for all those ever used (any coded 1-6 at Q1)

Q3. And for each of the means of travel you ever use, has the amount you travel increased, decreased, or stayed the same over the last year?

	Increased	Stayed the same	Decreased	Don't know
Bus or coach	1	2	3	4
Motorcycle, scooter or moped	1	2	3	4
Car or van	1	2	3	4
Taxi/minicab	1	2	3	4
Bicycle	1	2	3	4
On foot	1	2	3	4
Train	1	2	3	4
Tram	1	2	3	4

Q4. How many children aged 16 or under live in your household?

	CODE
One	1
Two	2
Three	3
Four	4
Five	5
Six	6
More than six	7
No children 16 or under in the household	8

Ask if children in household (i.e. unless Q4=8)

Please tell me the age of each child under 16 in your household:

Q5a.   Child 1 Age _____
Q5b.   Child 2 Age _____
Q5c.   Child 3 Age _____
Q5d.   Child 4 Age _____
Q5e.   Child 5 Age _____
Q5f.   Child 6 Age _____

Q6. How does each child **usually** travel to school? If they use more than one means of transport, please tell me the one they use for the longest part of the journey.

	Q6a Child 1	Q6b Child 2	Q6c Child 3	Q6d Child 4	Q6e Child 5	Q6f Child 6
Car						
Foot						
Cycle						
Bus						
Train						
Other (write in)						
N/A – child is not at school						

ASK FOR THOSE CHILDREN WHO ARE AT SCHOOL (i.e. not N/A above)

Q7. Do they usually make this journey with or without adult supervision?

	Q7a Child 1	Q7b Child 2	Q7c Child 3	Q7d Child 4	Q7e Child 5	Q7f Child 6
With adult supervision						
Without adult supervision						

Q8. Do you ever allow them to make any other local trips that involve crossing a road without adult supervision?

	Q8a Child 1	Q8b Child 2	Q8c Child 3	Q8d Child 4	Q8e Child 5	Q8f Child 6
Yes						
No						

Q9. Do they ever play in the street?

	Q9a Child 1	Q9b Child 2	Q9c Child 3	Q9d Child 4	Q9e Child 5	Q9f Child 6
Yes						
No – I don't allow them to						
No – child doesn't want to						

Q10. I'm going to read out a number of statements about factors that influence parents' and guardians' attitudes towards children's independent travel and street play. For each one I'd like you to tell me how much you agree or disagree with that statement. That is, agree strongly, agree slightly, disagree slightly or disagree strongly.

	Agree strongly	Agree slightly	Disagree slightly	Disagree strongly	Don't know / NA
I worry about 'stranger danger' in my street	1	2	3	4	5
I worry about my children mixing with other kids without any control in my street	1	2	3	4	5
I worry about danger from traffic in my street	1	2	3	4	5

ASK ALL

Q11. What do you think of traffic speeds on your street outside rush hours? And what about on main roads in the area?
Interviewer note: if respondent's street is a main road ask them to think of other main roads in and around their area.

	Q11a My street	Q11b Main roads
Much too fast	1	1
A bit too fast	2	2
Just about right	3	3
A bit too slow	4	4
Much too slow	5	5
Don't know	6	6

Q12. How safe do you think traffic speeds are in the local area, **for you personally**, when cycling or walking?

	Very unsafe	Slightly unsafe	Quite safe	Very safe	Don't know	N/A – do not do this
Walking	1	2	3	4	5	6
Cycling	1	2	3	4	5	6

Q13. How safe do you think traffic speeds are in the local area, **for children** cycling or walking?

	Very unsafe	Slightly unsafe	Quite safe	Very safe	Don't know
Walking	1	2	3	4	5
Cycling on the road	1	2	3	4	5

Q14. The rollout of 20mph speed limits started in July 2016 and has been implemented in four phases. The speed limits cover shopping areas, residential areas and areas with high levels of pedestrians and cyclists. The new 20mph speed limits have been in place in your area since **[INSERT DATE BY ZONE]**. Were you aware that 20mph speed limits had been introduced in your area?

	CODE
Yes	1
No	2
Don't know	3

Q15. Have you seen or heard any information or advertising about the introduction of 20mph speed limits?

	CODE
Yes	1
No	2
Don't know	3

Ask if seen any info/advertising (Q15=1)

Q16. Where did you see or hear this information or advertising? [MULTICODE]
INTERVIEWER NOTE: PLEASE PROBE ON MENTIONS OF TV OR RADIO – WAS IT AN ACTUAL ADVERT, OR A NEWS STORY / DISCUSSION?

	CODE
Newspaper	1
Website	2
Facebook	3
Twitter	4
Email	5
Leaflet/poster	6
Newsletter	7
TV news stories	8
Radio news stories	9
Radio advertising	10
Bus advertising	11
Stickers on cars/taxis	12
Lamp post banners	13
20mph speed signs / road markings	14
Information stand	15
20mph Event (e.g. community meeting / launch event)	16
Word of mouth (e.g. from friends / family / colleagues etc.)	17
Other (specify)	18
Can't remember	19

Q17. The 20mph streets have been implemented across the whole city [SHOWCARD]. There aren't any extra road humps but there are signs and road markings at the entrances to side roads and smaller ones at intervals to remind people of the limit. Most of the main roads keep the 30mph speed limit. To what extent do you support or oppose the 20mph network?

	CODE
Strongly support	1
Support	2
Neither support nor oppose	3
Oppose	4
Strongly oppose	5
Don't know	6

Q18. I'd like to ask you some questions about what you think the effects of the 20mph speed limits are in your area. Firstly, do you think there is more or less of the following in your neighbourhood since the speed limits were introduced on *[INSERT DATE BY ZONE]* [SHOW SCREEN FOR RESPONSE OPTIONS]

	More	The same	Less	Don't know
Noise	1	2	3	4

Congestion	1	2	3	4
Through traffic	1	2	3	4
Aggressive driving	1	2	3	4
Amount of walking in the area	1	2	3	4
Amount of cycling in the area	1	2	3	4

Q19. Do you think the following are better or worse in your neighbourhood since the speed limits were introduced on the *[INSERT DATE BY ZONE]*? [SHOW SCREEN FOR RESPONSE OPTIONS]

	Better	The same	Worse	Don't know
Air quality	1	2	3	4
Conditions for walking and cycling	1	2	3	4
Opportunity to stop and chat on the street	1	2	3	4
Community atmosphere	1	2	3	4
Ease of driving in the area	1	2	3	4
Standard / safety of driving in the area	1	2	3	4

Q20. What effect do you think the 20mph speed limits have had on traffic speeds in your neighbourhood?

	CODE
Higher	1
The same	2
Lower	3
Don't know	4

Q21. Does your household own or have access to a car?

	CODE
Yes	1
No	2

Q22. Do you personally drive a car?

	CODE
Yes	1
No	2

Ask if respondent drives a car (Q22=1)
Q23. How comfortable do you feel driving at 20mph in your local area?

	CODE
Very comfortable	1
Comfortable	2
Slightly uncomfortable	3
Very uncomfortable	4
Don't know	5

Q24. Overall, do you think the introduction of the 20mph speed limits has a positive or negative effect on the quality of life in your neighbourhood?

	CODE
Positive effect	1
No difference	2

Negative effect	3
Don't know	4

Q25. How do you feel media coverage (in newspapers, online and on TV) has been about the 20mph rollout in Edinburgh?

	CODE
Negative	1
Neither positive or negative	2
Positive	3
Don't know	4

Q26. Has media coverage (in newspapers, online and on TV) influenced your opinion of the 20mph rollout in Edinburgh?

	CODE
Yes – made me more positive about the scheme	1
Yes – made me more negative about the scheme	2
No – has not influenced my opinion	3
Don't know	4

Q27. Do you have any further comments about the introduction of the 20mph speed limits?
Interviewer: Probe fully, any other comments?

	CODE
[open-ended field for comments]	
No other comments	1

Q28. The final few questions are for classification purposes. What is the occupation of the chief wage earner in the household?
_____

Interviewer to code SEG:

	Code
AB	1
C1	2
C2	3
D	4
E	5
Prefer not to say	6

Q29. Do you find it difficult to get around because of a permanent disability or a medical condition?

	Code
Yes	1
No	2
Prefer not to say	3

Q30. Which of the following best describes your ethnic group? [SHOW SCREEN]

	Response	Code
	White	
A	Scottish	1
B	Other British	2
C	Irish	3
D	Gypsy/Traveller	4
E	Polish	5
F	Other White ethnic group, please specify	6
	Mixed	
G	Any mixed or multiple ethnic background, please specify	7
	Asian, Asian Scottish, or Asian British	
H	Indian, Indian Scottish or Indian British	8
I	Pakistani, Pakistani Scottish or Pakistani British	9
J	Bangladeshi, Bangladeshi Scottish or Bangladeshi British	10
K	Chinese, Chinese Scottish or Chinese British	11
L	Other, please specify	12
	African	
M	African, African Scottish or African British	13
N	Other, please specify	14
	Caribbean or Black	
O	Caribbean, Caribbean Scottish or Caribbean British	15
P	Black, Black Scottish or Black British	16
Q	Other, please specify	17
	Other Ethnic group	
R	Arab, Arab Scottish or Arab British	18
S	Other, please specify	19
T	Prefer not to say	20

BACK-CHECKING:

As part of our quality control procedures we aim to re-contact 20% of respondents to confirm their satisfaction with the interview and that details were recorded correctly. Could we please use your email address or telephone number for these purposes?

[Collect contact details as usual]
OUTRO:

Thank you for taking part in this research survey. You have the right to access the information you have provided in this survey, and to withdraw consent to process this information after taking part. We will only hold your personal details for a limited time, usually a month after the end of the project. If you decide you want to withdraw consent, here is the information you need in order to let us know [HAND OUT LEAFLET]. I can give you contact details for Progressive if you would like.

Dates for text substitution about when limits were introduced in each zone:

Zone 1: 31st July 2016
Zone 2: 28th February 2017
Zone 3: 28th February 2017
Zone 4: 16th August 2017
Zone 5: 16th August 2017
Zone 6: 5th March 2018

Appendix 2: Technical appendix

Quantitative

Methodology:

- The data was collected by CAPI interviewing.
- The target group for this research study was residents of Edinburgh in the 20mph speed limit zones.
- The target sample size was 1,200 per wave and the final achieved sample sizes were 1,215 Pre and 1,204 Post. The reason for the difference between these two samples was individual interviewers exceeding their targets.
- Fieldwork was undertaken between 8th Feb – 31st March 2016 (Pre), and 11th Feb – 31st March 2019 (Post).
- Respondents were selected using a stratified sampling technique, whereby interviewers worked to specified quota controls on key sample criteria, and selected respondents randomly within these quotas. Quotas were based on 2011 Census data for Edinburgh as a whole and for individual wards.
- The sample is judged to represent the target population well.
- 11 interviewers worked on data collection in the Pre wave, 15 interviewers in the Post wave.
- Each interviewer's work is validated as per the requirements of the international standard ISO 20252.
  - *Face to face* - Validation was achieved by re-contacting (by telephone or email) a minimum of 10% of the sample to check profiling details and to re-ask key questions from the survey. Where telephone/email details were not available, re-contact may have been made by post. All interviewers working on the study were subject to validation on their work.
- None of the work for this project was sub-contracted.
- All research projects undertaken by Progressive comply fully with the requirements of ISO 20252.

Margins of error:

- Since survey data is based on information collected from a sample of the target population (rather than every individual within that group), a certain amount of sampling error will affect the accuracy of results. Larger sample sizes are more accurate than smaller samples, so the margin of error will vary based on the proportion of the overall population included in the survey sample. The accuracy of results will also vary based on the proportion of the sample giving a certain answer to a given question – for example if 99% of the sample give a certain answer, there is less doubt about the results than if 50% of the sample give a certain answer.
- Quota controls were used to guide sample selection for this study. This means that we cannot provide statistically precise margins of error or significance testing as the sampling type is non-probability. The margins of error outlined below should therefore be treated as indicative, based on an equivalent probability sample.
  - The overall sample size of 1,215 provides a dataset with a margin of error of between ±0.56% and ±2.81%, calculated at the 95% confidence level (the market research industry standard).
  - The overall sample size of 1,204 provides a dataset with a margin of error of between ±0.56% and ±2.82%, calculated at the 95% confidence level (the market research industry standard).
- These figures indicate that, for the Pre wave sample of 1,215, if 50% of respondents gave an answer, we can be 95% sure that the 'true' figures lies between 47.19% and 52.81% (plus or minus 2.81%). If 99% of respondents gave a particular answer, we can be 95% sure that the real figure lies between 98.44% and 99.56% (plus or minus 0.56%).

Data Processing and Analysis:

- Our data processing department undertakes a number of quality checks on the data to ensure its validity and integrity. For CAPI Questionnaires these checks include:
  - Responses are checked to ensure that interviewer and location are identifiable. Any errors or omissions detected at this stage are referred back to the field department, who are required to re-contact interviewers to check.

- Using our analysis package, SNAP, data is imported from our dedicated server where the data has been received via over-the-air synchronisation.

- A computer edit of the data is carried out prior to analysis, involving both range and inter-field checks. Any further inconsistencies identified at this stage are investigated by reference back to the raw data on the questionnaire.

- Where 'other' type questions are used, the responses to these are checked against the parent question for possible up-coding.

- Responses to open-ended questions will normally be spell and sense checked. Where required these responses may be grouped using a code-frame which can be used in analysis.

- Our analysis package is used and a programme set up with the aim of providing the client with useable and comprehensive data. Cross breaks to be imposed on the data are discussed with the client in order to ensure that all information needs are being met.

List of streets for consideration of speed surveys post implementation

As of 23 August 2019, the Road Safety team have received concerns regarding compliance at the following locations:

Streets	
Abbey Mount	Lansdowne Crescent
Abbeyhill	Lauder Road
Abercorn Road	Lauriston Place
Abercromby Place	Leith Walk
Albion Road	Lennel Avenue
Arboretum Place	Lilyhill Terrace
Argyle Crescent	London Street
Baird Road	Lower Granton Road
Balcarres Street	Magdala Crescent
Barntongate Avenue	Magdalene Avenue
Beaufort Road	Manor Place
Belford Gardens	Marchmont Road
Belgrave Road	Marionville Avenue
Bernard Street	Marionville Road
Bingham Avenue	Mayfield Road
Blackford Avenue	McDonald Place
Blackford Road	McDonald Road
Blinkbonny Road	Melville Street
Bonnington Road	Merchiston Avenue
Bonnybridge Drive	Midmar Drive
Bowes Place	Milligan Drive
Braid Avenue	Moffat Way
Braid Farm Road	Montpelier Park
Braid Hills Road	Morningside Drive
Braid Mount	Morningside Grove
Braid Road	Morningside Place
Braidburn Terrace	Mountcastle Drive South
Brighouse Park Road	Mountcastle South
Brighton Place	Mountcastle Terrace
Broomhall Avenue	Murieston Crescent
Broomhall Road	Murrayfield Road
Broughton Place	Nantwich Drive
Broughton Road	Newhaven Place
Broughton Street	Newmills Road
Bruntsfield Place	North Gyle Road
Buccleuch Street	North Junction Street
Buckstone Crescent	Northfield Broadway
Canaan Lane	Northfield Grove

Chester Street	Northumberland Street
Claremont Park	Observatory Road
Clark Road	Old Liston Road
Clermiston Road	Orchard Drive
Clinton Road	Orchard Road
Clippens Drive	Orchard Road South
Coburg Street	Oswald Road
Coillesdene Avenue	Packard Street
Columba Road	Paisley Crescent
Comely Bank Avenue	Palmerston Place
Comely Bank Road	Parkgrove Street
Comiston Springs Avenue	Parkhead Drive
Craigcrook Road	Peffer Place
Craigentinny Road	Pentland View
Craighouse Gardens	Portobello High Street
Craiglea Drive	Potterow
Craigleith Hill Avenue	Prestonfield Avenue
Craiglockhart Road North	Priestfield Road
Craigmillar Castle Avenue	Primrose Bank Road
Craigmount Avenue	Queen Street
Craigs Crescent	Queensferry Road (Kirkliston, 20mph Section)
Craigs Gardens	Raeburn Place
Craigs Road	Ratcliffe Terrace
Cramond Road North	Ravelston Park
Dalry Road	Regent Terrace
Dean Bridge	Relugas Road
Dean Park Crescent	Restalrig Avenue
Drum Brae Drive	Riccarton Mains Road
Drummond Place	Riselaw Crescent
Drumsheugh Gardens	Robertson Avenue
Dudely Avenue	Rosshill Terrace
Durham Drive	Rothesay Place
East Fettes Avenue	Royal Terrace
East Hermitage Place	Salamander Street
East London Street	Sandercombe Drive
Eglinton Crescent	Saughton Crescent
Elgin Street	Saughton Road North
Eyre Place	Saughtonhall Drive
Fairmile Avenue	Sciennes Road
Fairmile Avenue	Scotland Street
Falcon Gardens	Scotstoun Avenue
Fettes Avenue	Shore Road
Fillyside Road	Silverknowes Eastway
Findlay Gardens	Silverknowes Road
Forrester Park Avenue	Sleigh Drive

2

Gilmore Place	Society Road
Glencairn Crescent	South Learmonth Gardens
Glendinning Road	South Oswald Road
Glenogle Road	Spylaw Road
Glenvarloch Crescent	St Patrick Street
Goff Avenue	Stanley Road
Gordon Road	Stanley Street
Great Junction Street	Stenhouse Avenue West
Greenbank Crescent	Stevenson Drive (20mph Section)
Greenbank Road	Strachan Road
Greenhill Place	Strathearn Road
Grierson Crescent	Swanston Avenue
Gyle Park Gardens	The Causeway, Duddingston
Gylemuir Road	The Gallolee
Harrison Road	Tipperlin Road
Hermiston	Turnhouse Farm Road
Hermitage Drive	Turnhouse Road
Hermitage Gardens	Wakefield Avenue
Inverleith Place	Walker Street
Inverleith Row	Warriston Road
Inverleith Terrace	Waterloo Place
Joppa Road	Westburn Avenue
Kekewich Avenue	Western Harbour Drive
Kilgraston Road	Westgarth Avenue
Kings Haugh	Whale Brae (Newhaven Road)
King's Road	Whitehouse Loan
Kingsknowe Drive	Whitehouse Road
Kingsknowe Road North	Wilkieston Road
Kirkhill Drive	Woodburn Terrace
Kirkliston Road	Woodside Terrace
Ladywell Road	

Potential Additional Speed Reduction Measures

Signage and additional road markings

The signage requirements for enforceable 20mph limits are set out in the Traffic Signs Regulations and General Directions (TSRGD) 2016. This is national legislation made by the Secretary of State, in consultation with Scottish Ministers in accordance with the Scotland Act 1998. It sets out the design, size and conditions of use for official traffic signs that can be lawfully placed on or near roads and provides the legal framework for signage used in the citywide rollout. These requirements formed the framework for the design and placement of the signage. Given the high concentration of conservation areas within the city, the scheme also sought to avoid unnecessary signage. However, if it is felt by officers that additional signage and other permitted road markings would have a positive impact on speed reduction this will be looked at on a site by site basis.

Vehicle Activated Speed Signs (VASS) Speed Indication Devices (SIDs)

The Council's Road Safety team has mobile VASS which can be calibrated to a 20mph warning. These can be installed where suitable sites and street furniture are available and can be erected for temporary periods (approximately two weeks at a time). Locations will be focussed where traffic surveys have indicated average speeds above an acceptable tolerance. A total of 31 sites have benefitted from this temporary measure. They are a popular and effective means of speed reduction in addressing local concerns. Should the mobile VASS not have the desired effect on speed reduction, depending on the average speeds, permanent SIDs may be erected at suitable locations.

Safety Cameras

Police Scotland is responsible for the delivery and operation of the Scottish Safety Camera Programme, which is funded by Scottish Government via the Scottish Safety Camera Programme Office. The Scottish Safety Camera Programme Handbook 2015 sets out the rules and guidance for the programme in Scotland. This states that the use of safety cameras must be for collision and casualty reduction, as stipulated in the handbook. There are national criteria that require to be satisfied before safety cameras can be considered for installation. The rules contained in the handbook are essential to avoid too many cameras placed at various sites of concern and a consequent reduction in their effectiveness. Officers from the Road Safety team meet with the Programme Office on an annual basis to establish potential safety camera sites.

Physical traffic calming measures

Further physical traffic calming measures will only be considered if there is a significant collision history or high vehicle speeds that have not reduced with soft engineering measures and education campaigns. Various types of physical traffic calming will be considered by officers on a site by site basis. These could include vertical measures such as rumble strips, road humps, speed cushions and speed tables. Possible horizontal measures include build outs/ chicanes, lane width restrictions and entry points treatments. Further measures such as stopping up roads could be considered depending on the nature of the road.

Schools

As part of the implementation programme 34 existing part time 20mph limits were incorporated into the full time 20mph area. Consequently, the signs with flashing lights outside schools signalling the lower speed limit on stretches of 30mph roads were removed, as the part time speed limit was no longer in operation. After implementation a small number of schools raised concerns about the changes and their impact on the speed of traffic. These concerns were investigated and in two areas the speed was found to be higher than the acceptable tolerance and mobile vehicle activated signs were installed as a temporary measure.

The Council's Road Safety and Active Travel Liaison officers work closely with all schools across the city. Should concerns be raised by schools, speed surveys will be undertaken and an assessment will carried out by the Road Safety team as set out in the aforementioned process. A higher priority will be given to taking additional measures on roads near to schools where there is evidence of higher speeds.

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Transport and Environment Committee

10.00am, Friday, 11 October 2019

Household Waste Recycling Centres - Update

Executive/routine	Routine
Wards	All wards
Council Commitments	49

1.   Recommendations

1.1   It is recommended that Committee notes the contents of this report and agrees to receive an updated Household Waste Recycling Centre Access Policy within two cycles.

Paul Lawrence

Executive Director of Place

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Report

Household Waste Recycling Centres Update

2. Executive Summary

2.1 This report updates Committee on the Household Waste Recycling Centres (HWRCs) following the revision to opening hours which took effect on 1 April 2019.

3. Background

3.1 On 5 March 2019 [Transport and Environment Committee](#) approved the introduction of revised operating hours at the Council's three HWRCs. The sites moved to a standard 0900 opening time and a 1700 closing time, with the exception of an 1830 closure on a Thursday.

3.2 It was agreed that Committee would receive a report within six months monitoring the impact of the changes and any provide data on fly tipping instances.

4. Main report

4.1 The revised operating hours for the HWRCs were introduced on 1 April 2019.

4.2 Since the changes were introduced there have been a number of site closures, all of which either related to Health and Safety or traffic volumes on site. These occasions were:

4.2.1 **Sighthill Recycling Centre – 27 April 2019**. The Recycling Centre was forced to close due to breakdowns to two pieces of plant machinery. These could not be repaired on the day and the site stayed open until such time as the skips reached capacity and a closure was forced.

4.2.2 **Seafield Recycling Centre – 9 June 2019**. The Recycling Centre closed for a period in the afternoon due to high volumes of traffic on the site and queuing traffic on Seafield Road. This incident coincided with it being the first weekend of the revised traffic layout at the depot. Following this incident some changes were made to the site to allow for better traffic management on the site.

4.2.3 **Sighthill Recycling Centre – 21 July 2019**. The Recycling Centre closed approximately 75 minutes early due to high volumes of traffic and a vehicle

breakdown on site, leading to skips becoming full and no ability to replace them with empty containers.

4.2.4 **Sighthill Recycling Centre – 24 August 2019**. The Recycling Centre was forced to close due to plant and vehicle breakdowns. An inability to replace full containers with empty ones, or the ability to crush the waste, forced a site closure.

4.3 As can be noted from the closure incidents listed above, availability of plant and vehicles has proved problematic. There are now third-party standby arrangements in place for skip vehicles at weekends and additional plant has been provided to the Sighthill site to provide contingency in the event of further breakdowns.

4.4 The ongoing Transfer Station development at Sighthill is now reaching a conclusion and is expected to be fully operational at the end of September 2019. Part of this development included a number of tipping 'hatches' at the Southern end of the Transfer Station. These were designed for the public to tip waste directly into the Transfer Station. These are now being utilised.

4.5 With regard to the closure at Seafield Recycling Centre, this coincided with the first weekend of the revised access and egress on Seafield Road. Following the traffic issues experienced some minor layout changes were made to help ease traffic on site. Although traffic continues to be busy, particularly at weekends, there have been no further site closures.

4.6 Staff have provided continual feedback since the revision in hours that there has been an increase in the number of vans using the site which is contributing towards site congestion. Subject to the size of the van these can take anything from 30 to 45 minutes from point of entry to exit. Customers in hire vans are required to produce two forms of identification and a copy of the hire documents. Branded vans are not allowed at any of the three sites and unbranded vans are only permitted if two forms of identification are provided. Staff are encouraged to check documentation and the contents if there is any suspicion of commercial waste.

4.7 Neighbouring Councils have, over the past eighteen months, introduced various restrictions or booking arrangements for vans and trailers in order to better manage larger vehicles and attempt to better identify and restrict vans carrying commercial waste. The impact of these may have led to an increase in traffic at Edinburgh HWRCs. Appendix One outlines the access policies for vans and trailers from the three neighbouring Councils.

4.8 Clearly there are a range of tools available to better manage larger vehicles, thus avoiding traffic impacts at peak times of usage. Councils across Scotland are being contacted to gather up to date information on site access policies, with particular reference to vans and large trailers.

4.9 In advance of any further policy proposals coming to Committee traffic data is now starting to be gathered on each of the three HWRCs and staff are taking daily information on van movements.

Fly Tipping

4.10 Figure One provides data on dumping and fly tipping records for April to August 2019 and by comparison, the same period for 2018.

Count of enquiry_number	Column Labels												
	⊟2018					2018 Total	⊟2019					2019 Total	Grand Total
Row Labels	Apr	May	Jun	Jul	Aug		Apr	May	Jun	Jul	Aug		
01-Almond	24	26	21	21	27	119	24	34	22	28	47	155	274
02-Pentland Hills	113	134	153	91	84	575	82	89	95	137	79	482	1057
03-Drum Brae/Gyle	13	18	11	12	20	74	21	14	19	23	16	93	167
04-Forth	88	43	31	44	53	259	57	56	42	71	55	281	540
05-Inverleith	21	18	18	22	36	115	21	15	28	29	30	123	238
06-Corstorphine/Murrayfield	4	2	14	9	9	38	8	18	14	19	16	75	113
07-Sighthill/Gorgie	80	78	94	84	79	415	70	84	80	78	96	408	823
08-Colinton/Fairmilehead	44	44	38	35	39	200	27	9	18	37	31	122	322
09-Fountainbridge/Craiglockhar	47	54	47	39	61	248	38	30	33	29	43	173	421
10-Meadows/Morningside	17	43	39	42	62	203	36	42	43	51	47	219	422
11-City Centre	31	49	45	53	67	245	38	47	46	76	92	299	544
12-Leith Walk	42	68	66	68	65	309	45	42	51	61	86	285	594
13-Leith	29	34	38	41	39	181	43	52	47	62	53	257	438
14-Craigentinny/Duddingston	22	33	31	43	33	162	26	39	43	57	46	211	373
15-Southside/Newington	30	36	26	55	46	193	27	29	40	69	56	221	414
16-Liberton/Gilmerton	22	26	23	25	26	122	37	26	28	44	32	167	289
17-Portobello/Craigmillar	10	22	35	18	26	111	28	49	30	66	40	213	324
No code allocated	4	7	4	2	6	23	13		4	15	14	46	69
Grand Total	641	735	734	704	778	3592	641	675	683	952	879	3830	7422

4.11 In the first three months of 2019/2020 dumping and fly tipping reports were down when compared to the same period the year prior. A significant spike occurred in July and although reducing into August still remains high in certain Wards, particularly Portobello and Craigmillar.

4.12 Given 2019 figures increased significantly in July and remained high in August this may be more associated with the waiting times associated with Special Uplifts rather than as a direct consequence of revised opening and closing hours, given these were introduced in April.

5. Next Steps

5.1 The next steps taken following this Committee report are:

5.1.1 To review access arrangements for vans and trailers implemented by other Councils.

5.1.2 To present a revised Access Policy for Committee approval within two cycles for introduction from 1 April 2020.

6. Financial impact

6.1 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.

7. Stakeholder/Community Impact

7.1 This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance. Further, there are no regulatory implications that require to be taken into account.

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 Sustainability is one of the Council's 'cross-cutting themes' and the Council has made a corporate commitment to address the social, economic and environmental effects of activities across Council services.

8. Background reading/external references

8.1 Household Waste Recycling Centre Opening Hours – Report to Transport and Environment Committee, 5 March 2019.

9. Appendices

9.1 Appendix 1 - Table outlines the access policies for neighbouring Councils in relation to vans and trailers.

Appendix 1 – This table outlines the access policies for neighbouring Councils in relation to vans and trailers

Local authority	Number of recycling centres	Access Policy
East Lothian	4	• Recycling centres for household and trade use. • Householders may be asked for proof of residency when visiting recycling centres. • Vans and trailers can only access recycling centres 8.30-10.30am seven days a week, height barriers in operation outwith these times. • All vans must be registered using an application form. • Domestic vans and trailers limited to 12 visits per year for non-recyclable waste, garden waste, rubble, wood/laminates, soil, DIY waste and construction & demolition waste. • Commercial waste can be taken to a waste transfer station Mon-Fri 9-10am and 2-4pm and paid for. Waste carrier registration (or equivalent) required. • Businesses with a trade waste collection contract will be provided with a recycling permit free of charge to allow them to use recycling centres for recycling glass, metals, plastic bottles, and paper, card & cardboard. • Businesses without a collection contract can buy an annual recycling permit (application by email). • Commercial customers are not restricted to the 12 visits per year • See https://www.eastlothian.gov.uk/info/210561/bins_and_recycling/12064/waste_and_recycling _services_for_businesses/2 for more information.
Midlothian	2	Recycling centres for household and trade use. • Vans and trailers can only use one of the recycling centres and must be booked in in advance online. Vans towing trailers are not accepted. Domestic visits limited to 6 times per year. Trade use limited to one recycling centre. Vans and trailers need to be booked in in advance. • See https://www.midlothian.gov.uk/info/1054/bins_and_recycling/346/household_waste_recycling _centres for more information.
West Lothian	5	Recycling centres for household and trade use (limited to some recyclable materials). • Proof of residency may be required. • Automatic Number Plate Recognition in place. • Local businesses can recycle glass, paper & cardboard, metal, books, DVDs and clothes free of charge and require a Business Recycling Access Pass to do so (applied for by email). The use of recycling centres is limited to week days only. • Liveried vans and commercial vehicles used for taking household waste to a recycling centre require a Residential Exemption Permit. The permit is free of charge and limits visits to 24 per year. Application form available online and can be returned by email, post or taken to a service point. • See https://www.westlothian.gov.uk/recyclingpermits and https://www.westlothian.gov.uk/tradewasterecycling for more information

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Transport and Environment Committee

10.00am, Friday 11 October 2019

Edinburgh's Low Emission Zones – update

Executive/routine	
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Council Commitments	18

1. Recommendations

1.1 Note that this report sets out the main findings following consultation on a proposed Low Emission Zone (LEZ) scheme held between May and July 2019.

1.2 Note that this report provides a draft Integrated Impact Assessment, a summary report on LEZ impacts on commercial fleets in operation in Edinburgh, and provides an update on transport modelling work.

1.3 Note that there is ongoing assessment work as part of the Cleaner Air for Scotland, National Modelling Framework, including analysis of traffic modelling and air quality modelling.

1.4 Note that as a result of 1.1 – 1.3 above, additional work is required to develop the propose scheme.

1.5 Note that a further report will be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).

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Executive Director of Place

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Report

Edinburgh's Low Emission Zones – update

2.   Executive Summary

2.1   The City of Edinburgh Council (the Council) is working with Scottish Government to develop and implement LEZ. LEZs are being progressed in Edinburgh, Glasgow, Dundee, and Aberdeen as a tool to address longstanding non-compliance with nitrogen dioxide legal objectives.

2.2   Between May and July 2019, the Council publicly consulted on proposals for a LEZ including a city centre zone boundary applying to all vehicle types and a city-wide boundary applying to commercial vehicles (buses, coaches, taxi and private hire, light and heavy goods vehicles). The consultation also set out proposals for when enforcement would start.

2.3   Results from the consultation found broad support for the vehicle types to be included in the boundaries, that further refinement of the boundaries (particularly the city centre boundary) should be considered, and that there are mixed views on the length of time proposed before enforcement should commence.

2.4   A draft Integrated Impact Assessment has been developed alongside work to establish the impacts of the proposals on commercial fleet operators. The findings of this work highlight the need to ensure operators are well informed and have time to make changes to their fleets and operations in advance of LEZ enforcement.

2.5   The next stage of the project is to address the implications of the feedback received from public consultation and the findings from the impact assessment work. This will be incorporated into work underway to model the transport implications of the LEZ and further assess the air quality impacts of the proposals. These workstreams are iterative and will be reported in more detail to February 2020 Transport and Environment Committee, alongside an amended set of LEZ proposals. At this point, the Council expects to have greater certainty about the regulatory regime that will govern LEZs, which is currently progressing through Scottish Parliament.

3. Background

3.1 LEZs in Edinburgh have been progressed alongside the development of the local transport strategy (City Mobility Plan (CMP)) and Edinburgh City Centre Transformation (CCT). Together these projects aim to improve placemaking and connectivity in Edinburgh and have a key focus on prioritising sustainable choices and reducing the need for private car use.

3.2 A range of initiatives are in place to support the move towards low emission transport. This includes electric vehicles charging infrastructure, the phasing out of older taxi and private hire vehicles, the parking permit diesel surcharge, and continued action in response to Air Quality Management Areas (including working with bus companies to improve fleets).

3.3 In May 2018 the Transport and Environment Committee agreed to work with Scottish Government and other partners to take forward a comprehensive approach to establishing LEZ in Edinburgh. The committee has since received the following reports related to air quality and LEZ development:

3.3.1 August 2018 agreeing to joint CMP, LEZ, and CCT consultation through 'Connecting our City, Transforming our Places' including options for a city centre and city-wide LEZ boundary.

3.3.2 December 2019, provided the Council's Annual Air Quality Update and reported a continuing trend towards compliance with legal limits. However, exceedances remain across the city, with the Central AQMA having the highest concentration of sites that exceed legal limits.

3.3.3 February 2019, summarised the findings of Connecting our City, Transforming our Places consultation and sets out how findings would shape the next stages of delivering CMP, LEZ, and ECCT. In February, it was reported that 75 percent of respondents supported the introduction of vehicle access restrictions within the city for the most polluting vehicles.

3.3.4 In May 2019, the Committee agreed to public consultation and stakeholder engagement on LEZ proposals.

3.4 A public consultation on LEZ proposals ran between 27 May and 21 July 2019. The consultation sought people's views on a city centre LEZ applying to all vehicles, introduced within a short period of time, to tackle the worst concentrations of air pollution in a densely populated area (with the high number of residents, workers, and visitors); and a city-wide LEZ applying to all commercial vehicles (buses, coaches, HGVs, LGVs, vans, taxis, and private hire cars).

3.5 The consultation asked for feedback on the proposed boundaries for the zones, the specific vehicles the zones would apply to, and the amount of time vehicle owners would have before enforcement begins (grace periods). Detail on the specific proposals is set out in Appendix 1 – LEZ boundaries May – July 2019 consultation and Appendix 2 – Approach to phasing of enforcement May – July 2019 consultation.

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3.6   The Scottish Government's Programme for Government 2017-18 included a commitment to work with local authorities to introduce LEZs to Aberdeen, Dundee, Edinburgh, and Glasgow by 2020. Glasgow was the first city in Scotland to introduce an LEZ and has done so by requesting the Traffic Commissioner for Scotland impose a Traffic Regulation Condition (TRC) controlling emissions from buses.

3.7   The Scottish Government is developing legislation (the Transport (Scotland) Bill introduced in Parliament on 8 June 2018) that will set the detail of how LEZs will operate to ensure consistency across the four cities.

3.8   The legislation will allow the Scottish Government to set consistent national standards for a number of key aspects including emissions, penalties, exemptions and parameters for grace periods. The Bill will give local authorities powers to create, enforce, operate or revoke a LEZ in their area and to design the shape, size and vehicle scope of individual LEZ.

3.9   The Transport Bill completed stage 2 on 26 June 2019 with no significant amendments being made and is expected to be passed before the end of 2019. Transport Scotland is developing regulations that will set out much of the detail informing how LEZs will operate. They have advised that consultation on the content of the Regulations will be underway in the next couple of months, with development of the Regulations continuing into 2020.

4.   Main report

4.1   This section sets out progress against the key workstreams that inform the development of Edinburgh's LEZ proposals and indicates how the findings will be taken into account to inform an amended scheme that will be considered by Transport and Environment Committee in February 2020.

Public consultation summary

4.2   The consultation approach included; an online survey to which 2,793 responses were received, written responses from stakeholder groups and members of the public, four stakeholder workshops, engagement with 60 primary school children, and engagement with neighbouring local authorities in the South East Scotland region.

4.3   The consultation invited comment on the proposed boundaries, vehicle types, grace periods and any unintended consequences. The full consultation questions are included in Appendix 3 – Report on findings from public consultation.

4.4   The findings show that cleaner air is important to all, but there are mixed views as to how the LEZs should apply in specific detail. General public and commercial respondents have indicated differing priorities, especially in relation to the grace periods proposed.

4.5 The broad representation of submissions was generally good with:

4.5.1 a wide representation of audiences overall, from the general public to numerous different stakeholder groups who took time to make submissions;

4.5.2 wide coverage from across Edinburgh city and surrounds, noting that 'City West' postcodes account for by far the largest single group of respondents;

4.5.3 a mix of demographics for the general public online survey in terms of age and gender, albeit with a more male bias; and

4.5.4 a mix of private and public transport users.

4.6 The consultation analysis noted that public consultation tends to be completed by those with an interest or who want to get their views across and those that are indifferent or happy with the proposals may not have completed the survey. The analysis also highlighted that some respondents caveated their responses with statements indicating further detail was required, with many citing issues that will be determined through the national regime (for example, exemptions, the penalty rates, and financial support packages).

4.7 A report setting out the findings from the consultation is attached at Appendix 3 – Report on findings from public consultation. The headline findings of the consultation are set out in the following sections.

Consultation findings on proposed boundaries

4.8 The consultation sought views on the specific location of the boundaries, the vehicle types to be included, and the length of time (grace periods) before enforcement.

4.9 There is broad agreement on the citywide boundary (with 62 percent of respondents saying they support the citywide boundary). Comments in relation to why respondents did not support the boundary mentioned that it was too big an area overall, and that the LEZ should only cover the city centre, with some comments stating that it should include wider areas of development and the airport.

4.10 Feedback on the city centre boundary shows a mixed reaction with 54 percent of respondents indicating they support the boundary, and 46 percent stating they did not support it. There was approximately the same proportion of support from city centre residents, those that work in the city centre, and those that visit for leisure. Business owners were less in favour with only 38 percent supporting the boundary.

4.11 The most frequent comments related to the potential impact of increased traffic and pollution in areas directly on the boundaries and concerns over other polluted streets outside the city centre boundary. Similarly, the 532 responses collected by Friends of the Earth stated that whilst they were in support of LEZ overall, the city centre boundary was deemed to be too small and they did not support it.

4.12 Feedback highlighted the south boundary's use of East and West Preston Street and whether the boundary potentially increases non-compliant traffic adjacent to Preston Street Primary School.

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4.13   The issues raised in relation to the boundary are being considered further and work is underway to better understand the air quality impact and options to address any negative impacts. Options could include amending the boundary and considering what wider measures could be implemented to manage emissions. It should be noted that within the city centre there are very few alternative route choices to those that have been proposed for the city centre boundary.

Consultation findings on grace periods

4.14   The consultation asked for people's views on proposed grace periods (or length of time before enforcement starts), asking them to indicate if the proposal was 'too short', 'about right', and 'too long'.

4.15   Feedback showed a range of views relating to the proposed grace periods with those most directly affected seeking more time. Grace periods are one of the factors that can help to offset some of the greatest negative impacts on people and businesses. Further detail on these impacts is set out in the draft Integrated Impact Assessment. It is stressed that a balance needs to be achieved between addressing the outstanding requirement to meet air quality objectives and allowing vehicle owners time for adjustment.

4.16   In the city centre, respondents indicated greater acceptance for one year for buses, coaches, and commercial vehicles (albeit only just over 50 percent and around 30 percent selecting too short). Views are evenly mixed in relation to the private car grace periods.

4.17   In response to the citywide proposals, responses were evenly mixed between 'too short', 'about right' and 'too long'. Business owners were most likely to state 'too short' for both vehicle categories at 35 percent for buses and coaches and 42 percent for commercial vehicles.

Consultation findings on vehicle types

4.18   The consultation asked for views on the proposed vehicle types restricted by each boundary (all vehicles in the city centre and commercial vehicles citywide). Feedback indicates support for the proposals related to vehicle types.

4.19   Around 65 percent of city centre residents support the proposal in relation to cars. However, 47 percent of respondents (including 532 responses from Friends of the Earth) indicated that cars should also be included in the citywide boundary. This view is shared by the Corstorphine Council's submission.

4.20   Feedback proposed that exemptions should apply for historic vehicles, motorbikes, and people reliant on personal vehicles for work (such as carers or those unable to access/use public transport such as shift workers). Exemptions provisions are being considered through the national regulations and will be consulted on in the coming months. The Transport Bill indicates that Local Authorities can offer time limited exemptions in certain cases. Depending on the proposals for national exemptions, the option of local exemptions may be explored further in the next stage of work.

4.21 Engagement with the taxi and private hire car sector and has led to further consideration on how the Emissions Policy for Taxi and Private Hire Cars (which sets emissions and age standard through licencing) and LEZs should be incorporated. There are a number of issues to be addressed in aligning the regimes, including the need to ensure continued progress towards improved emissions standards, consideration of how geographic LEZ restrictions could apply to vehicles licenced to operate within the area, how enforcement would be undertaken, and the need to provide a consistent regulatory approach for both sectors of the trade.

Regional engagement

4.22 A programme of engagement on Edinburgh's LEZ proposals with neighbouring authorities and SEStran is underway. Discussions at the [Four Cities Low Emission Zones Leadership Group](#) (made up of member representation) and the Four Cities LEZ Consistency Group (an officer group chaired by Transport Scotland) has highlighted the importance of robust engagement on the development and impacts of LEZs across regions.

4.23 Council officers have been working through a range of forums to facilitate regional discussion on LEZs. Letters to the Chief Executives of all authorities in the South East Scotland region have been sent to formally advise of the consultation and invite ongoing engagement. Submissions to the LEZ consultation have been received from West Lothian Council, Midlothian Council, East Lothian Council, Scottish Borders, Fife Council, and Clackmannanshire Council.

4.24 Discussion on LEZ proposals have included briefings through the Edinburgh and South East Scotland City Region (ESESCR) Deal forums, meetings with individual authorities, and through the SEStran chaired groups. SEStran also sits on Edinburgh's LEZ Delivery Group, alongside SEPA and Transport Scotland.

4.25 Discussion and responses from the regional authorities and SEStran show support for Edinburgh's LEZ proposals in principle. Key issues raised require further discussion are set out below.

4.25.1 Air quality impacts that may arise if higher polluting vehicles are relocated from Edinburgh to neighbouring authorities and exacerbate local air quality issues.

4.25.2 Continued development of infrastructure and services to support cross boundary public transport movement, promote changes to sustainable travel patterns, improve integration of park and ride services and interchange hubs that support active travel.

4.25.3 Ensuring there is not a negative impact on public transport services between neighbouring authorities including the potential of reduced services, services terminating at the boundary, or increased fares due to higher bus operating costs.

4.25.4   Developing support measures for commercial vehicle operators, including interventions such as freight hubs, last mile transport solutions, and low carbon freight support.

4.26   Many of these issues will be managed through the delivery of wider transport measures emerging through the CMP. Continued engagement on LEZ specific issues (such as the impact of fleet redistribution across the region) will continue and inform further development of the scheme.

National Modelling Framework

4.27   A programme of air quality and traffic modelling work is underway to support LEZ development. Air quality modelling has been undertaken to understand the potential benefit of LEZ scenarios and was prepared by SEPA as an Interim Report in November 2018.

4.28   The baseline traffic input to the air quality model was undertaken in November 2016, and a recount of the traffic data was undertaken in June 2019. The recount provides an updated picture of the vehicle types moving around the city, as well as the specific emissions standard (euro class) of those vehicles.

4.29   Transport modelling is being undertaken to understand the scale and distribution of any traffic displacement. These findings are input to the air quality model to quantify the air quality impacts of any change in traffic. Assessment is currently underway using the 2019 traffic data. Aligning the models in this way is a complex piece of work and has taken considerable time to ensure the methodologies applied are robust.

4.30   Edinburgh is the first city to do this work and a report will be prepared by SEPA as an update to the November 2018 interim report. A high-level update on the transport modelling is provided in Appendix 4 – Edinburgh Low Emission Zone Impacts – Progress report (October 2019).

4.31   Early results of the June 2019 traffic survey are available and indicate an encouraging trend in vehicle emission standards, most notably in LGV fleet, as shown in the table below.

Compliance* of fleet operating in Edinburgh ANPR survey - November 2016/June 2019 *Compliance is with proposed emission standards of Euro 4 Petrol and Euro 6/VI diesel				
Vehicle type	**Cars**	**LGV**	**Taxi**	**All HGV**
% Compliant 2016	60.6	6.8	19.1	37.4
% Compliant 2019	68	41.2	43.6	64.4

4.32   The next stage of LEZ development will consider what changes should be made to the scheme taking into account feedback from consultation and the modelling evidence base.

4.33 In addition, street measures will be developed to mitigate any air quality impacts of displaced traffic. This will include a mix of targeted on-street interventions (such as street design, signalling, etc) as well as strategic interventions focussed on reducing the use of private cars. The strategic measures will be delivered through the CCT and CMP programmes of work.

Impact assessments

4.34 A draft Integrated Impact Assessment (IIA) has been undertaken (in line with guidance published by NHS Lothian in 2017) and a summary of the assessment is provided in Appendix 4 – Edinburgh Low Emission Zone Impacts – Progress report (October 2019). This assesses the impacts of the scheme consulted on between May and July 2019. The headline findings of the IIA highlight the potential negative impacts of LEZs on the following groups.

    4.34.1 Young people and people vulnerable to poverty should public transport costs increase, or operators pull out of non-profitable routes.

    4.34.2 Disabled people that rely on their own private transport which has been fitted with adaptive measures, should they need to upgrade their vehicle.

    4.34.3 Late night shift workers on low incomes and reliant on cars to travel to work may be impacted financially.

    4.34.4 People accessing places of religion/faith, should travel options not be easily available.

    4.34.5 Small and medium enterprises that are reliant on non-compliant vehicles and operate with low profit margins – the cumulative impact on these businesses may be significant for Edinburgh.

4.35 The positive impacts of the introduction of the LEZ scheme are wide ranging in considering the environmental and health, wellbeing and human rights impacts, especially amongst children, elderly, pregnant woman across the city and all users and residents in the city centre.

4.36 The next stage of this work will be to revise the draft IIA in light of any changes to the LEZ proposals and to develop necessary measures to mitigate any significant impacts.

4.37 Work has also been progressing to understand the impact on commercial operators and businesses. A summary report on the findings has been prepared and is attached in Appendix 4 – Edinburgh Low Emission Zone Impacts – Progress report (October 2019) with the headline findings set out in the following points.

4.38 There are on average 15,000 LGVs and 1,700 HGVs that enter Edinburgh City Centre Boundary per day. In response to a Transport Scotland survey on LEZ it was found that 12 percent of businesses across Scotland, travel to Edinburgh's city centre on behalf of their company every day and a further 39 percent travel to Edinburgh's city centre at least once a week.

4.39   In Edinburgh 90 percent (18,045) of businesses are small or medium enterprises. These businesses are more likely to state that increased operating costs due to upgrading to a compliant vehicle would impact (52 percent) them compared to larger companies citing this impact (8 percent). At a Scotland level, 67 percent of businesses reported they do not believe LEZ will have any impact on their business, while 33 percent stated that they believe there will be an (largely negative) impact on their business.

4.40   The findings from both the IIA and the commercial work echo what has been provided in the public consultation. The findings from this will be used to further refine the LEZ proposals. Findings are being fed into the CMP to develop measures that support the mobility needs of people and businesses and support the move to sustainable travel. Similarly, findings are being shared with Transport Scotland, as they develop the arrangements for support funding for those most impacted by LEZs.

5.   Next Steps

5.1   From the information reported to date, further consideration will be given to refining proposed grace periods and boundaries and wider measures required. This will be progressed through the following workstreams with the results being reported in February 2020.

   5.1.1   Impact assessment work - further analysis of fleets and cost implications, continued IIA assessment work as details of national programme develop, and as Edinburgh's proposals are refined.

   5.1.2   Traffic and air quality modelling – continued modelling of boundaries and testing for air quality assessments and appraisal work to develop mitigation measures for remaining hotspot areas.

   5.1.3   Communications and public engagement – ongoing engagement and support to keep the public and stakeholders up to date, ensuring communications around further consultation and revised proposals is clear and effective.

   5.1.4   Stakeholder engagement – targeted at specific sectors identified through impact assessment work (including bus, coach, small and medium sized enterprises, people with disabilities).

   5.1.5   Development of the enforcement system and financial impacts – including options appraisal, design, back office function and interface with other systems, procurement approach, and assessment of financial impacts to the Council. This work will be tied into the CCT operation and management plan development which is due to commence in January 2020.

5.2   The LEZ work will also continue its close development with the AMP to ensure scope and timing of measures in the CMP programme align and support LEZs where appropriate.

6.   Financial impact

6.1   The Scottish Government has made funding available to support the development of LEZs required by the four cities. The Council received £111,800 grant funding from Transport Scotland in 2018/19, and has received £195,000 for 2019/20 which is being used to support the workstreams set out in the next steps section.

6.2   The Scottish Government has provided funding for bus engine retrofitting, through the Bus Emission Abatement Retrofit (BEAR) scheme. This is a scheme where bus companies can obtain funding in order to upgrade engines to Euro VI standards. Funding has been made available for three years including £1.6 million in 2017/8, £7.89 million in 2018/19, and £8.857 million is available for 2019/20.

6.3   Uptake in 2017/18 enabled 42 retrofitted buses and 2018/19 funding enabled 124 retrofitted buses. Transport Scotland advise that the BEAR scheme offers the maximum funding 'per-bus' that state aid rules permit. The major operators have responded that funding was 'insufficient' for wider adoption of retrofitting. Transport Scotland is currently negotiating with the European Commission to seek an increase in State Aid thresholds.

6.4   Transport Scotland is developing a funding package for 2019/20 (and future years), to support businesses and residents affected by LEZs. This will support those with 'greatest difficulty' adapting to LEZs such as lower income households and micro-businesses, providing £10.8 million in grant funding from 2019-2022. Details of this scheme are not yet available.

6.5   The main costs to the Council in developing the LEZ scheme will relate to the implementation of the enforcement regime including infrastructure for cameras signage, and back-office administration set-up.

6.6   As highlighted in the Next Steps section, work is underway to assess the cost of delivering the infrastructure required to establish and manage Edinburgh's LEZ. This assessment will be carried out prior to finalising the LEZ scheme and delivery plan. The assessment will also take into account any revenue that may be received from the scheme and an analysis of the impact on the Council's fleet will also be undertaken.

7.   Stakeholder/Community Impact

7.1   The main body of this report sets out the findings from public consultation and the attached draft IIA sets out further detail on impacts.

7.2   Consultation has been supported by a series of sessions with key stakeholder including the representatives from the taxi and private hire car sectors, the bus and coach sectors, and with freight sectors though the Council's ECO Stars scheme, as well as with wider general stakeholder groups (including health and environmental,

and wider interest groups, community councils, and residents). Engagement with these groups will continue as the project further refines LEZ proposals.

7.3 The primary focus of LEZs is on addressing local air quality issues. However, recent commitments have been made by central and local government to work towards to zero greenhouse gas emissions. Transport emissions are a part of delivering on these commitments and the Council is working to ensure the two programmes of work are aligned.

8. Background reading/external references

8.1 Four Cities Low Emission Zones Leadership Group governance arrangements

8.2 Transport and Environment Committee, May 2018, Developing Low Emission Zones in Edinburgh

8.3 Transport and Environment Committee, August 2018, Edinburgh: connecting our city, transforming our places' – public engagement on City Mobility Plan, Low Emission Zone(s) and City Centre Transformation

8.4 Edinburgh by Numbers, 2018, City of Edinburgh Council

8.5 'Air Quality Evidence Report - Edinburgh' November 2018, (SEPA)

8.6 Transport and Environment Committee, December 2018, Annual Air Quality Update

8.7 Transport and Environment Committee, February 2019 'Edinburgh: Connecting our city, Transforming our places' Findings of Public Engagement and Next Steps

8.8 Transport and Environment Committee, May 2019, Tackling Air Pollution – Low Emission Zones

9. Appendices

9.1 Appendix 1 – LEZ boundaries May – July 2019 consultation

9.2 Appendix 2 – Approach to phasing of enforcement May – July 2019 consultation

9.3 Appendix 3 – Report on findings from public consultation (August 2019)

9.4 Appendix 4 – Edinburgh Low Emission Zone Impacts – Progress report (October 2019).

APPENDIX 1 - LOW EMISSION ZONE BOUNDARIES MAY – JULY 2019 CONSULTATION

City Centre Boundary

Citywide Boundary
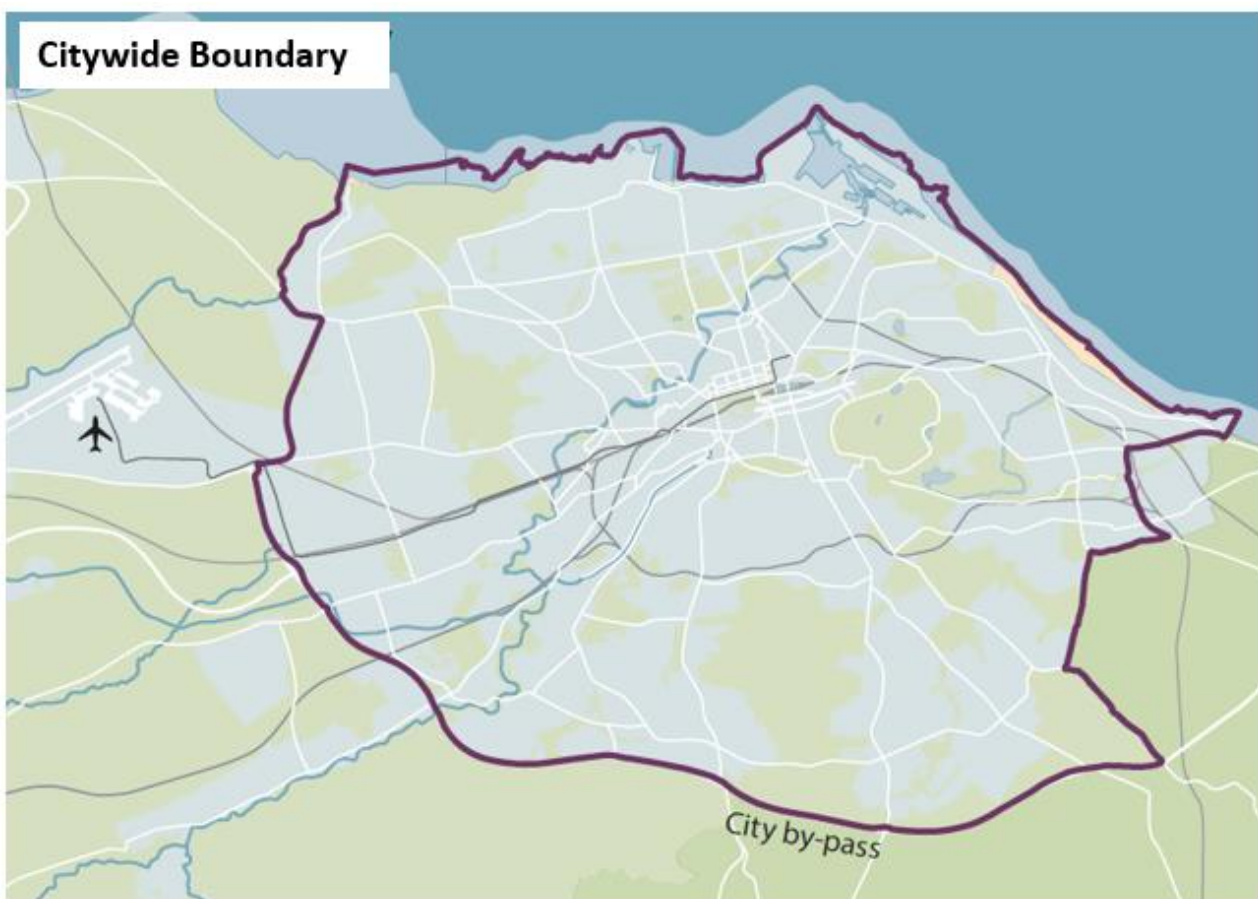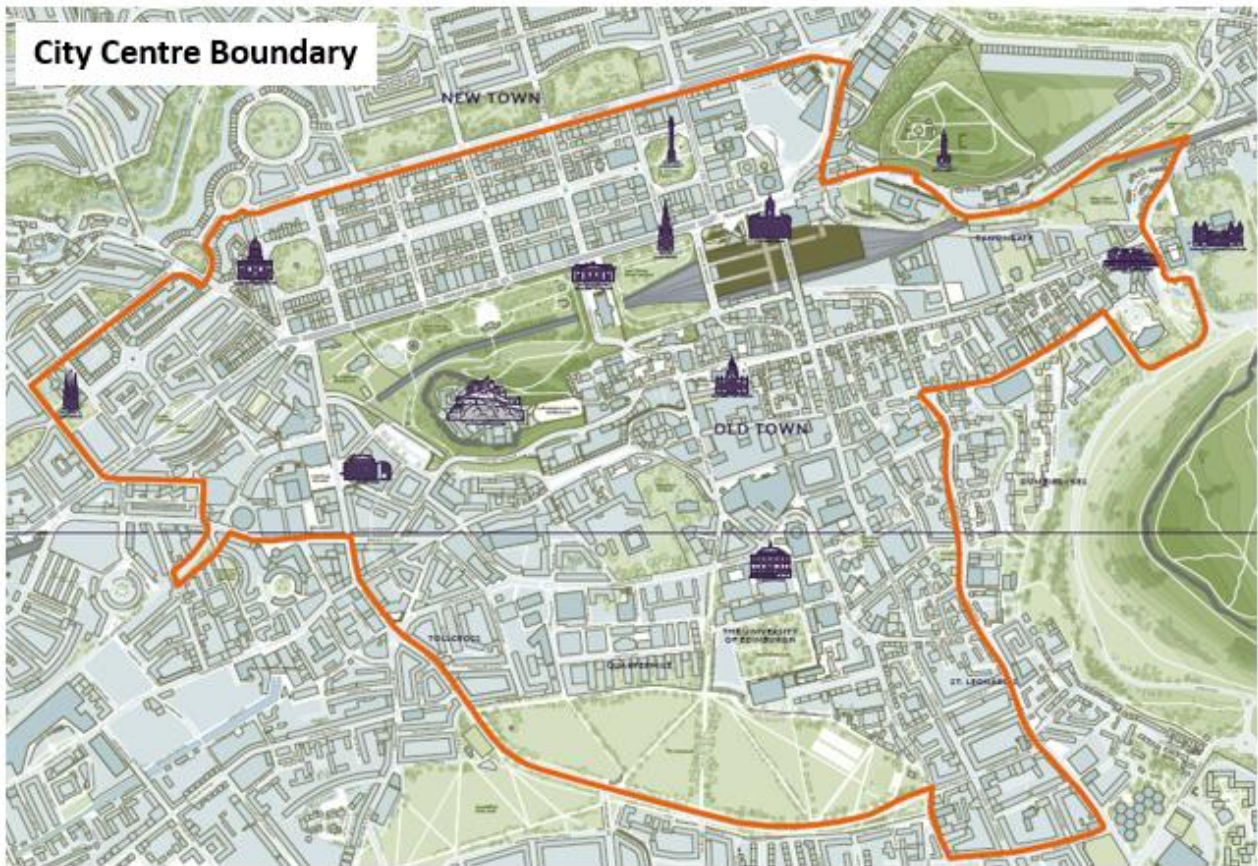
APPENDIX 2 – APPROACH TO PHASING OF ENFORCEMENT MAY – JULY 2019 CONSULTATION

Which Vehicles will be affected by the LEZ?

Only vehicles with certain emission standards can enter the LEZ without penalty (except exempted vehicles). These standards, or Euro classifications, are for different vehicle types and fuels.

The current proxy for Euro standards is to use vehicle age as a guide to the corresponding Euro classification, as follows:

- Euro 4 standard for petrol engines was introduced in January 2005, with any new vehicles sold after January 2006 having to meet this standard.

- Euro 6 standard for diesel cars was introduced in September 2014, with any new vehicle sold after September 2015 having to meet this standard.

- Euro 6/VI emission standards for heavy diesel vehicles - generally those registered with the DVLA after 2014.

What are the grace periods associated with the LEZ?

Edinburgh's LEZ scheme will be implemented at the end of 2020, however, owners of the different types of vehicles will have a grace period prior to enforcement of the scheme. This is to allow owners to make suitable alternative arrangements.

An extended grace period allows registered residents who live in the LEZ further time to prepare.
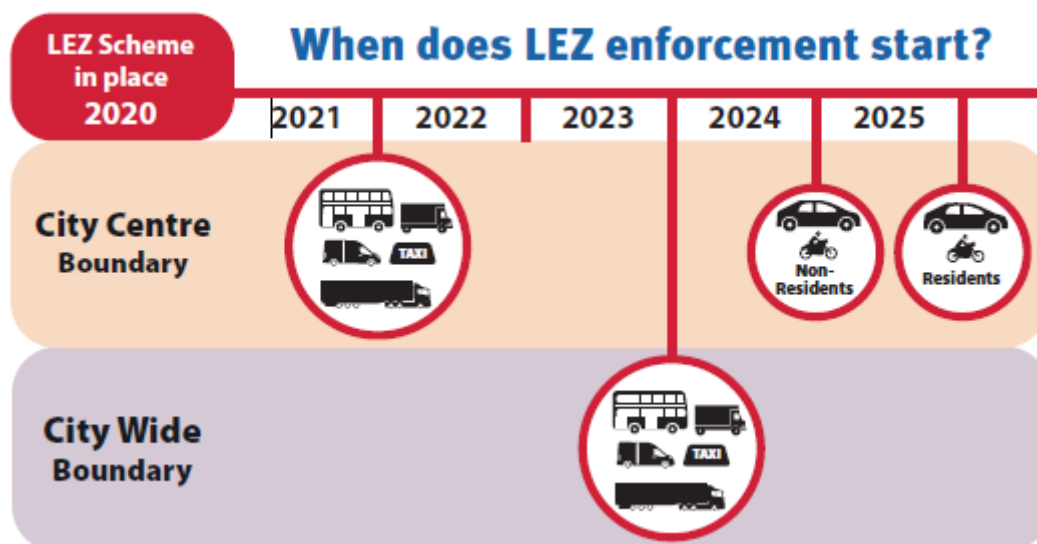
Note
Commercial vehicles include Light Goods Vehicles (LGVs), Heavy Goods Vehicles (HGVs) and taxis.

City of Edinburgh Council (CEC)

Low Emissions Zone (LEZ) Consultation

Prepared for:
City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

August 2019

Table of contents

Executive summary

▪ The City of Edinburgh Council (CEC) designed and ran a consultation from 27th May to 21st July 2019 regarding the proposed Low Emission Zones (LEZs), including 4 stakeholder workshops, 2,793 online surveys and responses from multiple stakeholder groups. CEC invited comment on the proposed boundaries, vehicle types, grace periods and any unintended consequences. Scott Porter Research have reviewed and summarised the findings.

▪ Findings show that cleaner air is important to all, but there are mixed views as to the suitability of the LEZ and to its specific aspects. General public and commercial audiences agree, albeit with differing priorities. For all however, vital questions to consider are the cost of LEZ compliance to them; the cost to life in Edinburgh (clean air, goods/services); and looking at a bigger, city and regional picture to tackle underlying issues (traffic flow, public transport, etc).

City Centre LEZ

Boundary	▪ Mixed views: 54% agreed, 46% disagreed with boundary ▪ Most disagreement related to the LEZ overall – desiring a better approach, a better public transport offer, and voicing worries about the financial effect on businesses and individuals. ▪ Main issues included worry about increased traffic and pollution in neighbouring streets/parks; the desire to make the area larger; and to include New Town/up to Ferry Road.
Vehicle types	▪ Most said each vehicle type should be included, comments were mainly about considering exemptions, like: motorbikes/scooters, buses/public transport, private cars, deliveries/ tradesmen
Grace periods	▪ Mixed views, with more acceptance for 1 year for buses and coaches and commercial vehicles, albeit only just over 50% saying 'about right' and evenly mixed views for 4 years for private cars and 5 years for city centre residents with cars.
Action taken	▪ 34% said their vehicle would comply, so no action was needed ▪ The Top 5 most mentioned actions as a result of the LEZ were: 30% use public transport more; 24% walk more; 20% bike more; 18% upgrade vehicle; and 16% change route.

City-wide LEZ

Boundary	▪ More in favour: 62% agreed, 37% disagreed with boundary ▪ Again, most comment regarding disagreement related to the LEZ and that it will negatively affect business/trade/deliveries. ▪ Main issues cited were that it should be smaller, should only be the City Centre, and should include the airport.
Vehicle types	▪ Comments reflected the same exemptions as City Centre, but more felt all private cars should be included, 9% (v. 3% exempt)
Grace periods	▪ Again, mixed views with an evenly mixed response for both 3 year periods between 'too short', 'about right' and 'too long'.

▪ 63% saw unintended consequences, nearly all negative, with 5 main areas of negative impact cited: on locations outwith LEZs (26%); on finances (24%); for specific groups (15%); forced migration from the city (10%); and increased costs (travel, goods, services) (10%).

▪ LEZ effectiveness should be reviewed 1 year after full implementation.

1. Background to this report

1.1 The consultation and Scott Porter's role

The City of Edinburgh Council (CEC) has completed a consultation exercise to understand public and stakeholder views on its proposals for Low Emission Zones (LEZ) within the city. There was a need to analyse the findings from the consultation to help inform the next stage of the LEZ development in Edinburgh. Scott Porter Research & Marketing Ltd were asked to conduct this work as a fully independent market research agency.

1.2 Data included within analysis

The feedback included in the analysis takes data from the following sources:

- Online survey – 2,793 responses
  - The questionnaire was designed, scripted and hosted as an online survey by CEC and it was live from 27th May until 21st July 2019.
- Stakeholder workshops
  - 4 workshops were completed with between 4 and 19 participants, each lasting around 2.5 hours and moderated by CEC:
    - 3 general stakeholder workshops: 4th, 9th and 15th July
    - 1 freight and commercial fleet groups: 17th July.
- Engagement with primary school children
  - Data was gathered from activities at the Clean Air Day 2019 event, including a tally of support for the scheme.
- Written responses
  - Specific submissions were included from 18 different organisations.
  - Pertinent comments were also reviewed from the Edinburgh City Centre Transformation (CCT) consultation feedback that related to LEZs.

1.3 Analysis process and data protection

The data processing and analysis for the online survey was as follows:

- the analysis requirements were discussed at a briefing meeting between CEC and Scott Porter, then following closure of the survey the anonymised raw data was compiled into a dataset and sent by secure means to Scott Porter
- data processing included quality and sense checks to review where possible if there were duplicate responses and assess how many surveys were complete
- the data was cleaned and checked and final sample size determined, data tables run and an initial set reviewed prior to full analysis, with further data mining and cross tabulation completed as determined by the results.

The data processing and analysis for all the qualitative data was as follows:

- all the qualitative data was delivered by secure means and a Scott Porter researcher attended one of the workshops (17th July) as an observer
- qualitative analysis was then completed by the researchers who:
  - read all the responses to gain an overall sense and pull out main themes
  - drew up code frames for online open-ended responses from a proportion of the responses and used these to code and tabulate the remainder
  - reviewed and summarised the data by sample group so that each individual sample group's responses were considered.

The analysis of all the quantitative and qualitative findings included a review of respondents' levels of support for and views of:

- the **specific boundaries as described in the survey**
- the **vehicles types** to which the LEZ boundaries should apply
- the **grace periods** for various vehicles types
- potential **unintended consequences** that may arise from the LEZ
- likely **impacts/challenges specific sectors** may face with LEZs.

In terms of data protection, Scott Porter abides by the Market Research Society Code of Conduct and Data Protection/GDPR rules. All data was screened and passed on to Scott Porter by CEC in a format that complies with GDPR and CEC policies. The online survey included personal data, but this was anonymised by CEC prior to analysis, with name, organisation and email being removed and only the non-specific first half of the postcode included. This ensured the dataset for analysis had no identifiable personal data (i.e. responses such as age, gender, physical/mental health could not be traced back to an individual).

1.4   Limitations to the findings

Having reviewed and analysed the findings there are some limitations that need to be considered when reviewing the consultation data.

The online survey was not designed to take respondents through via specific question routing: they were not prompted to answer before they could move on. Whilst this allows the respondent to complete as they will, it also means open responses can be completed by all. The analysis therefore had to review whether responses were in direct response to the pertinent question, to other questions, or to more general issues. The online survey also allowed respondents to interpret what was being asked for the open responses, again making it harder in some instances to decipher what the response was alluding to, thereby potentially losing some of the quality in the data collected. Open completion also meant some questions were not answered, although this was limited, perhaps highlighting a high level of engagement for those taking part.

Also, given there was no question asking about overall support of the LEZs, the analysis was unable to be specific as to the level of support for the scheme. This is an important point to note when reviewing the data from the consultation. It must be remembered that support for the boundaries or the grace periods may still be shown even though the individual does not support the LEZ overall. The two are not mutually exclusive in that the boundary, or grace period might be deemed to be the 'best' one in the circumstance, but the LEZ scheme itself is not supported. It should therefore NOT be assumed that support for boundaries OR grace periods indicates positive support of the LEZ overall, or vice versa.

With regards to the other data supplied for review it should be noted that feedback from some of the events and workshop sessions was limited in its scope and depth. The notes made in this summary report are only informed from the data as passed on from CEC to Scott Porter. As such there may be specific issues that were discussed, but are not mentioned here. Likewise, in order to bring together the overall picture on the feelings about the LEZs, some of the very specific details from individual submissions are not detailed within this summary of findings.

2. Authors' thoughts on the findings

2.1 Thoughts on the findings

Reviewing the data it can be seen that, not surprisingly, responses reflect the respondent's own situation and their background views on environmental issues. Aligned to this is the fact that self-completion formats, such as the online survey, that are used for public consultation tend to be completed by those with an interest, or those who want to get their views across. This is likely to mean that those who have reviewed the LEZs and are happy with them will not have felt the need to comment and therefore not completed the survey. This can, of course, colour the tone of the findings and must be taken into account when interpreting the findings.

In terms of the respondents for the consultation:

- there was a wide representation of audiences overall, from the general public to numerous different stakeholder groups who took time to make submissions
- there was also a wide coverage from across Edinburgh city and surrounds, albeit noteworthy that 'City West' postcodes account for by far the largest single group of respondents
- there was a good mix of demographics for the general public online survey in terms of age and gender, albeit with a more male bias
- across the sample multiple modes of private and public transport were used.

All of the above suggests that the data from the consultation can be taken as a robust view of many different sample groups in and around Edinburgh (with the associated caveats about self-completion methods already mentioned).

Looking at the data there was a general view that improving air quality was a positive aim, and an important one that should be addressed by ECE and indeed at an overall national level by the Scottish Government. For the vast majority therefore, the rationale behind clean air was therefore not in question.

However, views differed with regards to how this is done. The LEZs on their own appeared to only be a part of what is considered necessary to tackle this subject and many of the comments related to improvements in, for example, public transport provision and infrastructure generally to aid the public in being able to, as they see it, 'realistically' move from using their private cars to using public transport. Comments about the LEZs also, and perhaps not surprisingly showed a direct correlation to where the respondent lives and to what their status is (resident, worker, or leisure visitor). Commercial respondents gave similar views, asking for infrastructure changes across the whole region to aid their move to LEZs, whilst also pointing out that at present the associated costs of compliance could prohibit or limit business within the area.

All in all, the main questions that it would seem need to be addressed in moving forward with the LEZ scheme appear to relate to the following:

Boundaries

- Issues pertaining to the 'edges' of the City Centre boundary and ensuring that these areas do not become more congested and more polluted as a result.
- Reviewing where the most polluted areas are in Edinburgh and assessing how they specifically can be addressed, especially as many lie outwith the stricter confines of the proposed City Centre boundary.

Vehicle types
- Considering the merits of exemptions – from historic vehicles and motorbikes, to those who use their personal vehicles for work (such as carers), or those who work at times outwith the public transport being usefully available.

Grace periods
- Issues pertaining to private individuals needing to upgrade their vehicles to comply, especially for City Centre residents. It is not clear from the information given or the findings what proportion of cars registered within this zone might be affected thus, nor how people might be incentivised, or helped to do this (especially with reference to older vehicles, their trade-in value and therefore consequential ability to pay for a newer vehicle).
- Aligned to this are the issues pertaining to commercial vehicles of all types with regards to the potential costs associated with needing to retrofit and/or buy new vehicles, whether this is at all feasible (cost and availability) and by when and how this might be achieved.

Other issues
- The LEZ scheme is felt to increase inequalities within the city by penalising those who cannot afford to comply in terms of their own vehicles and also affecting people (be they residents, workers or visitors) in terms of potentially increasing costs for goods, services and deliveries within the city, passed on by suppliers. These issues will need to be considered.
- The perceived and real overlaps between the LEZ, the City Mobility Plan and the Edinburgh City Centre Transformation Plan need to be considered and reviewed to ensure all are implemented efficiently and optimally.

2.2   Thoughts on the consultation process

In terms of the consultation process the authors would suggest that the survey, the experience for the respondent and therefore the quality of the data could have been enhanced for the online survey by:

- including a question about overall agreement with the LEZ, thereby moving responses relating to this out of questions regarding the scheme specifics and increasing the likelihood that specific information is considered at this point as respondents feel they have been able to give their overall view elsewhere
- in this vein, being more specific in questions as to what the question is designed to find out or elicit from the respondent
- designing the survey overall to allow the respondent to give their views, be they positive or negative without fear of having to 'shoehorn', or find a space to give a response 'somewhere'
- providing a general comments section at the end of the survey.

The authors also suggest a more robust method is used to save and summarise the findings from workshop sessions and events, including making audio recordings and transcribing these for analysis. This would help ensure that attendees' views are recorded and given sufficient note.

3.   Main findings

This section of the report details the main findings from the consultation. It starts with the background of those who took part and then reviews the main areas as detailed in the online survey:

- the *specific boundaries as described*
- the *vehicles types* to which the LEZ boundaries should apply
- the *grace periods* for various vehicles types
- potential *unintended consequences* that may arise from the LEZ.

Alongside these findings, the report also highlights the views from individual stakeholder groups pertaining to their specific areas, as well as looking at any potential or likely *impacts or challenges that specific sectors may face* with regards to LEZs.

The tables for the main open-ended responses for the online survey can be found in a separate PDF document. More inclusive tables can also be found in Appendix 1, including responses that only achieved between 0% and 2% each.

The following definitions should be noted when reviewing findings:
- '0%' shows something is mentioned, but by insufficient numbers to reach 1% of the pertinent sample
- '-' indicates that no one gave this response
- 'other' refers to responses not of specific note – often individual mentions
- figures are rounded up to the next percentage, i.e. when x.5% and above
- 'dk' indicates a 'don't know' response
- 'nfs' is a generic response that has been 'not further specified'.

3.1 Respondent background

The first section of the report highlights those who took part in the consultation, looking at the online survey demographics as well as the stakeholder groups.

3.1.1 Online survey: Resident status

A total of 2,793 respondents completed the online survey. Of these 45% stated they were city centre residents, 45% that they worked in the city centre, 50% visited for leisure and 5% (136) said they own a business within the city centre. Further it can be seen that the Residents accounted for 45% of the sample in total, those coming to the city centre for Work/business or Leisure making up around a quarter each of the remaining respondents (Table 1).

Table 1: Resident / Work / Leisure

	Total n=2,793	
Resident	24%	All Residents: 45%
Resident & Work/Business	7%	
Resident & Leisure	3%	
Resident & Work/Business & Leisure	10%	
Work/Business	17%	All Workers: 29%
Work/Business & Leisure	12%	
Leisure	25%	All Leisure: 25%
Not stated	1%	1% (n=33)

Source: Q1. Which of the following describe you?

3.1.2 Online survey: Postcode

According to postcodes, respondents came primarily from the city (79%) and near suburbs (16%). 3% (91) gave postcodes from other parts of Scotland and 1% (14) the rest of the UK (Table 2 overleaf).

Looking at the City postcodes it is of note that City West has by far the most responses for a single group at 28% of the overall total for the online survey, compared to, City Centre and City North with only 9% each.

Table 2: Postcode

	Total n=2,793	%
EH City	**2,211**	**79%**
City Centre	249	9%
Incl.: Old Town, New Town, Princes St, Queen St, West End, Tollcross		
City North	262	9%
Incl.: Granton, Leith, Newhaven		
City South	492	18%
Incl.: Bruntsfield, Morningside, Southside, Marchmont, Grange, Colinton, Oxgangs		
City East	427	15%
Incl.: Portobello, Duddingston, Liberton, Niddrie, Craigmillar, Gilmerton, Mortonhall, Restalrig, Craigentinny		
City West	781	28%
Incl.: Gorgie, Sighthill, Barnton, Murrayfield, Corstorphine, Slateford to Balerno, Dean Village, Ravelston		
EH Suburbs	**460**	**16%**
South	92	3%
Incl.: Lasswade, Bonnyrigg, Loanhead, Dalkeith, Gorebridge, Rosewell, Roslin, Penicuik, Walkerburn, Innerleithen, Peebles, West Linton		
East	123	4%
Incl.: Musselburgh, Gullane, Prestonpans, Tranent, Humbie, Pathhead, Heriot, North Berwick, East Linton, Haddington, Dunbar		
West	245	9%
Incl.: Kirknewton, Newbridge/Ratho, Kirkliston, South Queensferry, Bathgate, Linlithgow, Bo'ness, Broxburn, Livingston, West Calder		
Rest Scotland	**91**	**3%**
Incl.: Aberdeen, Dundee, D&G, Falkirk, Glasgow, Kilmarnock, Kirkcaldy, Motherwell, Paisley, Perth, Borders, Orkney, Shetland		
Rest UK	**14**	**1%**
Incl.: Bolton, Bristol, Carlisle, Cambridge, Gloucester, Newcastle-upon-Tyne, London, Watford		
'EH' not further specified	12	0%
Not stated	5	0%

Source: Q16. What is your postcode?

3.1.3 Online survey: Demographics – age, gender, physical/mental conditions
The demographics of the online survey respondents show:
- A very even mix in age (Q17 Age) between:
  □ under 45 years old: 51% (under 25: 6%, 25-34: 19%, 35-44: 26%)
  □ and over 45 years: 46% (45-54: 22%, 55-64: 16%, 65+: 8%)
  □ 2% not stated.
- More male than female respondents (Q18 Gender):
  □ 63% male
  □ 32% female
  □ 1% other gender identity
  □ 4% not stated.
- 15% said they had a physical or mental health condition or illness lasting or expected to last 12 months or more (Q19), 81% did not, 4% not stated.

3.1.4 Online survey: Use of transport and when travel in the city centre
Respondents were asked about their usual forms of transport to travel to, from or around the city centre. Firstly, looking overall at what is used it can be seen that buses, walking and the car lead the way, for all sample groups (Table 3).

Table 3: Modes of transport used to travel to, from or around the city centre

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Bus or coach	85%	89%	81%	88%	71%
Walk	84%	94%	83%	84%	84%
Car	81%	79%	82%	81%	86%
Taxi/private hire car	64%	74%	65%	63%	69%
Train	54%	61%	56%	54%	47%
Tram	47%	54%	47%	50%	38%
Bike	39%	48%	42%	38%	39%
Light goods vehicle	6%	6%	8%	5%	32%
Heavy goods vehicle	1%	1%	1%	1%	6%
Not stated	0%	0%	0%	0%	-

Source: Q2. How often do you use each of these forms of transport to travel to, from or around the city centre?

Looking at this by the frequency the mode of transport is used (Table 4) shows some modes used more regularly than others. Not surprisingly Residents tend to say they walk the most frequently – 62% every day compared to those who Work in the centre 46%, Business owners 40% and those visiting for Leisure 28%. Use of cars on the other hand is most frequent for Business owners and then those who Work in the city centre – 37% Business owners citing every day compared to 23% for those Working in the city centre, 19% for Residents and 13% for those visiting for Leisure. Interestingly for the trams, the frequency is much lower, with only 1% saying they use them every day (31 people from 2,793 in total).

Table 4: Frequency of using modes of transport for city centre travel

Total n=2,793	Never	Less than once a month	At least once a month	At least once a week	Every day	Not stated
Bus or coach	11%	20%	26%	28%	10%	4%
Walk	11%	10%	13%	22%	40%	5%
Car	16%	19%	16%	28%	18%	3%
Taxi/private hire car	29%	39%	19%	5%	2%	7%
Train	38%	33%	15%	5%	2%	8%
Tram	45%	31%	11%	4%	1%	8%
Bike	52%	10%	7%	11%	10%	9%
Light goods vehicle	85%	2%	1%	1%	2%	9%
Heavy goods vehicle	89%	0%	0%	0%	1%	10%

Source: Q2. How often do you use each of these forms of transport to travel to, from or around the city centre?

Respondents were asked when they usually travel to, from or around the city centre, from Monday to Friday or at weekends. Overall 90% said they travelled to, from or around the city centre Monday to Friday and 70% on Saturday and Sunday. Breaking this down a little more to understand how many are only travelling on weekdays or weekend shows the majority of all main sample groups are in the city centre across the week and weekend.

Table 5: When normally travel to, from or around the city centre

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Only Monday to Friday	30%	21%	40%	24%	24%
Only Saturday & Sunday	10%	4%	0%	16%	1%
Both Monday to Friday and Saturday & Sunday	60%	75%	59%	60%	74%
Not stated	0%	0%	0%	0%	-

Source: Q3. When do you normally travel to, from or around the city centre?

3.1.5 Stakeholder groups
The stakeholder groups that provided submissions to the consultation were:
- CoMoUK (including The Scotland Car Club)
- Corstorphine Community Council
- CPT – 6 members
- European Cities Fund (Omni Centre)
- Enterprise Holdings
- Friends of the Earth
- Hire Car Consultation Group
- Lothian Buses
- New Town & Broughton Community Council
- Scottish Wholesale Association
- South East of Scotland Transport Partnership (SEStran)
- Spokes
- SWECO, for Nuveen (St James Centre)
- The Federation of British Historic Vehicle Clubs
- The University of Edinburgh
- The Vintage Motorcycle Club
- Uber
- UPS

3.2   City Centre LEZ Boundary

The online survey contained the information shown in the visual below about the City Centre LEZ boundary (the full print version of the online survey can be seen in Appendix 2).

City Centre Low Emission Zone Boundary

City Centre Low Emission Zone Boundary

The proposed City Centre LEZ boundary is bounded by St Colme Street and Queen Street to the north; Leith Street, Regent Road, Abbeyhill, Horse Wynd, Holyrood Road, the Pleasance and St Leonards to the east; East and West Preston Street, Melville Drive, Earl Grey Street, Morrison Street, West Approach Road and Torphichen Street to the south; and Palmerston Place, Chester Street, Drumsheugh Gardens, Queensferry Street, Randolph Crescent, Great Stuart Street and Ainslie Place to the west.

Rationale for proposed boundary

- **On the north** Queen Street is excluded from the LEZ as it provides a suitable alternative route. If Queen Street were included this would encourage additional traffic through Stockbridge (via Hamilton Place / Henderson Row and Brandon Street / Eyre Place). Ferry Road as a further alternative was considered too far from the city centre.
- **The eastern boundary** of the LEZ is defined by Abbeyhill, Holyrood Road, Pleasance and St Leonard's Street. These all lie outside areas with high pollutant concentrations area and provide a suitable diversion. Queen's Drive is not a suitable diversion as it is closed to general traffic on a Sunday (and at all times for some vehicles).
- **The western LEZ boundary** is complex to locate and runs along Earl Grey Street, Morrison Street, West Approach Road and Torphichen Street. Including Haymarket within the zone would result in traffic through Murieston Place / Murieston Crescent / Russell Road which are not suitable to carry additional traffic. The next possible boundary would be at Hutchison Crossway / Balgreen Road but this would result in an extremely west orientated LEZ area which does not align with air quality issues.
- **The south boundary** utilises Melville Drive and offers a straightforward diversion.

3.2.1 Levels of support for the City Centre LEZ boundary shown
Based on the information given in the online survey respondents were asked to state whether they agreed with the boundary for the City Centre LEZ.

Results show a mixed reaction with:
- **54% saying they supported** the boundary for the City Centre LEZ (yes)
- and **46% saying they did not support it** (no).

These figures were mirrored across Residents (53% yes, 47% no), those who Work in the city centre (54% yes, 46% no) and Leisure visitors (57% yes, 43% no), but the Business owners were less in favour with 38% supporting the boundary and 63% not supporting it.

Alongside the 46% who did not support the City Centre boundary, the 532 responses collected by Friends of the Earth stated that whilst they were in support of low emission zones overall, the City Centre boundary was deemed to be too small and they did not support it.

3.2.2 Reasons why do not agree with City Centre LEZ boundary

All online respondents were then asked to give comments if they disagreed with the proposed boundaries and given space to write in their own responses. These open responses have been distilled and the main themes drawn together for analysis. Of the 1,276 who did not support the boundary, it can be seen in Table 6 overleaf that only 35% of the comments given were about the boundary specifically, compared to 59% of the comments that were about an issue or disagreement with the LEZ overall.

In terms of the boundary comments, many regarded inclusions or exclusions near the respondent's own specific location. However, by far the most frequent comments were those made around the worry of increased traffic and pollution in the streets and also parks directly on the boundaries. From the comments it was clear that respondents were concerned that the areas just outside the boundary will become the streets where drivers will default to, thereby increasing the number of vehicles on these streets as 'rat runs', as they are often described, are sought and used to avoid the LEZ.

These thoughts are mirrored by the Friends of the Earth responses who stated that the City Centre zone is too small and must be big enough to ensure people are not able to drive around the perimeter of the zone to avoid it, thereby pushing the traffic into neighbouring residential areas.

Those who commented on the LEZ in general tended not to agree with the principle of the scheme, some feeling that it simply was not needed and others highlighting their concerns in different ways.

Some felt the scheme did not tackle the issue of pollution sufficiently and wanted CEC to review Edinburgh in a more holistic way, tackling pollution by, for example, enabling more public transport journeys to be completed – by extending the current network, improving it and also making it more affordable. Indeed better and more accessible public transport was mentioned often as the real answer to the issue, for residents and also for commuters. Further to this were worries that the scheme will impact on businesses in the area, in terms of vehicles they may own, but also in terms of getting deliveries into the area.

Cost was also highlighted for the general public, both from the point of people being forced to upgrade their vehicles and also in the fines that may be incurred for being in the LEZ with the wrong vehicle. Comments also covered those who felt they could not go about their daily business without the use of a car, thereby forcing them to find a solution if they were within the scheme. Some felt that 'avoiding' the zone by using an alternative route would again add costs in terms of their time, fuel bills and overall more pollution.

The LEZ was seen as discriminatory by the perception that it will potentially force various groups to either spend money or alternatively find alternatives to travel that may not be suitable, or perhaps not travel at all. Indeed, some felt it was simply too restricting and risked stopping people from considering going to the City Centre if a car was their most suitable means of travel. These groups included residents living in the area, those less well-off and disabled people.

Table 6: Reasons for not supporting the proposed City Centre LEZ boundary

	Disagree n=1,276
City-centre Boundary specific comment	**35%**
Worry about increased traffic/pollution in nearest streets/parks	12%
Boundary should be larger	8%
Include New Town/up to Ferry, Queensferry Rd	3%
Make it one large zone - the City	2%
Should be a smaller area	2%
Do not make Preston St School be on the boundary	2%
Issues with/do not support LEZ generally	**59%**
Need a better approach overall instead	9%
Need better public transport instead	8%
Will badly affect shops and businesses	7%
Can't afford to buy a new vehicle	7%
Stealth tax/attempt to create revenue	6%
Will affect commuters/public transport not sufficient/suitable	6%
Must use a car – unavoidable	5%
All alternative routes cost time/money/more pollution	4%
LEZ doesn't consider residents and their needs sufficiently	4%
LEZ not needed	3%
Council policy to charge the poor is unfair	3%
Discriminatory for disabled people	2%
Too restricting, stop people going to city centre	2%
Don't know	9%

Source: Q4. If you disagree, please explain why

3.3 City Centre LEZ Vehicle Types

Having reviewed the boundary for the City Centre LEZ the online survey then looked at the vehicle types to be included in the City Centre zone, the survey showing respondents the following information:

> ***City centre vehicle types***
> *The proposed City Centre LEZ applies to all vehicle types <https://www.vehicle - certificationagency.gov.uk/vehicletype/index.asp> (i.e. buses, coaches, taxis, HGV, LGV, vans, motorbikes and cars), that do not meet the required standard?*
> ***Emission Standards***
> *The proposed emission standards are:*
> * *Euro 4 standard for petrol vehicles generally vehicles registered from 2005*
> * *Euro 6 standard for diesel vehicles generally vehicles registered from 2014*
> * *Euro VI standard for heavy diesel vehicles (including retrofitted engines which would be improved to operate as Euro VI).*

3.3.1 Vehicles types City Centre LEZ should apply to

The next question asked respondents to tick all the vehicle types they thought the City Centre LEZ should apply to and the results can be seen in Table 7. Views seem to be quite consistent across the main sample groups, apart from the Business owners, with overall fewer of them thinking it should apply to HGV/LGV/vans, taxi/private hire cars, cars and motorbikes than the other groups. The 532 Friends of the Earth respondents all felt that all the vehicle types listed should be included.

Table 7: Vehicle types the City Centre LEZ should apply to

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Buses/coaches	78%	79%	77%	78%	76%
HGVs/LGV/vans	85%	87%	85%	86%	74%
Taxi/private hire cars	73%	76%	72%	74%	63%
Cars	62%	65%	60%	64%	48%
Motorbikes	57%	61%	55%	58%	43%
Not stated	10%	8%	10%	10%	12%

Source: Q5. Please tick vehicle types you think the City Centre LEZ should apply to.

3.3.2 Thoughts on vehicle types

Respondents were asked to write thoughts on the vehicle types to be included. Overall 678 of 2,793 gave a comment, 24% of the total sample (see Table 8 overleaf). Of these the most frequently mentioned response was that no vehicles should be included as the respondent did not agree with the LEZ in principle. The remaining comments made included a variety of different views, but the most frequently mentioned focused on exemptions they would like to see from the scheme, notably motorbikes/scooters (10%) and buses/public transport (8%). Comments then noted where it should apply, buses receiving most comment at 7%, followed by HGVs at 5% and indeed all vehicles at 4%.

Table 8: Thoughts on vehicle types included in City Centre LEZ

		All who commented n=678
	None to be included – don't agree with LEZ	18%
Desired exemptions	▪ Motorbikes/scooters should be exempt	10%
	▪ Buses/public transport should be exempt	8%
	▪ Private cars should be exempt	6%
	▪ Deliveries/tradesmen visits need to be allowed	6%
	▪ Diesel should be exempt, Govt. encouraged	4%
	▪ Disabled vehicles should be exempt	3%
	▪ Classic/vintage vehicles should be exempt	3%
	▪ Residents	2%
Apply to	▪ Apply to buses	7%
	▪ Apply to HGVs	5%
	▪ Apply to all vehicles – no exemptions	4%
	▪ Apply to commercial vehicles	4%
	▪ Apply to taxis	4%
	▪ Apply to tour buses/coaches	4%
	▪ Apply to private cars	2%
	▪ Apply to private hire cars	2%
Other thoughts	▪ Many can't afford to buy new car/penalises people	9%
	▪ Businesses suffer/increased costs/less customers	5%
	▪ Grace period should be longer	4%
	▪ Use actual emissions from MOT test – be specific	3%
	▪ Just a tax, money making exercise	3%
	▪ Displacing problem/traffic into residential areas	2%
	▪ Compensation paid/scrappage/incentive to change	2%
	▪ Access limited to certain times for certain vehicles	2%
	▪ Electric charging infrastructure not in place	2%
	Other	9%

Source: Q5. If you disagree, please explain why

3.4 City Centre LEZ Grace Periods

The online survey gave the following information regarding grace periods:

Proposed Grace Periods – Allowing time for vehicle owners to prepare Edinburgh's LEZ scheme will be implemented at the end of 2020. However, owners of the different types of vehicles will have a 'Grace Period' prior to enforcement of the scheme. This is to allow owners of vehicles time to prepare. Preparation may occur through altering the vehicles or fleet, through retrofitting (mostly buses), by planning the purchase of a new vehicle or through considering other forms of transport.

Reducing emissions from the commercial fleet (buses, coaches, HGV, LGV, taxi/ private hire) will have the biggest impact on improving air quality in the city centre. Accordingly, we are proposing a one-year grace period for these vehicles, with enforcement commencing at the end of 2021.

For cars, the grace period is four years meaning enforcement would start at the end of 2024. An additional year would be allowed for residents living within the proposed City Centre LEZ boundary. Enforcement would start at the end of 2025. This allows car owners a longer timeframe to change the way they travel or to upgrade their vehicles.

The survey highlighted the different grace periods for the different vehicle categories and respondents could consider if these were 'too short', 'about right', 'too long', or that they 'don't know'.

Overall views were mixed, suggesting the grace periods shown are not immediately perceived to be right by many of the respondents. The 'about right' category is picked by around half for buses and coaches and commercial vehicles, with most of the remaining responses going to 'too short'. Indeed, perhaps unsurprisingly the Business Owners were most likely to state 'too short' for commercial vehicles at 46% compared to 31% overall. However, for the private cars and residents with cars the results show a very even split across 'too short', 'about right' and 'too long', showing no consistency of opinion. Table 9 shows these different views by vehicle category.

Table 9: Grace periods

Total n=2,793	Too short	About right	Too long	Don't know	Not stated
1 year for buses and coaches	28%	55%	11%	5%	2%
1 year for commercial vehicles	31%	52%	11%	4%	1%
4 years for private cars	30%	31%	36%	2%	1%
5 years for city centre residents with cars	32%	30%	34%	3%	2%

Source: Q6. For the City Centre LEZ, what do you think about the proposed grace periods for the following vehicle categories …?

The 532 Friends of the Earth submissions generally reflected this as all stated that 1 year for buses and coaches and for commercial vehicles was 'about right'. However they were also definite in their views that the 4 years for private cars and 5 years for city centre residents with cars were both 'too long' a time period.

3.5 City Centre LEZ – Action if implemented

Assuming the City Centre LEZ was implemented as proposed, respondents were asked what, if anything, they would do differently as a result of it coming into force. A third of respondents said their vehicle would comply, so they would do nothing. However, this drops to 21% for Business owners. Perhaps not surprisingly, Business owner's most frequently mentioned action would be to upgrade their vehicle, with 26% stating this. However, otherwise the most frequently mentioned actions were to use more public transport, walk or bike more, alongside upgrading the vehicle.

The main point to note here however is that the myriad of responses and the fact that none are mentioned by more than around a third of respondents would indicate that there is not an 'obvious' solution to the implementation of the LEZ for those whose vehicles would not comply.

Table 10: Action if implemented

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Nothing, vehicle complies	*34%*	*33%*	*34%*	*33%*	*21%*
Use public transport more	30%	29%	28%	35%	18%
Walk more	24%	30%	24%	24%	15%
Bike more	20%	24%	22%	21%	15%
Upgrade my vehicle	18%	21%	20%	18%	26%
Change my route	16%	14%	16%	19%	11%
Choose alternative destination	12%	6%	10%	16%	12%
Use taxi/private hire more	6%	8%	6%	6%	6%
Use more park and ride	6%	3%	6%	8%	3%
Give up my vehicle	5%	7%	6%	5%	8%
Join a car club	5%	8%	6%	4%	4%
Don't travel through city centre	4%	4%	3%	5%	4%
Move away/ leave Edinburgh	4%	6%	4%	3%	10%
Avoid city centre/ Edinburgh	4%	1%	4%	5%	6%
No car/ don't commute	3%	5%	4%	4%	2%
Not stated	4%	5%	4%	3%	11%

Source: Q7. What would you do differently if the City Centre LEZ was implemented as proposed? Tick all that apply.

3.6　City-wide LEZ Boundary

The online survey contained the information in the visual below about the City-wide LEZ boundary (see full online survey in Appendix 2).

To address pollution in areas beyond the city centre (in particular Air Quality Management Areas <http://www.edinburgh.gov.uk/downloads/download/306/air_quality_management_areas>) we are proposing a city-wide LEZ applying to all commercial vehicles (buses, coaches, HGVs, LGVs, vans, taxis, and private hire cars).

Commercial vehicles contribute more to overall emissions per vehicle, as they have large engines and repeat more trips across an area. Across the city, commercial vehicles make up one quarter of trips but are responsible for two thirds of the pollution.

Diesel cars also make a significant contribution to pollution across the city. However, through the LEZ proposals, we expect that we will be able to effectively reduce emissions without affecting all cars. Complementary measures being progressed through the City Mobility Plan <http://www.edinburgh.gov.uk/CET/info/7/about_the_city_mobility_plan/7/about_the_city_mobility_plan> (Edinburgh's strategic direction for transport) and Edinburgh City Centre Transformation <http://www.edinburgh.gov.uk/CET/info/6/about/12/about> (a strategy setting out interventions to radically reshape the city centre) will focus on reducing the need for people to rely on their cars for travel into and around Edinburgh.

City-wide Low Emission Zone Boundary

A City-wide LEZ would be defined by the City Bypass, Maybury Road, Cramond Brig, Old Dalkeith Road, The Wisp, the A1 and Milton Road East. It would exclude the city's rural western settlements and Edinburgh International Airport. Cars will not be affected by the city-wide boundary.

3.6.1 Levels of support for the boundary shown

Again, based on the information given respondents were asked to state whether they agreed with the boundary for the City-wide LEZ.

Results show a slightly more favourable reaction than for the City Centre LEZ boundary, with:

- **62% saying yes, they supported the boundary for the City-wide LEZ,**
- **and 37% saying no, they did not support it.**

These figures were mirrored across Residents (69% yes, 30% no), those who Work in the city centre (62% yes, 37% no) and Leisure visitors (64% yes, 35% no). In addition, all the 532 Friends of the Earth responses stated that they were in support of this boundary. However, again the Business owners were less in favour with 51% supporting the boundary and 48% not supporting it.

3.6.2 Reasons why do not agree with City-wide boundary

Respondents were asked to say why they disagreed with the boundary. Of the 1,027 who did not support the boundary, it can be seen in Table 11 below that 35% either gave no comment, or commented on the City Centre LEZ instead, leaving 671 (65%) of those who disagreed giving a comment. Of these again only 26% of the comments were about the boundary specifically, compared to 74% of comments being about an issue or disagreement with the LEZ overall.

In terms of the boundary, the most frequently mentioned aspect was that it is too big an area overall, with around as many saying the LEZ should only be in the City Centre. Other comments include many different views on areas that should be included, most comments being to include the airport. Those who mention the LEZ in general again tended not to agree with the scheme, concentrating for the City-wide area on the negative impact this is likely to have on businesses.

Table 11: Reasons for not supporting the proposed City-wide LEZ boundary

All who disagree:	**n=1,027**
Comment not applicable – repeat of/about City Centre boundary	18%
No comment given / Don't know / Don't know enough to comment	17%
Comments made	65%
Of those who made comments (65%):	**n=671**
City-wide Boundary specific comment	**26%**
Should be smaller – too big	10%
Include airport	5%
Should only be the City Centre	4%
Do not include bypass	2%
Include all council tax postcodes	2%
Issues with/do not support LEZ generally	**74%**
Don't agree with LEZ	30%
Will negatively affect business/trade/deliveries	11%
Other issues need tackled first	7%
Public transport/P&R insufficient – need better	7%
Money making scheme	5%
Cost to business vehicles prohibitive	5%
Negative impact on residents	5%
Include cars too	3%

Source: Q8. If you disagree, please explain why

3.7 City-wide LEZ Vehicle Types

Having reviewed the boundary for the City-wide LEZ the online survey then looked at the vehicle types to be included in the City-wide zone, showing respondents the following information:

> **City-wide LEZ vehicle types**
> *The Council proposes that the city-wide LEZ apply to all commercial vehicle types <https://www.vehicle-certificationagency.gov.uk/vehicletype/ index.asp> (i.e. buses, coaches, taxis, HGV, LGV, and vans), that do not meet the required standard. The Council proposes that the city-wide LEZ does not apply to cars.*
>
> **Emission Standards**
> *The proposed emission standards are:*
> * *Euro 4 standard for petrol vehicles – generally vehicles registered from 2005*
> * *Euro 6 standard for diesel vehicles – generally vehicles registered from 2014*
> * *Euro VI standard for heavy diesel vehicles (including retrofitted engines which would be improved to operate as Euro VI).*

3.7.1 Vehicles types City-wide LEZ should apply to

Respondents were again asked to tick all the vehicle types they thought the City-wide LEZ should apply to. The results can be seen in Table 12.

Views seem to be quite consistent across the main sample groups, apart from the Business owners, who again differ in views, with fewer of them thinking it should apply across the board. All 532 Friends of the Earth responses stated that the LEZ should apply to all vehicle types.

Table 12: Vehicle types the City-wide LEZ should apply to

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Buses/coaches	78%	81%	77%	78%	73%
HGVs/LGV/Vans	81%	84%	81%	82%	71%
Taxi/private hire cars	71%	73%	71%	72%	57%
Cars	47%	53%	45%	45%	41%
Motorbikes	45%	52%	43%	44%	34%
Not stated	13%	11%	15%	13%	21%

Source: Q9. Please tick vehicle types you think the City-wide LEZ should apply to.

3.7.2 Thoughts on vehicle types

573 of 2,793 respondents, 21% of the total sample, (Table 13) gave a comment on the vehicle types to be included. Of these the most frequently mentioned response was again that no vehicles should be included as the respondent did not agree with the LEZ in principle. The remaining comments included a variety of different views, looking at exemptions and inclusions primarily in line with those as detailed for the City Centre LEZ.

Table 13: Thoughts on vehicle types to be included in City-wide LEZ

	All who commented n=573
None to be included – don't agree with LEZ	**29%**
Desired exemptions…	
▪ Motorbikes/scooters should be exempt	4%
▪ Private cars should be exempt	3%
▪ Deliveries/tradesmen visits need to be allowed	3%
Apply to…	
▪ Apply to private cars	9%
▪ Apply to all vehicles (no exemptions)	6%
Other thoughts…	
▪ Many can't afford to buy a new car/penalises poor people	7%
▪ Business will suffer/increased costs/less customers	5%
▪ Grace period should be longer	4%
▪ Infrastructure needs to be in place first	4%
Other	8%

Source: Q9. If you disagree, please explain why

3.8 City-wide LEZ Grace Periods

Grace periods were also asked for the City-wide zone, asking respondents to comment for the 2 different vehicle categories if these were 'too short', 'about right', 'too long', or that they 'don't know'.

Again, overall the views are mixed, suggesting that the grace periods shown were not immediately perceived to be right by many of the respondents. Again, Business Owners were most likely to state 'too short' for both vehicle categories at 35% for buses and coaches and 42% for commercial vehicles compared to 26% and 29% overall. Table 14 shows these views by vehicle category.

Table 14: Grace periods

Total n=2,793	Too short	About right	Too long	Don't know	Not stated
3 years for buses and coaches	26%	37%	30%	5%	2%
3 years for commercial vehicles	29%	35%	29%	5%	2%

Source: Q10. For the City-wide LEZ, what do you think about the proposed grace period?

3.9 LEZ Unintended consequences

Having reviewed the information respondents were asked to note if they anticipated any unintended consequences from Edinburgh's LEZ proposals.

Table 15: Are unintended consequences anticipated?

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Yes	63%	61%	64%	62%	76%
No	35%	37%	34%	34%	21%
Not stated	3%	2%	2%	3%	2%

Source: Q11. Do you anticipate any unintended consequences from Edinburgh's LEZ proposals?

Of the 1,750 (63%) who said there were unintended consequences many more responses relate to negative impacts that the LEZ may have than positive ones (positive only accounting for 6% of responses). The consequences have been grouped into more general areas where applicable to show the themes that emerge for this question – see Table 16 overleaf and full table in Appendix 1.

The main group of consequences mentioned come under the heading of **negative impacts on locations outwith the LEZs, amounting to 26% of mentions**. Within this were comments that the LEZs:
▪ move the problem elsewhere
▪ increase traffics/congestion elsewhere
▪ displace pollution and emissions elsewhere
▪ create parking problems
▪ create road safety issues with increased traffic
▪ spoil residential areas
▪ and worsen road conditions even further.

An equally large number of consequences mentioned come under the heading of **negative financial impacts (24%)**. Within this were comments that there are likely to be negative financial implications:
▪ … on Edinburgh's economy generally
▪ … on trade/business/commerce/business closures
▪ … on the High Street/shop closures/empty shops
▪ … on small businesses/start-ups
▪ … on consumer spending
▪ … on leisure/tourism/visitor income
▪ … on bus/taxi, small commercial vehicle companies (upgrading)
▪ … on those providing trade services
▪ … on people's earnings/finding a job/needing to move jobs.

In terms of negative consequences for specific groups (15%), the people mentioned here included:
▪ … for low income/most disadvantaged groups
▪ … vulnerable groups
▪ … people with disabilities/mobility issues/their carers
▪ … shift workers needing to work within LEZs
▪ … buses/taxis/businesses using small commercial vehicles (upgrades).
▪ … and people generally(!)

Forced migration from the city (10%) included the feeling that both residents and businesses will be forced to move out of the city, especially those on lower incomes, thereby creating increased inequality within the city.

The last of the main groups of negative responses was that of increased costs (10%), covering those passed on to customers/residents, additional travel and mileage, increased costs for taxis/Ubers and public transport, and residents 'paying premium' for good and services.

The positives (6% of mentions) included that there would be increased electric vehicle and public transport uptake; journey times would be better; that there should be improvements to bus routes, cycle paths and walking paths; an improved air quality and environment in the city and therefore the health of residents and visitors to the city; and finally, this would also benefit the out of town retail parks.

Table 16: Unintended consequences

	Yes n=1,750
Negative impact on locations outwith LEZs	26%
Negative financial impacts	24%
Problems for specific groups (taxed/penalised/can't afford upgrade)	15%
Forced migration from the city centre	10%
Increased costs	10%
Consequences on public transport	6%
A positive impact	*6%*
Complaints/anger/civil unrest/protests (residents, businesses, etc.)	*5%*
Less people/locals visiting the city centre	5%
Good shortages/ services disrupted/ affects in city centre	4%
Other	3%
No comment	5%
Don't know	6%

Source: Q11. If yes, please explain what consequences you anticipate

3.10 Effectiveness reviews

Finally, respondents were informed of the following and asked how soon after full implementation the LEZ scheme should be reviewed:

The Council has a legal duty to report annually <http://www.edinburgh.gov.uk/ downloads/download/117/local_air_quality_management_reports> on air quality monitoring data and any progress made to improve air quality, especially in the existing Air Quality Management Areas <http://www.edinburgh.gov.uk/info/20268 /pollution/314/local_air_quality_management>. Improvements made to air quality from the implementation of the LEZ scheme, will be captured with this work. However, the effectiveness of the scheme itself will also need to be reviewed following full implementation, in 2025.

6 in 10 felt the scheme should be reviewed annually (Table 17), but here the 532 respondents from Friends of the Earth all stated that the scheme should be reviewed every 2 years after implementation.

Table 17: How soon after full implementation should the scheme be reviewed

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Every year	59%	59%	59%	59%	58%
Every two years	23%	24%	23%	25%	15%
Every four years	7%	7%	8%	6%	9%
Don't know	10%	9%	9%	10%	13%
Not stated	1%	1%	1%	0%	5%

Source: Q12. How soon after full implementation of the scheme should the LEZ scheme be reviewed?

3.11 Specific issues for stakeholder groups

The individual submissions from stakeholder groups show very specific thoughts and worries pertaining to each group and as such are detailed separately. It should be noted that not all submissions specifically reviewed the boundaries, grace periods and vehicle types. As such their thoughts are detailed here as a summary of their views, including highlights of where they support the LEZ scheme and any potential issues they foresee or would like considered.

Car Clubs

- *CoMoUK (The Scotland Car Club)*
  - □ Boundaries: support them, but question why Sheriffhall Park & Ride is inside the boundary and therefore subject to penalties when used.
  - □ Vehicles: queries were raised about the process for future changes to eligibility and the impact on lower income families or small businesses that cannot afford to upgrade; and to consider/review use of shared transport.
  - □ Grace periods: support the timelines, with the caveat that advice is given to encourage long term behaviour change away from private vehicles.
  - □ Final thoughts were to use synergy between the LEZ scheme, the City Mobility Plan and the City Transformation Plan to aid the success of all 3.

- *Enterprise Holdings*
  - □ Enterprise Holdings represent companies such as Enterprise Rent-a-car, National, Alamo, Enterprise Flex-e-rent, and Enterprise Car Club.
  - □ They feel it is essential to begin to look differently at transport policies and integrate a wide range of transport modes to meet consumer needs and reduce dependency on private cars, for example shared mobility assets at key transport terminals, and fiscal incentives to encourage modal shift.

Children: Clean Air Day Primary Schools Learning Event

- Held on 20th June 2019 with 12 P6 pupils from Preston Street Primary School, 20 P5 pupils from Royal Mile Primary School, and 30 P6 pupils from Sciennes Primary School. Group activities reviewed the LEZs, looking at zone maps and considering where polluting and less polluting vehicles should be by placing grey (polluting) and white (less polluting) vehicle cards on the map. Images of the maps showed the majority of the cards (but not all) placed the more polluting vehicles outside of the zones, less polluting inside.
- The majority of the pupils were in support of the LEZs, 46 of 65 (71%) saying it was a good idea. 2 said they were not in favour. 17 (26%) said they were undecided; 2 from Royal Mile Primary who were concerned about visiting family living within the area, and 15 from Sciennes Primary who discussed the potential adverse impacts for people who are reliant on using their cars and businesses that need to use lorries/trucks, and so on.

Community councils

- *Corstorphine Community Council*
  - City Centre LEZ
    - boundary: too small, there should be one zone for all Edinburgh
    - grace periods: 1 year for buses, coaches and commercial vehicles 'about right'; 4 years for private cars/5 for city centre residents 'too long'
  - City-wide LEZ
    - boundary: should include developments to the west (Cammo, West Craigs, Garden District, Crosswinds, etc.)
    - grace periods: 3 years for buses and coaches and commercial vehicles 'too long' – all grace periods should be as short as possible
  - Vehicles: all vehicles should be included (private cars as well)
  - Review: every year after full implementation.

- *New Town & Broughton Community Council*
  - Support the initiative, but would aim for more.
  - Boundaries: City Centre should extend north to include the northern New Town (to the Water of Leith), Broughton and eastern New Town (London Road, Picardy Place, Regent Road), and include Queen Street and York Place so they do not become 'alternate routes' and increase pollution.
  - Vehicles: bring diesel cars into the scheme overall.
  - Grace periods: use an extended grace period for diesel cars to mitigate financial consequences for owners and shorten the period for buses and commercial vehicles in City-wide to same as City Centre.
  - Reviews: these should be annual.

Confederation of Passenger Transport UK (CPT)

- The CPT provided submissions from 6 organisations responding to questions about their fleets, eligibility for the LEZ and their views on the scheme overall.
- *Retrofitting for Euro 6:* views seem to suggest this is very uncertain, both in terms of whether anything is available for all their vehicles (for example it is not possible for coaches) and also whether retrofitting is feasible in terms of justifying the costs incurred against the business gained and also in terms of when this might be done given the large number of vehicles going through this process in the UK (retrofit delivery times are becoming very extended).
- *Constraints for eligibility:* not surprisingly comments here mirror the above, constraints being the cost of retrofit and indeed its availability compared to the purchase of new vehicles, linking this to the likely business achieved from the vehicle, as well as the time it takes to plan this in and get it done.
- *Timelines:* estimates of how much of fleet will be compliant by 2020 range from 0%, to 23% buses/0% coaches, 33%, 40%, and 60%. No one felt they would be 100% compliant. 2 of the 6 organisations estimated full compliance could happen by 2024, the remaining 4 being unable to say.
- *LEZ boundaries:* most comment it makes little difference which boundary is reviewed as their vehicles use the city centre. One said that there should be a bus station outwith the City Centre zone; another that as they are based within the city this will mean they have a serious competitive disadvantage; and one mentions the need for better coach parking within the centre, the lack of which currently leads to drop off and parking being separate locations which therefore incurs more cost and pollution.
- *LEZ vehicle types:* the feeling is everyone should be treated the same – at a minimum all types of commercial vehicles, or all private cars as well.

- *Support measures* mentioned included:
  - priority measures for buses and coaches for all approaches into Edinburgh from the East and West, e.g. a busway from the A89 to the airport
  - improvements to regional infrastructure and a greater focus on public transport – for example park and ride facilities in Fife/A90/M90
  - more park and ride, north, south, east and west of the city
  - smart technologies to allow bus lane priorities and other initiatives like this/ clever use of bus lanes to improve flow through the city
  - address parking for buses and coaches and also their flow through the city when there are roadworks, such as lane priority changes
  - improve public transport, encourage people to use it, increasing business for bus/coach operators and enabling retrofitting to be commercially viable
  - consider exemptions for Euro 5 vehicles for x number of days a year.

Deliveries
- *Scottish Wholesale Association*
  - With wholesalers coming from a wide variety of business sizes, including different sized delivery vehicles the Scottish Wholesale Association does not agree with the introduction, at this time, of any Edinburgh LEZ. The short time period for its introduction is one reason, especially where Edinburgh is not in keeping with the timelines of other LEZs, such as Glasgow. Also, members do not differentiate their delivery routes based on City Centre and City-wide boundaries and the prohibitions this would place on members to operate their businesses efficiently alongside the competition would mean that members would be facing punitive financial penalties.

- *UPS*
  - UPS supports the proposals to improve air quality in Edinburgh.
  - Grace periods: timelines are supported, whilst asking for as much notice as possible to put this into procurement planning and allow for exemption if compliant vehicles are ordered, but not delivered due to delayed delivery.
  - Boundary: City-wide is large when considering the use of electric vehicles so again time is requested, coming into force at the end of 2023, or 2024.
  - UPS ask that CEC and the Scottish Government put aside funding to assist commercial fleet operators with necessary changes. Also, that the level of daily penalty is no more than £50, as in other cities such as Birmingham. They also ask that Edinburgh liaises with other cities so that administration is similar across LEZs, looking at intercity charging and a centralised payment system to assist national operators.

Friends of the Earth
- A total of 532 responses were collected by Friends of the Earth.
- Their findings can be seen throughout the report, but in summary:
  - Whilst in support of low emission zones, they did not support the City Centre boundary and said it was too small, with the danger people would drive around to avoid it, pushing traffic into neighbouring residential areas. All types of vehicles should be included, and they felt a 1 year grace period was 'about right' for buses and coaches and commercial vehicles, but 4 years for private cars and 5 for city centre residents were both 'too long'.
  - They were in favour of the proposed City-wide boundary, with again all vehicles types included.
  - The scheme should be reviewed every 2 years after implementation.

Lothian Buses

- A major concern is that LEZs will have a substantial financial impact by restricting access to non-compliant buses in the city centre and the wider city zone or placing unaffordable and possible undeliverable targets which will ultimately result in unintended consequences for the network and customers.
- Boundaries: the City Centre will encourage cars to circumvent it, making new traffic hot spots, and the tram extension will cause increased congestion and pollution and the City-wide zone does not take in the airport.
- Vehicles: disappointing that buses and coaches are prioritised, ignoring the benefit that one bus replaces 75-90 car journeys and that since 2016 huge investment and improvement has been made – a bigger reduction in pollution would be made if all cars were included in both areas.
- Grace periods: even with major improvements underway it would be no earlier than 2023 before Lothian could be 100% compliant – so implementing the 1 year limit proposed would have consequences for bus users as services would need to be reduced or removed to accommodate – the Glasgow LEZ is noted for its 'better' timings, leading to 2023, a 4 year grace period.

Private hire cars

- *Hire Car Consultation Group*
  - Whilst supporting the LEZ, there was a concern all licensed, public hire taxis must be able to enter the LEZ without fear of penalty. For taxis the LEZ must be aligned with the Age and Emission restrictions for taxis and private hire cars policy (Licensing Committee). The trade will not support another change if replacement dates are brought forward again, the belief being that if the requirement remains for all taxis to be Euro 6 by 2021 the trade may collapse due to the drop in vehicle and business values.

- *Uber*
  - Whilst supportive, Uber are concerned the current proposals may not deliver the sustainable, long term improvement desired.
  - Boundary: the City Centre boundary may mean adjacent routes become more polluted due to traffic avoiding the LEZ and this should be avoided.
  - Vehicles: private cars should also be included in the City-wide LEZ.
  - Grace periods: for private hire vehicles they are too short to give sufficient time for renewal and should be moved by 1 year to the end of 2022.
  - There should also be work to move private car use to more sustainable modes of transport. The council should investigate schemes to encourage people to give up private vehicles and use other modes of transport.

Retail: European Cities Fund (Omni Centre) and SWECO, for Nuveen (St James Centre)

- Both share the same views and feel their parking supports the CEC vision for transforming the city, to reduce the negative impact of on-street parking.
- Boundary: including Leith Street is felt to be against CEC objectives to reduce on-street parking, with maybe the opposite effect if people park on-street instead and move pollution into neighbouring areas – consider excluding Elder Street and Leith Street (make the boundary at St Andrew's Square)
- Grace periods: commercial vehicles should have 3 years for both LEZs to allow retailers and suppliers to make necessary fleet and infrastructure changes (e.g. layout and operation of service yards if retailers use smaller, less-polluting vehicles that could result in increased servicing frequencies).

Stakeholder workshops
- 4 workshops were conducted in total, with a mix of different stakeholders, including some of the above groups who also submitted specific responses.
- A summary of their thoughts shows:
  - Boundary: generally agree, with some queries:
    - consideration needed of routes that might be taken to avoid zones, and to include hot spots outside city centre (e.g. St John's Road)
    - implications need to be considered for access for various groups, such as carers, community groups, NHS deliveries, other deliveries, exemptions for workers using private vehicles, etc.
    - there is a need to incentivise and encourage public transport
    - Sheriffhall Park & Ride – all park and ride should be outside the zone
    - why is the airport not included
    - Leith St, St James, Omni centres – how will this all work
  - Vehicles: agree with inclusions, but question how some groups will be managed (taxis, private hire cars, tourist coaches, construction traffic), request potential exemptions (motorbikes, blue badge holders) and some it is feel unfair on City Centre residents who MUST comply
  - Grace periods: mixed views, either too short or too long with queries and thoughts on how some will be able to achieve compliance:
    - awareness campaigns and help will be needed
    - some say businesses need longer; others that the time period for cars should be shorter; some disagree on the difference between residents and non-residents, saying both should be the same; others that for buses the City Centre and City-wide should be the same, etc

The University of Edinburgh
- The University of Edinburgh is supportive but feels the LEZ proposal should be aligned with the City Mobility and the City Centre Transformation plan. Alignment with the Mobility Plan may help alleviate the potential issue of increased pollution around the edges of the City Centre zone. Also, it is felt that the implications for commercial vehicles in the City Centre may impact on major building projects being undertaken by the University and others and urges consultation on the practicalities and implications of the proposal.

Transport bodies
- *South East of Scotland Transport Partnership (SEStran)*
  - Supportive, but feel it must be linked to a regional strategy to mitigate the impact, provide appropriate alternative travel solutions, review how this will affect public transport providers, ensure no user is impacted significantly more than another, and review how this will be affected by national policy.

- *Spokes*
  - City Centre LEZ
    - boundary: too small, encouraging use of alternative routes but not changing behaviour, not covering high pollution areas like St John's Road
    - grace periods: 1 year for buses, coaches and commercial vehicles 'about right'; 4 years for private cars/5 for city centre residents 'too long'
  - City-wide LEZ
    - boundary: support but 3 year grace periods for buses and coaches and commercial vehicles is too long – bring in line with 1 year for City Centre
  - Vehicles: all vehicles should be included (private cars as well).

Vintage vehicles

- *The Federation of British Historic Vehicle Clubs*
  - The Federation does not question the need for a LEZ but say it could mean potential consequences for the owners of historic vehicles. In contrast to England, the proposal is to have exclusion, not charging zones, rendering use of the vehicle improper and it would be expected that detailed provision would be sought for creating special penalties for repeat offenders. To avoid this, exemptions are desired, to enable occasional historic vehicle users to use their vehicles without becoming repeat offenders.

- *The Vintage Motorcycle Club (VMCC)*
  - The VMCC is keen to stress the benefits that motorcycles have in helping to reduce pollution and state this has been recognised in the majority of LEZs within the UK with exemption being given to ALL motorcycles. They hope that Edinburgh will follow this lead. Historic vehicles should also be exempt. They are concerned about the penalty basis for the scheme and would also question whether a financial impact assessment has been carried out in respect of the proposals so that they do not become a tax on the low paid, forcing people to buy more expensive, newer cars.

APPENDIX

1. Tables used in the report including minor responses (2%, 1%, 0%)
   Note: full tables can be found in a separate PDF document

2. Online survey (print version)

Appendix 1 – tables including minor responses (2%, 1%, 0%)

Table 6: Reasons for not supporting the proposed City Centre LEZ boundary

	Disagree n=1,276
City-centre Boundary specific comment	**35%**
Worry about increased traffic/pollution in nearest streets/parks	12%
Boundary should be larger	8%
Include New Town/up to Ferry, Queensferry Rd	3%
Make it one large zone - the City	2%
Should be a smaller area	2%
Do not make Preston St School be on the boundary	2%
▪ Include: Queen St; Queens Drive/Calton Hill/Holyrood Park; St Johns Rd; Melville Drive/Meadows; Haymarket/Morrison St; Leith St/Leith Walk; all QMA area; arterial routes ▪ Reconsider south/west boundaries; South goes too far south	Each 1%
▪ Include: Brunstfield/Morningside/Marchmont; London Rd; Tollcross/Lothian Rd; All along Randolph Crescent; Fountain Bridge/Gorgie; South down to Lauriston Place; Cover West and North ▪ Do not include Leith St/North Bridge ▪ Review west edge; west/north/south corridor; east west line at A700	Each under 1% (n=2-6)
▪ Include: to Elm Row; Hope Park Terrace; Easter Road; Holyrood/Pleasance; St Andrews House and Scottish Parliament; Edinburgh Park/Sighthill/South Gyle; South to Grange Road ▪ Not: Clerk St/Calton Rd; major routes Lothian Rd, Leith St, North Bridge; Tollcross to Eye Pavilion; Scottish Parliament ▪ Insufficient direct routes; Travel impeded RIE to WGH	Individual mentions
Issues with/do not support LEZ generally	**59%**
Need a better approach overall instead	9%
Need better public transport instead	8%
Will badly affect shops and businesses	7%
Can't afford to buy a new vehicle	7%
Stealth tax/attempt to create revenue	6%
Will affect commuters/public transport not sufficient/suitable	6%
Must use a car - unavoidable	5%
All alternative routes cost time/money/more pollution	4%
LEZ doesn't consider residents and their needs sufficiently	4%
LEZ not needed	3%
Council policy to charge the poor is unfair	3%
Discriminatory for disabled people	2%
Too restricting, stop people going to city centre	2%
Be unable to work in city centre; Congestion charge by another name; What about vintage vehicles?; Diesel issue – being penalised unduly; Only if motorcycles excluded; Should be enough if a car passes emissions test; Live on boundary, unfair; Should be no exemptions	1% or less
Don't know	9%

Source: Q4. If you disagree, please explain why

Table 8: Thoughts on vehicle types included in City Centre LEZ

	Of all who commented n=678
None to be included – don't agree with LEZ	**18%**
Desired exemptions…	
▪ Motorbikes/scooters should be exempt	10%
▪ Buses/public transport should be exempt	8%
▪ Private cars should be exempt	6%
▪ Deliveries/tradesmen visits need to be allowed	6%
▪ Diesel engines should be exempt, Govt. encouraged	4%
▪ Disabled vehicles should be exempt	3%
▪ Classic/vintage vehicles should be exempt	3%
▪ Residents	2%
▪ Exempt: Electric/hybrid cars / Taxis / LGVs	1% or fewer
Apply to…	
▪ Apply to buses	7%
▪ Apply to HGVs	5%
▪ Apply to all vehicles – no exemptions	4%
▪ Apply to commercial vehicles	4%
▪ Apply to taxis	4%
▪ Apply to tour buses/coaches	4%
▪ Apply to private cars	2%
▪ Apply to private hire cars	2%
▪ Apply to: 4x4/gas guzzlers; LGV/Vans; diesel engines; Euro 6 should apply to petrol engines as well; trains	1% or fewer
Other thoughts…	
▪ Many can't afford to buy a new car/penalises people	9%
▪ Businesses suffer/increased costs/less customers, etc.	5%
▪ Grace period should be longer	4%
▪ Use actual emissions from MOT test – be specific	3%
▪ Just a tax, money making exercise	3%
▪ Displacing problem/sending traffic into residential areas	2%
▪ Compensation paid/scrappage/incentive to change	2%
▪ Access limited to certain times for certain vehicles	2%
▪ Electric charging infrastructure not in place	2%
▪ Better traffic management would be more effective; More environmentally damaging to scrap good vehicles; Euro 6 for diesel is too high; Allow occasional access/by number visits over a period; Pedestrianize the city centre; Larger vehicles only come with diesel engines; Congestion charge would be better; Infrastructure needs to be in place first	1% or fewer
Other	9%

Source: Q5. If you disagree, please explain why

Table 10: Action if implemented

	Total n=2,793	Residents n=1,246	Work in centre n=1,261	Visit for leisure n=1,408	Business owner n=136
Nothing, vehicle complies	*34%*	*33%*	*34%*	*33%*	*21%*
Use public transport more	30%	29%	28%	35%	18%
Walk more	24%	30%	24%	24%	15%
Bike more	20%	24%	22%	21%	15%
Upgrade my vehicle	18%	21%	20%	18%	26%
Change my route	16%	14%	16%	19%	11%
Choose alternative destination	12%	6%	10%	16%	12%
Use taxi/private hire more	6%	8%	6%	6%	6%
Use more park and ride	6%	3%	6%	8%	3%
Give up my vehicle	5%	7%	6%	5%	8%
Join a car club	5%	8%	6%	4%	4%
Don't travel through city centre	4%	4%	3%	5%	4%
Move away/ leave Edinburgh	4%	6%	4%	3%	10%
Avoid city centre/ Edinburgh	4%	1%	4%	5%	6%
No car/ don't commute	3%	5%	4%	4%	2%
Car share, compliant vehicle	2%	2%	2%	2%	1%
Nothing/ ignore/ carry on	2%	2%	3%	2%	2%
Change job/ give up working	2%	1%	3%	1%	6%
Campaign against/ vote out council	2%	2%	1%	1%	-
Public transport needs improvement	1%	1%	1%	1%	1%
Enjoy clean air/ visit city more	1%	1%	1%	1%	-
Cycling needs to be safer	0%	1%	0%	0%	-
Use a motorbike	0%	0%	0%	0%	1%
Pay the fine	0%	0%	0%	-	-
Pass cost on to customers	0%	-	0%	0%	1%
Need more info	0%	-	0%	0%	-
Other	2%	2%	2%	2%	7%
Not stated	4%	5%	4%	3%	11%

Source: Q7. What would you do differently if the City Centre LEZ was implemented as proposed? Tick all that apply.

Table 11: Reasons for not supporting the proposed City-wide LEZ boundary

All who disagree:	n=1,027
Comment not applicable – repeat of/about City Centre boundary	18%
No comment given / Don't know / Don't know enough to comment	17%
Comments made	65%
Of those who made comments (65%):	**n=671**
City-wide Boundary specific comment	**26%**
Should be smaller – too big	10%
Include airport	5%
Should only be the City Centre	4%
Do not include bypass	2%
Include all council tax postcodes	2%
Include: South Queensferry, Currie, Balerno, more to south, Cammo/Cragiehill, should be larger	Each 1%
Include: Ratho, Newbridge, Kirkliston, RBS Gogarburn, more to west, bypass, Musselburgh, A8/M8/M90/Queensferry Crossing, Juniper Green Includes farmland – how will that work?	Each 0%
Include: more to east, all roads near densely populated areas, Baberton, Brunstane/Newcraighall, Danderhall/Millerhill Do not include: hospitals, shopping centres, Edinburgh Park, A1/Milton Road Only include badly polluted areas	Individual mentions
Issues with/do not support LEZ generally	**74%**
Don't agree with LEZ	30%
Will negatively affect business/trade/deliveries	11%
Other issues need tackled first	7%
Public transport/P&R insufficient – need better	7%
Money making scheme	5%
Cost to business vehicles prohibitive	5%
Negative impact on residents	5%
Include cars too	3%
Tax on the poor; Drive up cost of public transport; Cars will be next!; Negative impact on Edinburgh as a whole	1% each
Give enough time to comply; Disadvantages residents just outside; Wait and see how City Centre turns out; Whole area should be as City Centre; Bypass won't cope with extra load (if not included); Exclude vintage vehicles; Exclude taxis; Disadvantages club/activities vehicles; Access to work sites impossible; Be stricter overall	0% each

Source: Q8. If you disagree, please explain why

Table 13: Thoughts on vehicle types to be included in City-wide LEZ

	Of all who commented n=573
None to be included – don't agree with LEZ	**29%**
Desired exemptions…	
▪ Motorbikes/scooters should be exempt	4%
▪ Private cars should be exempt	3%
▪ Deliveries/tradesmen visits need to be allowed	3%
▪ Exempt: Buses/public transport; Classic/vintage vehicles; Electric/hybrid cars; Residents; LGVs; Disabled vehicles; Taxis; Euro 6 for diesel is too high; Diesel engines as Govt. encouraged	2% or fewer each
Apply to…	
▪ Apply to private cars	9%
▪ Apply to all vehicles (no exemptions)	6%
▪ Apply to buses; commercial vehicles	2% each
▪ Apply to: tour buses/coaches; private hire cars; LGV/Vans; HGVs; taxis; 4x4/gas guzzlers; diesel engines; trains; Euro 6 should apply to petrol engines as well; vehicles commuting into the city	1% or fewer each
Other thoughts…	
▪ Many can't afford to buy a new car/penalises poor people	7%
▪ Business will suffer/increased costs/less customers	5%
▪ Grace period should be longer	4%
▪ Infrastructure needs to be in place first	4%
▪ Displacing the problem into residential areas ▪ Better traffic management would be more effective ▪ These are the worst polluters ▪ Use actual emissions from MOT test ▪ Compensation/scrappage/incentive to change ▪ Just a tax/money making exercise ▪ Small businesses will suffer/can't afford to replace vehicles	2% each
▪ Area too wide; Lack of electric charging points; Larger vehicles only have diesel; Unfair if only use vehicles on trips out of city; Allow occasional access/go by number of visits; Access limited to certain times for certain vehicles; City will die/won't function; All areas deserve clean air; Congestion charge be better; Two-tier system wrong; Costs passed on to customers; What are the alternatives?; Confusing/biased questions; Need more information; Idling should be discouraged; More environmentally damaging to scrap good vehicles; Promote car sharing; Council should be bold/ urgent action required; Council a dictatorship; Decide at national level	1% or fewer each
Other	8%

Source: Q9. If you disagree, please explain why

Table 16: Unintended consequences

	Yes n=1,750
Negative impact on locations outwith LEZs	26%
Negative financial impacts	24%
Problems for specific groups (taxed/penalised/can't afford upgrade)	15%
Forced migration from the city centre	10%
Increased costs	10%
Consequences on public transport	6%
A positive impact	*6%*
Complaints/anger/civil unrest/protests (residents, businesses, etc.)	5%
Less people/locals visiting the city centre	5%
Good shortages/ services disrupted/ affects in city centre	4%
▪ People being forced to purchase complaint vehicle ▪ Inefficiencies with perfectly good cars going to waste/scrap ▪ Problems selling polluting vehicles at, low cost/then trying to buy compliant one (with limited money from sale) ▪ Strain caused by limited electric charging points in/around city centre	2% each
▪ Negative impact on Edinburgh's public image / …as an attractive trade destination / …investment less likely ▪ People being forced to give up car / …if can't afford to replace ▪ Negative environmental impact/more Euro4/5 petrol cars/more CO_2/idling in traffic ▪ Restricted freedom of movement/ability to traverse the city ▪ Increase in crime/vehicle cloning/growth of black economy ▪ It won't result in less pollution ▪ Loss of revenue to Council/reduced parking fees ▪ House prices may be affected (up inside zone and down outwith) ▪ Increased number of cyclists may cause problems/accidents ▪ Policing it may be difficult/impossible to enforce/like the 20mph zone ▪ Outsiders may inadvertently fall foul of the law/how will they know? ▪ May end up costing a lot of money to implement ▪ Won't reduce congestion, just replacing one vehicle with another ▪ Residents will be most inconvenienced	1% each
▪ Possible privacy issues/people's data being kept ▪ Health related/medical visits may be affected ▪ Children's activities may be affected ▪ Music/arts venues may be affected/difficulties transporting equipment ▪ Proposals complicated/public needs to be educated how this will work ▪ Possible skills shortages/more difficult for employers to recruit workers ▪ Sports clubs/community groups may be adversely affected ▪ Metered parking zones may be extended outward ▪ Key workers (health/care) may be affected/need to be made exempt	0% each
Other	3%
No comment	5%
Don't know	6%

Source: Q11. If yes, please explain what consequences you anticipate

Appendix 2 – the online survey (print version)

Edinburgh Low Emissions Zone

Overview

In 2018, the Council carried out one of its largest ever consultation programmes, 'Connecting Our City, Transforming Our Places' <http://www.edinburgh.gov.uk/CET/downloads/file/1/edinburgh_connecting_our_city_transforming_our_places_-_survey_findings> . Of those responding to the consultation, 75% agreed that restricting access for the most polluting vehicles to the city centre and wider city should be considered as one way to control and improve air quality.

The City of Edinburgh Council is consulting on proposals to introduce a Low Emission Zone (LEZ) to reduce pollution from traffic. It is estimated that around 80% of nitrogen oxide (NOx) concentrations are directly attributed to traffic emissions. Pollutants caused by vehicle emissions are largely invisible, but these gases and particulates can be hazardous to human health.

There is a growing body of scientific evidence that has established links between air pollution with ill health <https://www2.gov.scot/Resource/0048/00488493.pdf> . Reducing pollution will help improve the health and wellbeing of people who live, work or visit the city, particularly those vulnerable to pollution such as children, older people and those with health conditions.

Edinburgh has a number of Air Quality Management Areas <http://www.edinburgh.gov.uk/downloads/download/308/air_quality_management_areas> due to traffic related air pollution. The proposals include a LEZ which applies both to the city centre for all vehicles, and city wide for only commercial vehicles (buses, coaches, heavy goods vehicles, light goods vehicles, vans, taxis, and private hire cars).

Edinburgh's LEZ will be one of four in Scotland as part of the Scottish Government's national Low Emission Zones programme <https://www.lowemissionzones.scot/> , alongside Glasgow, Aberdeen and Dundee. LEZs reduce pollution caused by vehicles by restricting access for polluting vehicles that fail to meet minimum emission standards (which are set nationally).

In line with Scottish Government Commitments, Edinburgh is planning for its LEZ scheme to be in place at the end of 2020. Owners of the different types of vehicles will have a grace period before enforcement starts. This is to allow owners time to make suitable alternative arrangements.

Why we are consulting

Scottish Government is developing legislation <https://www.parliament.scot/parliamentarybusiness/Bills/108683.aspx> setting out the detail of how LEZs will operate, to ensure consistency across LEZs in Scotland. This <https://www.lowemissionzones.scot/> framework <https://www.lowemissionzones.scot/> will cover issues such as the emissions standards for vehicles, penalty rates, exemptions for specific vehicles, and enforcement.

To inform how we should implement the proposed LEZ in Edinburgh, City of Edinburgh Council is seeking your view on key aspects including: the proposed boundaries, the types of vehicles affected, grace periods (how long different vehicle types should have to comply), and wider views on how the LEZ might impact upon your transport choices.

Survey Overview

This survey includes questions for you to indicate whether you agree or disagree with certain proposals and free-text questions for you provide further detail.

The survey is structured three parts

- Part 1 - LEZ proposals relating to city centre including the boundary, vehicles included, and grace periods (questions 1 to 6).
- Part 2 - LEZ proposals relating city wide including the boundary, vehicles included, and grace periods (questions 7 to 9).
- Part 3 - General questions about LEZs and questions about you (questions 10 to 18).

Part 1 - City Centre LEZ

1 Which of the following describe you? (Please tick all that apply).

Please select all that apply

☐ City centre resident   ☐ Work in the city centre   ☐ Visit the city centre for leisure

☐ Own a business within the city centre

2 How often do you use each of these forms of transport to travel to, from or around the city centre?

	Never	Less than once a month	At least once a month	At least once a week	Every day
Walk *Please select only one item*	○	○	○	○	○
Bike *Please select only one item*	○	○	○	○	○
Bus or coach *Please select only one item*	○	○	○	○	○
Car *Please select only one item*	○	○	○	○	○
Tram *Please select only one item*	○	○	○	○	○
Train *Please select only one item*	○	○	○	○	○
Taxi or private hire car *Please select only one item*	○	○	○	○	○
Light goods vehicle *Please select only one item*	○	○	○	○	○
Heavy goods vehicle *Please select only one item*	○	○	○	○	○

3 When do you normally travel to, from or around the city centre? (Please tick all that apply)

Please select all that apply

☐ Monday to Friday   ☐ Saturday and Sunday

Air Quality in the City Centre

A city centre LEZ applying to all vehicles, introduced within a short period of time, would tackle the worst concentrations of air pollution in a densely populated area, with the highest number of workers and visitors.

The proposed boundary includes the most polluted streets within the city centre, whilst allowing non-compliant vehicles to be able to take an alternative route. The effect of the city centre LEZ will mean cleaner vehicles operating across the whole of the city.

The proposed City Centre LEZ boundary would apply to **all vehicles**: buses, coaches, taxis, HGV, LGV, vans, motorbikes, and cars.

City Centre Low Emission Zone Boundary

The proposed City Centre LEZ boundary is bounded by St Colme Street and Queen Street to the north; Leith Street, Regent Road, Abbeyhill, Horse Wynd, Holyrood Road, the Pleasance and St Leonards to the east; East and West Preston Street, Melville Drive, Earl Grey Street, Morrison Street, West Approach Road and Torphichen Street to the south; and Palmerston Place, Chester Street, Drumsheugh Gardens, Queensferry Street, Randolph Crescent, Great Stuart Street and Ainslie Place to the west.

Rationale for proposed boundary

- **On the north** Queen Street is excluded from the LEZ as it provides a suitable alternative route. If Queen Street were included this would encourage additional traffic through Stockbridge (via Hamilton Place / Henderson Row and Brandon Street / Eyre Place). Ferry Road as a further alternative was considered too far from the city centre.
- **The eastern boundary** of the LEZ is defined by Abbeyhill, Holyrood Road, Pleasance and St Leonard's Street. These all lie outside areas with high pollutant concentrations area and provide a suitable diversion. Queen's Drive is not a suitable diversion as it is closed to general traffic on a Sunday (and at all times for some vehicles).
- **The western LEZ boundary** is complex to locate and runs along Earl Grey Street, Morrison Street, West Approach Road and Torphichen Street. Including Haymarket within the zone would result in traffic through Murieston Place / Murieston Crescent / Russell Road which are not suitable to carry additional traffic. The next possible boundary would be at Hutchison Crossway / Balgreen Road but this would result in an extremely west orientated LEZ area which does not align with air quality issues.
- **The south boundary** utilises Melville Drive and offers a straightforward diversion.

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CEC | LEZ Consultation Findings | v2 final | 4th September 2019

4 Do you support the proposed boundary for the City Centre LEZ?

Please select only one item

◯ Yes   ◯ No

If you disagree, please explain why

City centre vehicle types

The proposed **City Centre LEZ** applies to **all vehicle types** <https://www.vehicle-certification-agency.gov.uk/vehicletype/index.asp> (i.e. buses, coaches, taxis, HGV, LGV, vans, motorbikes and cars), that do not meet the required standard?

Emission Standards

The proposed emission standards are:

- Euro 4 standard for petrol vehicles – generally vehicles registered from 2005
- Euro 6 standard for diesel vehicles – generally vehicles registered from 2014
- Euro VI standard for heavy diesel vehicles (including retrofitted engines which would be improved to operate as Euro VI).

5 Please tick vehicle types you think the City Centre LEZ should apply to

Please select all that apply

☐ Buses/coaches   ☐ HGVs/LGV/Vans   ☐ Taxi/private hire cars   ☐ Cars   ☐ Motorbikes

If you disagree, please explain why

Proposed Grace Periods – Allowing time for vehicle owners to prepare

Edinburgh's LEZ scheme will be implemented at the end of 2020. However, owners of the different types of vehicles will have a 'Grace Period' prior to enforcement of the scheme. This is to allow owners of vehicles time to prepare. Preparation may occur through altering the vehicles or fleet, through retrofitting (mostly buses), by planning the purchase of a new vehicle or through considering other forms of transport.

Reducing emissions from the commercial fleet (buses, coaches, HGV, LGV, taxi/private hire) will have the biggest impact on improving air quality in the city centre. Accordingly, we are proposing a one-year grace period for these vehicles, with enforcement commencing at the end of 2021.

For cars, the grace period is four years meaning enforcement would start at the end of 2024. An additional year would be allowed for residents living within the proposed City Centre LEZ boundary. Enforcement would start at the end of 2025. This allows car owners a longer timeframe to change the way they travel or to upgrade their vehicles.

6 For the City Centre LEZ, what do you think about the proposed grace periods for the following vehicle categories?

	Too short	About right	Too long	Don't know
1 year for buses and coaches Please select only one item	○	○	○	○
1 year for commercial vehicles Please select only one item	○	○	○	○
4 years for private cars Please select only one item	○	○	○	○
5 years for city centre residents with cars Please select only one item	○	○	○	○

7 What would you do differently if the City Centre LEZ was implemented as proposed? Please tick all that apply

Please select all that apply

☐ Nothing - my vehicle complies with the proposed emissions standards　　☐ Upgrade my vehicle

☐ Give up my vehicle　　☐ Join a car club　　☐ Car share in a compliant vehicle　　☐ Change my route

☐ Choose an alternative destination　　☐ Walk more　　☐ Bike more

☐ Use public transport more (buses, coaches, tram, train)　　☐ Use taxis/private hire cars more

☐ Use more park and ride – combination of driving and public transport　　☐ I don't travel through the city centre

Other

_____

Part 2 – City-wide LEZ

To address pollution in areas beyond the city centre (in particular **Air Quality Management Areas**
<http://www.edinburgh.gov.uk/downloads/download/308/air_quality_management_areas>) we are proposing a **city-wide LEZ**
applying to **all commercial vehicles** (buses, coaches, HGVs, LGVs, vans, taxis, and private hire cars).

Commercial vehicles contribute more to overall emissions per vehicle, as they have large engines and repeat more trips across an
area. Across the city, commercial vehicles make up one quarter of trips but are responsible for two thirds of the pollution.

Diesel cars also make a significant contribution to pollution across the city. However, through the LEZ proposals, we expect that we
will be able to effectively reduce emissions without affecting all cars. Complementary measures being progressed through the **City
Mobility Plan** <http://www.edinburgh.gov.uk/CET/info/7/about_the_city_mobility_plan/17/about_the_city_mobility_plan>
(Edinburgh's strategic direction for transport) and **Edinburgh City Centre Transformation**
<http://www.edinburgh.gov.uk/CET/info/6/about/12/about> (a strategy setting out interventions to radically reshape the city centre)
will focus on reducing the need for people to rely on their cars for travel into and around Edinburgh.

City-wide Low Emission Zone Boundary

A City-wide LEZ would be defined by the City Bypass, Maybury Road, Cramond Brig, Old Dalkeith Road, The Wisp, the A1 and
Milton Road East. It would exclude the city's rural western settlements and Edinburgh International Airport. Cars will not be affected
by the city-wide boundary.

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8 Do you agree with the proposed boundary for the City-wide LEZ?

Please select only one item

◯ Yes   ◯ No

If you disagree, please explain why

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City-wide LEZ vehicle types

The Council proposes that the **city-wide LEZ** apply to **all** commercial vehicle types *<https://www.vehicle-certification-agency.gov.uk/vehicletype/index.asp>* (i.e. buses, coaches, taxis, HGV, LGV, and vans), that do not meet the required standard. The Council proposes that the city-wide LEZ **does not apply to cars.**

Emission Standards

The proposed emission standards are:

- Euro 4 standard for petrol vehicles – generally vehicles registered from 2005
- Euro 6 standard for diesel vehicles – generally vehicles registered from 2014
- Euro VI standard for heavy diesel vehicles (including retrofitted engines which would be improved to operate as Euro VI).

9 Please tick vehicle types you think the city-wide LEZ should apply to

Please select all that apply

☐ Buses/coaches   ☐ HGVs/LGV/Vans   ☐ Taxi/private hire cars   ☐ Cars   ☐ Motorbikes

If you disagree, please explain why

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10 For the City-wide LEZ, what do you think about the proposed grace period?

	Too short	About right	Too long	Don't know
3 years for buses and coaches *Please select only one item*	◯	◯	◯	◯
3 years for commercial vehicles *Please select only one item*	◯	◯	◯	◯

Part 3 - General questions about LEZs and questions about yourself

11 Do you anticipate any unintended consequences from Edinburgh's LEZ proposals?

Please select only one item

◯ Yes   ◯ No

If yes, please explain what consequences you anticipate

[text box]

Reviewing the effectiveness of LEZs in Edinburgh

The Council has a legal duty to **report annually**
<http://www.edinburgh.gov.uk/downloads/download/117/local_air_quality_management_reports> on air quality monitoring data and any progress made to improve air quality, especially in the existing **Air Quality Management Areas**
<http://www.edinburgh.gov.uk/info/20268/pollution/314/local_air_quality_management> . Improvements made to air quality from the implementation of the LEZ scheme, will be captured with this work. However, the effectiveness of the scheme itself will also need to be reviewed following full implementation, in 2025.

12 How soon after the full implementation of the scheme should the LEZ scheme be reviewed?

Please select only one item

◯ Every year after full implementation   ◯ Every two years after full implementation

◯ Every four years after full implementation   ◯ Don't know

About you

13 What is your name?

What is your name?

[text box]

14 If you are responding on behalf of an organisation, please can you tell us the name of the organisation?

[text box]

15 What is your email address?

[text box]

16 What is your postcode?

post code (first part is sufficient) (Required)

[   ]

17 What is your age?

Please select only one item

◯ Under 16   ◯ 16 - 24   ◯ 25 - 34   ◯ 35 - 44   ◯ 45 - 54   ◯ 55 - 64   ◯ 65 - 74   ◯ 75 and over

18 What is your gender?

Please select only one item

◯ Male   ◯ Female   ◯ Other Gender Identity

19 Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more?

Please select only one item

◯ Yes   ◯ No

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Edinburgh Low Emissions Zone Impacts - Progress Report

October 2019

Jacobs U.K. Limited

1. Introduction

In 2015, the Scottish Government made a commitment to significantly improve Scotland's air quality through the Cleaner Air for Scotland strategy; alongside this, the Programme for Government 2017-18 committed[1] to introduce LEZs in Aberdeen, Dundee, Edinburgh and Glasgow by 2020. In addition, the City of Edinburgh Council (CEC) committed[2] to improving the city's air quality and health through the introduction of a LEZ.

The Scottish Government and Local Authorities must reduce NO_2 concentrations to below annual average NO_2 of 40 µgm-3, in order to comply with the legislation.[3][4], Edinburgh has five Air Quality Management Areas declared for exceedance of legal limits due to road traffic. A LEZ restricts entry to an area by setting an emission standard as a requirement, this means the LEZ can achieve a reduction in NO_2 concentrations by improving the Euro emission standard of vehicles that enter the area.

The Transport (Scotland) Bill was introduced to the Scottish Parliament in June 2018 and is currently progressing through the Parliamentary process. This will provide legislation that enables the creation and civil enforcement of LEZs. The Bill will allow the Scottish Government to set (through regulations) consistent national standards for key aspects of LEZs including emissions, penalties, certain exemptions and parameters for grace periods. Local Authorities will then have the powers to create, enforce, operate or revoke a LEZ, and to design the boundary and vehicle scope of their LEZ.[5]

The emission standards for Scotland LEZs are to be set through regulation, and are expected to be Euro 6/VI for diesel vehicles and Euro 4 for petrol vehicles. This is consistent with other cities such as London, Manchester, and Birmingham.

Between May and July 2019, the Council publicly consulted on LEZ proposals in Edinburgh including a city centre zone boundary applying to all vehicle types and a city-wide boundary applying to commercial vehicles (buses, coaches, taxi and private hire, light and heavy goods vehicles). The consultation also set out proposals for when enforcement would start, as set out in Table 1 below.

Table 1: Edinburgh LEZ implementation timeline

Edinburgh LEZ Scheme implemented by end of 2020		
Vehicle type Grace Period	**Grace Period**	**Extended Grace Period for residents**
City centre boundary		
Bus / coaches	1 year (End of 2021)	
Commercial vehicles	1 year (End of 2021)	
Cars	4 years (End of 2024)	1 year (End of 2025)
City wide boundary		
Bus / coaches	3 years (End of 2023)	
Commercial vehicles	3 years (End of 2023)	

The analysis sets out the impacts arising from the introduction of a LEZ as proposed for public consultation in 2019. The findings will inform further development of LEZ proposals in Edinburgh and wider mitigation measures.

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[1] Scottish Government, 2017, https://www.gov.scot/publications/nation-ambition-governments-programme-scotland-2017-18/
[2] City of Edinburgh Council, 2018, http://www.edinburgh.gov.uk/info/20141/council_pledges/694/deliver_a_sustainable_future
[3] Department for Environment, Food & Rural Affairs, 2011, *Air Quality Strategy for England, Scotland, Wales and Northern Ireland – Local Air Quality Management*, https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1
[4] Scottish Government, 2010, *The Air Quality Standards (Scotland) Regulations 2010*, http://www.legislation.gov.uk/ssi/2010/204/schedule/2
[5] https://www.lowemissionzones.scot/development

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2. Approach to identifying the wider impacts of introducing a LEZ

A range of skills and expertise including transport modellers, economists, and integrated impact assessors have contributed to the identification of wider impacts of introducing a LEZ in Edinburgh. A number of data sets and analytical approaches have been used to identify the impacts set out in this report:

- Datasets

  - This was especially relevant for understanding the levels of compliance with emission standards, vehicle types, and numbers of vehicles which would be affected by the LEZ. Analysis used traffic data collected in November 2016 and June 2019 (collected as inputs to Edinburgh's Air Quality Model) for City Centre Boundary, DVLA data from 2018 for the City Wide Boundary.

- Modelling

  - Edinburgh-specific air quality model (run for CEC by the Scottish Environmental Protection Agency (SEPA)), in line with the National Modelling Framework[6]

  - Edinburgh specific transport modelling was carried out using CEC's strategic VISUM model suite of the city centre using a 2016 base year and two forecast years for 2022 and 2032. These have been generated from planning forecasts, agreed with CEC, and were last updated in summer 2017.

- Frameworks and guidance

  - Scottish Government's National Low Emission Framework[7] (NLEF), UK Government's Joint Air Quality Unit (JAQU) guidance[8], NHS Lothian's integrated impact assessment (IIA) guidance[9].

- Knowledge from similar projects across the UK

  - Experience from analysts' previous work on London, Manchester and Birmingham air quality interventions in identifying impacts Edinburgh's LEZ may have.

- Case studies

  - Discussing LEZs with businesses, care providers, residents and other organisations e.g. trade organisations provided insight into the potential impacts to be explored.

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[6] *Air Quality Evidence Report – November 2018 (SEPA)*
http://www.edinburgh.gov.uk/CET/downloads/file/3/air_quality_evidence_report_%E2%80%93_edinburgh
[7] Scottish Government, 2019, *National Low Emission Framework*,
https://www.gov.scot/publications/national-low-emission-framework/
[8] JAQU, 2017, Clean Air Zone Framework,
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf
[9] NHS Lothian, 2017, *Integrated Impact Assessment Guidance*,
https://www.nhslothian.scot.nhs.uk/YourRights/EqualityDiversity/IADocuments/IntegratedImpactAssessmentGuidance.pdf

4

- Surveys

    - Survey of Edinburgh City Centre Business Improvement District Members – To ascertain awareness and preparedness of businesses for a possible LEZ.

    - Analysis of Transport Scotland's LEZ survey and consultation – including response to the 2017 public consultation on LEZ which sought to ascertain views on a number of aspects (including transport, emissions, and potential LEZ designs) from a variety of stakeholders[10] and survey work undertaken in 2019 to understand awareness and opinion of low emission zones.

3. Integrated Impact Assessment

A draft IIA has been carried out with a primary focus on equality and human rights objectives. Stages 1 to 4 of the 7-stage process of assessment have been undertaken in accordance with NHS Lothian guidance[11] (Flow chart provided in Appendix A). Table 2: IIA summary provides a summary of the findings.

Key messages and findings from case studies, including the London Ultra Low Emissions Zone; stakeholder engagement workshop and targeted Community Transport Providers surveys were all used to assess potential impact of LEZ proposals. The IIA also has identified need for further work that is indicated in bold italics in Table 2. Further work on the IIA will be undertaken as the proposals are refined and to further understand the impact against the IIA objectives and the affected population groups[12].

Table 2: IIA summary

Item no	Objective: Equality and human rights	Affected population
	Positive	
1	The LEZ policy is likely to discourage the most polluting vehicles from entering the LEZ. This will reduce emissions and improve air quality and in turn have a positive effect on health of those most at risk of respiratory illness including the elderly and children, including unborn children.	Children, pregnant women and elderly – *affected under both city wide and city centre LEZ boundaries.*
2	The LEZ is likely to encourage a modal shift from cars to public transport and active travel which will have a positive impact on health.	
	Negative	
3	Bus operators may increase the price of bus tickets as a result of the increased costs to their operations arising from the need to replace or upgrade buses, so they are compliant with the	Young people in low paid jobs – *affected under both*

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[10] Transport Scotland, 2017, *Building Scotland's Low Emission Zones*, https://www.transport.gov.scot/media/39673/low-emission-zones-consultation.pdf

[11] NHS Lothian Integrated Impact Assessment Guidance, 2017 https://www.nhslothian.scot.nhs.uk/YourRights/EqualityDiversity/IADocuments/IntegratedImpactAssessmentGuidance.pdf

[12] Affected populations: people with protected characteristics, those vulnerable to falling into poverty, staff, and geographical communities.

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	LEZ. For some bus passenger groups the increase in price may make the journey unaffordable and result in them foregoing their journey. This may affect people's ability to engage in activities. or will struggle to reallocate their resources which in turn will affect their wellbeing/ social activity. This effect will not be applicable to the elderly and disabled free travel pass holders.	*city wide and city centre LEZ boundaries.*
4	Bus operators may remove non-profitable routes in response to LEZ related costs to upgrade fleet. ***Further work/mitigation:*** *To understand this potential impact, CEC should continue engagement with bus operators to determine their proposed reactions to the LEZ. If buses are going to raise their fares, the impact could be mitigated by designing a programme to support young people, those on benefits and accompanying adults (for disabled and elderly passengers) whose mobility may be impacted.*	Elderly, disabled, carers, pregnant women- *affected under both city wide and city centre LEZ boundaries.*
5	Impacts due to low awareness of LEZ being in place on people from low income households with a non-compliant car who are also non-English speaking to enter LEZ by mistake and enter into financial difficulty due to fine incurred and unable to pay. ***Mitigation:*** *Impact could be mitigated by providing clear communications around the LEZ implementation across different media and in a range of languages used in Edinburgh.*	Low income householders, people of ethnic origin that is not white – *affected under the city centre boundary.*
6	People with a disability who do not use public transport (due to the nature of their disability) but own a LEZ non-compliant vehicle and cannot afford to upgrade, may choose to forego their journey into the City Centre. This will potentially adversely affecting their opportunity to access community, leisure facilities and have a negative impact on their social activity.	Disabled people- *affected under the city centre boundary.*
7	People who use their own cars that are fitted with adaptive features (such as swivel chairs) to access community and leisure facilities within the City Centre may not be able to afford the cost of transferring the adaptive features onto LEZ compliant cars as the costs range between £500 to £30,000. This in turn potentially can adversely affect their social activity/ day to day activity. ***Mitigation:*** *Impact may be mitigated through funding to support transfer of adaptive features onto LEZ compliant cars for those most affected.*	
8	Community Transport Providers whose fleet renewal period typically runs between seven and ten years and are not aware of the funding options that are available to upgrade their non-compliant fleet may shift services to areas outside LEZ This has the potential to affect elderly, disabled and children who	Elderly, Children and disabled children- *affected under the City centre and City wide boundaries*

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	are dependent on their service to undertake social activities related travel. ***Mitigation:*** *Any identified source of funding for vehicle upgrades or retrofitting should be clearly communicated to Community Transport Providers: such as the Energy Savings Trust's Scottish Bus Abatement Retrofit Programme[13] and Electric Vehicle Loans[14]. Electric Vehicle infrastructure will also benefit from funds such as Switched on Towns and Cities Challenge Fund and the Local Authority Installation Programme[15][16]. CEC should also engage with Community Transport Providers to effectively communicate LEZ proposals and on potential impact to help them prepare better for the change.*	
9	Private Hire Vehicle and Taxi/ Black cab owners on the H2S (Home to School) contract with City of Edinburgh Council to transport school children with a non compliant LEZ vehicle may not be able to afford to upgrade their vehicle. This may impact on the H2S services offered by the council and potentially affect school children. CEC have an existing licensing regime to improve emissions standards of PHV and Taxi/Black cab which may help reduce the impact[17] but a residual negative impact on children is possible. CEC must ensure this regime is aligned with the LEZ correctly to ensure mitigation of potential impacts. ***Further work:*** *Analysis is required to capture and identify how LEZ may impose additional or compounding impacts on this sector and if required develop programme to offset impacts on specific populations.*	Children and disabled children- *affected under the City centre and City wide boundaries.*
10	Community groups that engage with children, for example Beavers and Brownies, may use LGVs (such as minibuses) to transport children for various activities city wide and/ or to access a Scout Centre in the City Centre. Where these vehicles are owned or on a long-term lease there is a potential that activities provided by these groups are restricted until vehicle is changed.	Children- *affected under the City wide and City centre boundaries.*

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[13] Energy Savings Trust, 2019, Scottish Bus Abatement Retrofit Programme https://www.energysavingtrust.org.uk/scotland/businesses-organisations/transport/scottish-bus-emissions-abatement-retrofit-programme
[14] Energy Savings Trust, 2019, Electric Vehicle Loan, https://www.energysavingtrust.org.uk/scotland/grants-loans/electric-vehicle-loan
[15] Transport Scotland, 2019, *Over £20 million to support electric vehicles across Scotland* https://www.transport.gov.scot/news/over-20-million-to-support-electric-vehicles-across-scotland/
[16] City of Edinburgh Council, October 2018, Electric Vehicle Infrastructure Plan http://www.edinburgh.gov.uk/news/article/2556/edinburgh_blazes_green_trail_with_new_electric_vehicle_infrastructure_plan
[17] http://www.edinburgh.gov.uk/downloads/download/285/taxiprivate_hire_car_licence

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	Further work: Analysis is required to identify the number of community groups that may be affected by the LEZ scheme and identify suitable mitigation measures.	
11	There is a potential for people who currently use their own cars to access leisure facilities/night life to be negatively affected if they perceive there to be personal security concerns with public transport. As a result, passengers may forego their journey into the City Centre, particularly at night time. *Further work: This impact could be mitigated by understanding specific concerns and developing targeted measures that support specific population groups to feel safe using it.*	Minority ethnic groups, disabled, Non-binary, Transgender, people with different religious belief/ faith- *affected under the City Centre boundary.*
12	There are around 25 locations for religious congregation and places of worship that are located within the City Centre. If most of the visitors live outside City Centre and are reliant on cars (for example travel from rural areas), their activity may be adversely affected if they forego their journey. *Further work: Analysis is required to identify the population groups (such as religious groups) that may be affected by the LEZ scheme through observing behaviours such as vehicle usage and thereafter to identify suitable mitigation measures.*	People with different religious belief/ faith- *affected under the City Centre boundary.*th different religious belief/ faith- *affected under the City Centre boundary.*
13	Users of the Travellers site and Travelling Showman site in Edinburgh are likely to own non-compliant vehicles and therefore will face fines when entering the LEZ. *Mitigation: This may be mitigated if the Scottish Government decide to include showman's vehicles within the national exemption of the LEZ implementation. Ensure sufficient targeted engagement with the affected community.*	Gypsy/Travellers- *City wide boundary*
	Objective: Environment and sustainability	**Affected populations**
	Positive	
14	Implementing LEZ will improve vehicle standards which in turn will bring air quality improvements and health & wellbeing improvements.	Children, elderly and pregnant women – *both city centre and city wide*
15	Interventions that reduce local air pollution (NO_2 and $PM_{2.5}$/PM_{10}) are also likely generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions (measured in CO_2 equivalent tonnes).	Children, elderly and pregnant women – *both city centre and city wide*
16	LEZ is likely to promote sustainable forms of transport via modal shift from cars to buses, shared cars, bicycles or walking, which in turn will have positive impact on air quality. Dependent on what modes people shift to there may be	Children, elderly and pregnant women – *both city centre and city wide*

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	positive effects on the health and well-being of people due to physical activity (cycling/ walking) and exposure to outdoor spaces.	
17	Improvements to air quality can be directly linked to improvements to physical environment and to places.	Children, elderly and pregnant women – *both city centre and city wide*
	Negative	
18	Depending on displacement of traffic there may be locations outside of the LEZ boundaries where air quality is made poorer by a change in the quantity and types of vehicles passing through. Initial transport modelling shows that roads outside the LEZ boundary are likely to see an increase in traffic volumes. *Further work: Analysis is required to determine the scale of these impacts on areas that see increases in traffic and the affected populations; appropriately designed mitigation will require similar investigation.*	Children, elderly and pregnant women – *both city centre and city wide*
	Objective: Economic	**Affected Populations**
	Positive	
19	Increased economic activity for a number of sectors: second hand car traders, vehicle scrappage, vehicle leasing operators, active-travel distributors/repairers, and public transport operators through increased patronage.	Businesses community
20	Decreased traffic and cleaner atmosphere in the city may lead to higher quality of public spaces in the city. This could lead to more opportunities for businesses as more people are attracted to the city/city centre.	Business community. People that work and visit areas within the LEZ boundaries
	Negative	
21	People from low income households who use cars to enter the City centre for work on a regular basis may face financial difficulty to upgrade their vehicle. Income inequality may increase as those on low incomes may take on credit to pay for vehicle changes that they would not otherwise have purchased. This increases the debt obligation for those on low incomes and decreases their disposable income. Those on higher incomes may have capital that allows them to access further capital at lower rates of interest. This effect will also be felt by small business owners who have relocated further from the city centre due to increasing prices but rely on the city centre for business as they may not be able to find the finance required to change their vehicles.	Lower income households and lower income businesses

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	Mitigation: Impact may be mitigated by identifying funding mechanisms that help households with low income to afford an upgrade to a compliant vehicle. *This impact could be mitigated by understanding specific concerns and developing targeted measures to address concerns for small businesses.* *Impact could be mitigated by providing clear communications around the LEZ implementation across different media to raise awareness and ensure people and businesses have sufficient time to prepare. The timing of LEZ introduction, operation, and grace periods for different vehicle types and residents may also mitigate some of the impacts on lower income households and businesses.*	
22	Vehicle users, especially LGV, bus, and HGV, have relatively long turnover periods, requiring users to change earlier than anticipated. The need to purchase compliant vehicles and sell/scrap their non-compliant vehicle means that the users will incur additional financial cost. *Further work: Analysis required to determine the scale of these impacts on small businesses and an appropriately designed mitigation.*	Lower income community Groups Business communities Low income groups
23	Shift workers and those who are employed in the evening and late-night economy may not be able to travel using public transport and have to use private vehicle transport. They will be forced to change non-compliant vehicles to maintain employment and may have limited access to affordable finance to replace their non-compliant vehicle as they are more likely to be on lower incomes. A potential reduction in those who are willing to work in these sectors may in turn, affect the availability of these services.	Shift workers Lower income groups
24	The issue of low income/low capital reserves applies to community/charitable organisations that use non-compliant minibuses. These organisations provide services for the elderly and others who may not otherwise be able to make the journey.	Lower income community Groups
25	Decrease in access to services as the LEZ restricts the ability of businesses to travel and bring services to the customer. For example, a plumber using a non-compliant van may no longer be able to operate in the city centre if the LEZ restricts LGVs from entering the area. If such service providers are unable to afford to change to a compliant vehicle this would potentially lead to a decrease in access to such services and/or an increase in the cost of providing these services. *Further work: Analysis is required to determine the scale of these impacts and an appropriately designed mitigation.*	Business communities

| 26 | The LEZ will negatively impact local businesses that use commercial vehicles. DVLA data indicates that at the end of 2018, 83% of LGVs in the Edinburgh Unitary Authority[18] are non-compliant and require replacing if they want to continue to be used. Local businesses may be negatively impacted by the introduction of a LEZ due to the increased cost of having to change their fleet to maintain operations within the city which will be essential to maintain the operations of their business. Businesses need to be able to access lines of credit to replace their fleet. It may decrease employment opportunities for those that cannot afford to change their vehicle to a compliant one.

Further work: Analysis is required to determine the scale of these impacts on small businesses and an appropriately designed mitigation. | Business communities |
|---|---|---|

4.   Transport Modelling of the LEZ Scheme

4.1   CEC Strategic Model

A series of transport modelling tests have been undertaken to assess the impact of the LEZ on travel patterns across the city. Outputs have been provided to SEPA who have then undertaking supporting air quality impact analysis.

This section of the report summarises the first phase of transport modelling. Further analysis is underway incorporating the feedback from public consultation undertaken and revised baseline fleet composition survey data collected in June 2019. The updated data highlights the change in actual fleet composition since 2016 and shows an increase in vehicle compliance with proposed LEZ standards. .

All transport modelling has been undertaken using The City of Edinburgh Council's (CEC) strategic VISUM model suite. This was previously updated and recalibrated in spring 2017 to support the Edinburgh Tram Outline and Final Business cases. Models have a 2016 base year and include city centre count data previously collected on behalf of SEPA/CEC. Two forecast years are currently available for the years 2022 and 2032. These have been generated from planning forecasts, agreed with CEC, and were last updated in summer 2017.

For the purposes of this analysis, the 2022 model forecast has been used as a proxy for a 2023 assessment year, the year for which future Department for Transport (DfT) vehicle compliance estimates are available.

All LEZ model runs have been undertaken using VISUM Version 18 software.

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[18] Edinburgh Unitary Authority was defined in the DVLA dataset. This outline can be viewed here: https://www.ordnancesurvey.co.uk/business-government/products/boundaryline
List of Scottish Unitary Authorities here: https://www.lhc.gov.uk/globalassets/buyer-profile-docs/scottish-unitary-authoritiesjuly_15.pdf
Further explanation here:
https://www.ons.gov.uk/methodology/geography/ukgeographies/administrativegeography/scotland

4.2   LEZ Boundary

The proposed LEZ boundary has been developed based on a detailed understanding of the air quality issues in Edinburgh from the air quality model. In addition, a key consideration has been the need to provide a clear, logical, and readily signposted diversion route for non-compliant vehicles.

Rationale for proposed boundary

To the north, Queen Street is proposed to be excluded from the LEZ as it provides a suitable alternative route. If Queen Street were included this would encourage additional traffic through Stockbridge (via Hamilton Place / Henderson Row and Brandon Street / Eyre Place). Ferry Road as a further alternative was considered too far from the city centre.

The proposed eastern boundary of the LEZ is defined by Abbeyhill, Holyrood Road, Pleasance and St Leonard's Street. These all lie outside areas with high pollutant concentrations area and provide a suitable diversion. Queen's Drive is not an acceptable diversion as it is closed to general traffic on a Sunday (and at all times for some vehicles).

The proposed western LEZ boundary is complex to define and runs along Earl Grey Street, Morrison Street, West Approach Road and Torphichen Street. Including Haymarket within the zone would result in non-compliant traffic routing via Murieston Place / Murieston Crescent / Russell Road – these narrow residential streets are not a suitable alternative. The next possible boundary would be at Hutchison Crossway / Balgreen Road and was considered to extend too far into the west.

The proposed southern boundary utilises East and West Preston Street and Melville Drive. This provides a relatively straightforward diversion, avoiding the city centre.

Figure 1: City Centre LEZ boundary
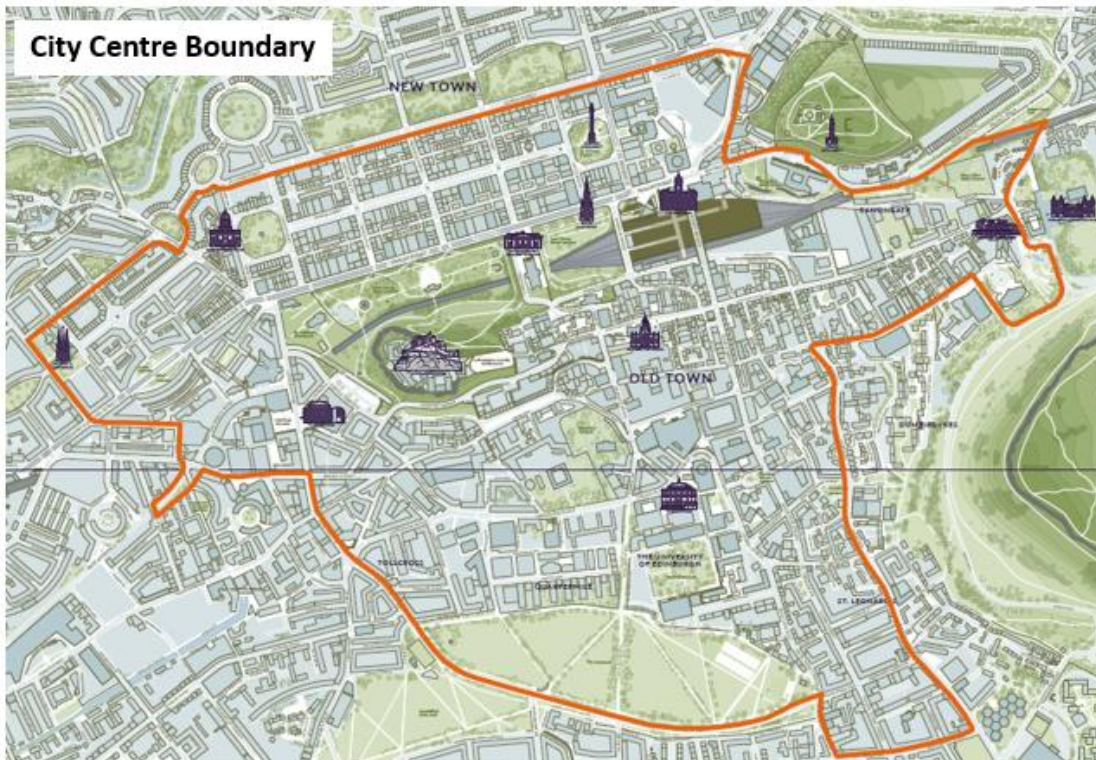
4.3   Model Scenarios and Options

A core scenario has been defined for the LEZ, with three options tested within this. The principal assumption is that, upon implementation of the Edinburgh city centre LEZ, all cars, light goods vehicles (LGVs) and heavy goods vehicles (HGVs) which start or end within the city centre LEZ boundary will be compliant with the scheme. This means that there is no reduction in travel demand as a result of the scheme.

The three Options considered are:

- Option 1 – no LEZ in place and Bank Street open (representing the Base situation);

- Option 2 – no LEZ in place and Bank Street closed; and

- Option 3 – LEZ in place and Bank Street closed

Options 2 and 3 reflect the assumption that the Meadows to George St scheme, including the Bank St closure, will be in place before the LEZ scheme is implemented. This is a core element of the City Centre Transformation (CCT) Project and the most significant closure to general traffic. Further modelling will include phased elements of the recently approved CCT Strategy.

All models have been assigned for morning peak, interpeak and evening peak time periods for 2016 Base and 2022 forecast years. Time periods are:

- AM – 07:00-09:00

- IP – 10:00-12:00

- PM – 16:00-18:00

4.4   Model Enhancements

A number of enhancements have been made to the VISUM models in order to assess the impact of the proposed LEZ options. Most importantly, Car, LGV and HGV demand has been disaggregated into compliant and non-compliant vehicle types for base and forecast years. Model attributes and procedures have been updated to reflect this change.

Compliant and non-compliant fleet composition data has been provided by the Scottish Environment Protection Agency (SEPA). Base year compliance is from 2016 ANPR surveys undertaken in Edinburgh, forecast year values are based on 2023 DfT estimates[19].

Given the binary nature of the model, no non-compliant vehicles will enter the LEZ area. This potentially represents a worst-case scenario (in terms of impact on diversion routes) although, in practice, the proposed plan for high-deterrent penalties is likely to result in few non-compliant vehicles deliberately entering the city centre.

4.5   Model Results

Only the model results for Option 1 (Base) and Option 3 have been reported as they are most relevant to key LEZ development decisions at this stage.

In the 2016 Base model, approximately 60% of cars are assumed to be compliant across all links, based on the fleet compositions provided. Only around 7% and 50% of LGVs and HGVs respectively are compliant. In this model, total vehicle compliance varies from approximately 45% on York Place to 55% on Queen's Drive (where HGVs are prohibited).

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[19] Department for Transport estimates obtained by SEPA and sent to Jacobs via A. McDonald 18/12/18

In the 2016 Option 3 model, with the LEZ in place, the percentage of modelled compliance is nearly 100% within the city centre but non-compliant vehicles now use the diversion route around the boundary.

As shown in the Figure 2 and 3 below, a number of streets are particularly affected including Palmerston Place, Chester Street, Randolph Crescent and St Colme Street. Dalry Road is also impacted as the Western Approach Road lies within the LEZ boundary, east of Morrison Link meaning some traffic diverts into the Gorgie / Dalry area in order to avoid the restriction. It should be noted that not all roads outside the boundary are affected by increased traffic volumes and some remain consistent or decrease.

The number of non-compliant vehicles is lower in the 2022 model forecast than in the Base model, across all links analysed. This includes links just outside the proposed LEZ boundary, where non-compliant vehicle numbers are highest. By the future model forecast year of 2022, a cleaner fleet means that the number of vehicles which do not meet the LEZ requirements is lower than in the Base year. This is shown in model outputs where an improvement is seen across all modelled links including links outside the boundary where non-compliant vehicles numbers are the highest (as shown in Figure 2 and Figure 3 below).

Despite a general improvement in compliance, displaced traffic into some areas of the city remains a concern and supporting air quality analysis will quantify the air quality impact and guide further decisions on the proposed boundary. Further mitigation may be required.

Figures 2 and 3 below summarise total vehicle demand and compliance in morning and evening peaks, under baseline and LEZ scenarios. They show how the number of compliant vehicles varies and the overall improvement over time.

4.6   Further Work

The above modelling was undertaken using Base 2016 Observed and 2023 DfT Forecast compliance levels. All further work will be undertaken using recently surveyed 2019 Edinburgh fleet data and will be used to inform updated future compliance forecasts.

Existing analysis has focused on the implementation end point of 2024; further work will take into account the phasing of LEZ proposals. The implications of the city-wide LEZ boundary will also be considered as part of the next stage.

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Figure 2: AM comparison of compliant and non-compliant vehicles by diversion route street and assessment year
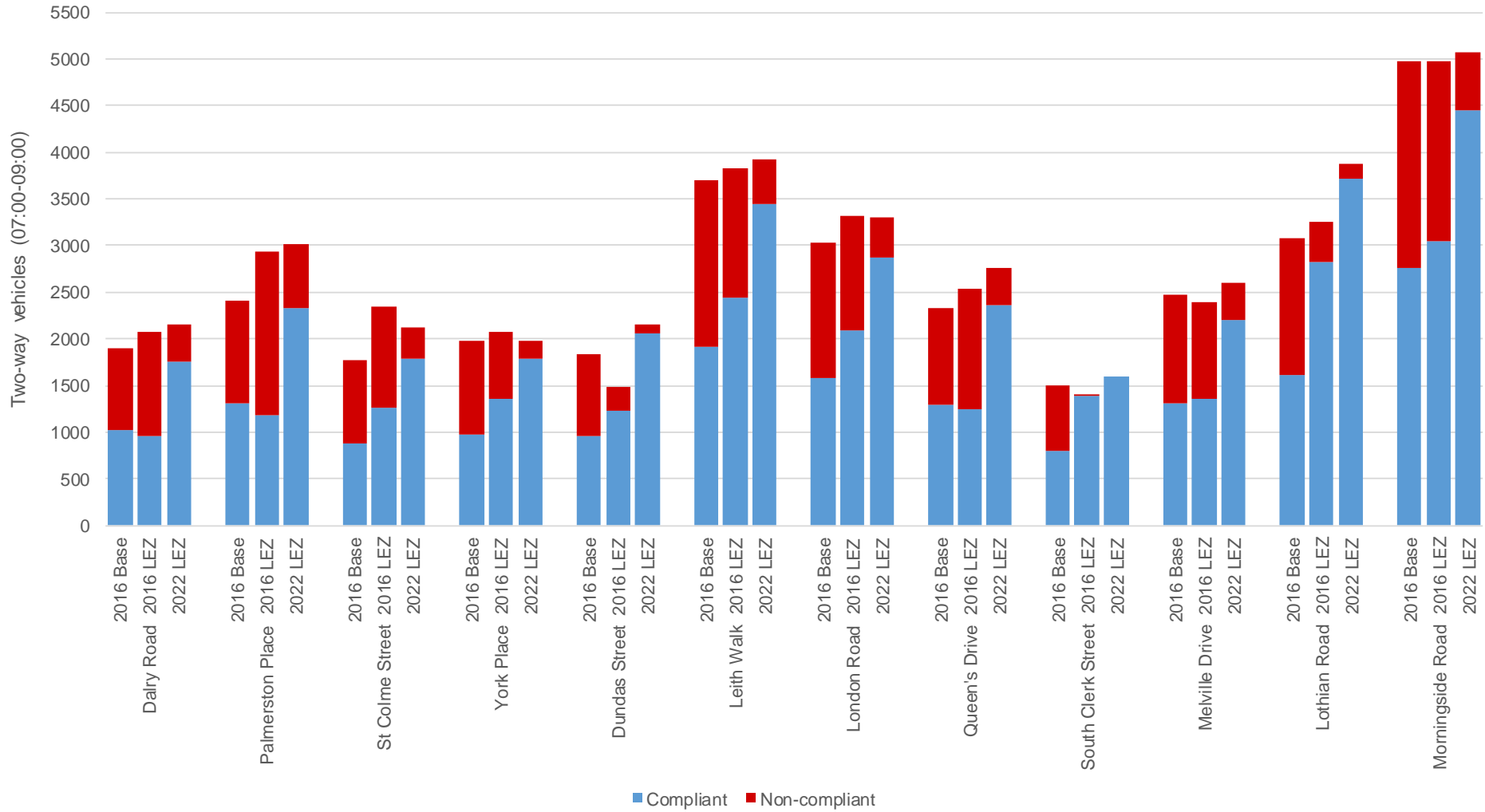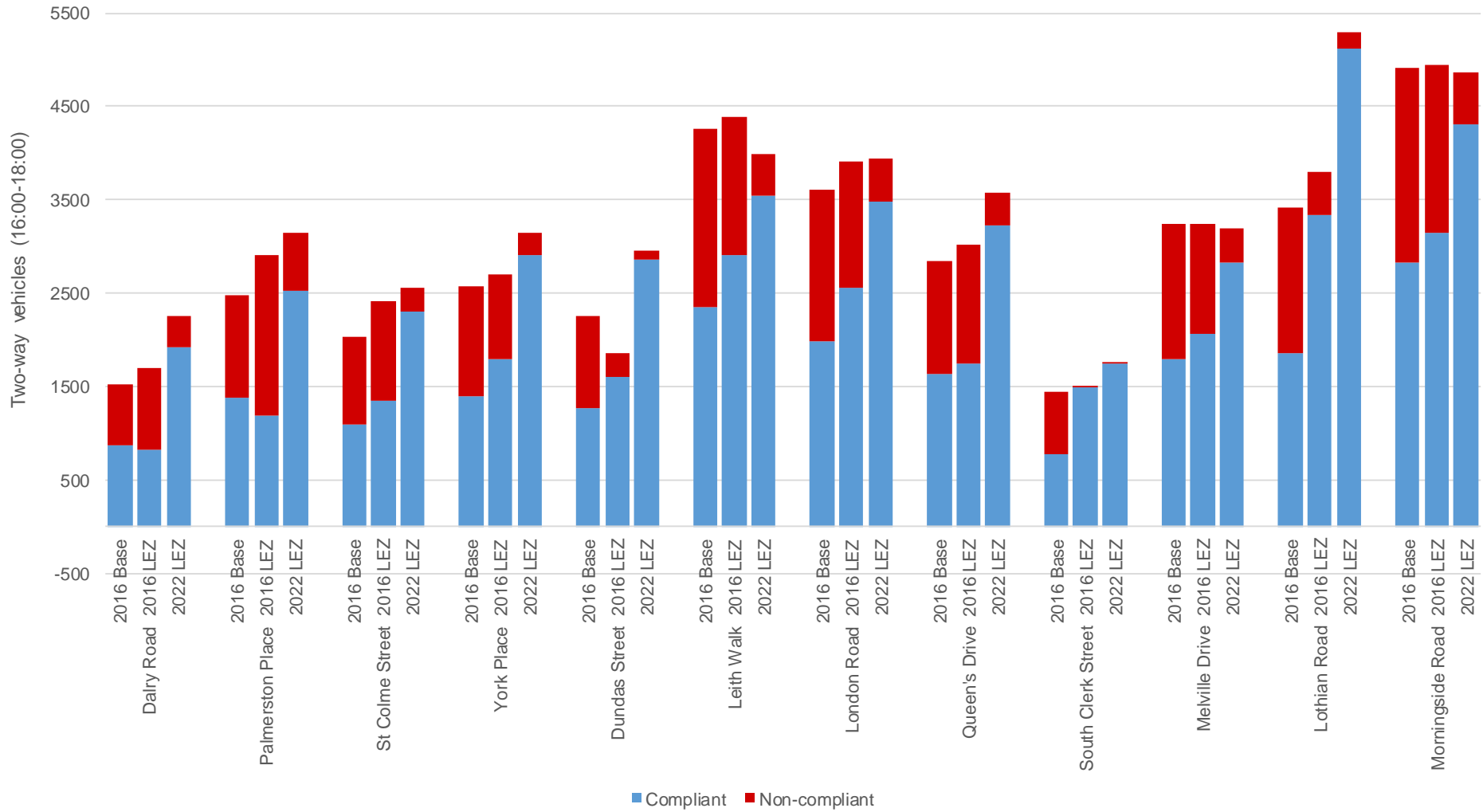
Figure 3: PM comparison of compliant and non-compliant vehicles by diversion route street and assessment year

5. Impacts

This analysis presents impacts in four different sections: number of vehicles affected, businesses, people & communities, and costs of vehicle replacement. Mitigation has also been highlighted throughout the impact analysis and in the final "Recommendations and mitigation" section. These impacts are discussed in this section briefly as for this interim stage of analysis it was key to focus on the areas where impacts would be significant, such as businesses and people & communities.

5.1 Number of vehicles affected

By showing the number of trips taken into the city centre and city wide by different types of vehicles and how compliant they are with the proposed emission standard , the number of trips that would no longer be permitted and where individuals and businesses need to make some sort of change can be observed. This change could be altering a route, cancelling the trip, changing mode of transport, or upgrading vehicle. The Scottish Government LEZ will be penalty based[20] which will contribute to a higher compliance rate than other cities in the UK but foregoes the possibility of ongoing revenues being generated from the LEZ.

The table below presents a summary of compliance rates for both LEZ boundaries. This is based on the November 2016 traffic data survey for the city centre boundary and DVLA vehicle registration data from 2018 for the city wide boundary.

Table 3: Number of non-compliant vehicles as a percentage of each vehicle type, by LEZ boundary

LEZ boundary	HGV	LGV	Car
City centre (2016)	62.1%	93.4%	39.5%
City wide (2018)	62.9%	83.3%	33.7%

5.2 Businesses

Businesses are one of the main groups affected by the LEZ and some sectors will be affected more than others due to differing levels of reliance on transport and ability to replace vehicles: for example, a painter/decorator that operates as a sole trader will be heavily reliant on their LGV to collect and store materials and travel to a client.

Small businesses will be less able to replace a non-compliant second hand LGV purchased recently with a compliant vehicle than a larger business that has access to cheaper finance and more able to alter plans to upgrade earlier than expected. Some businesses will be able to invest in new vehicles or adapt to a LEZ to continue operations but others may be no longer be able to operate therefore reducing economic activity. Given that 91% of businesses in Edinburgh are micro/small[21] , their role within the economy and society is significant. Transport Scotland's LEZ survey results, case studies, and discussions with industry bodies confirmed that businesses are concerned by the LEZ for a number of reasons: increase in costs, maintaining operations, replacing/retrofitting vehicles, and staff travel at atypical times.

Edinburgh's role as an economic hub is also highlighted by the fact that 51 percent of businesses that responded to Transport Scotland's LEZ survey visit Edinburgh's city centre at least once a week. There are a range of opportunities for mitigation of negative impact on small business activity through effective communications and awareness raising, providing links to programmes that can assist

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[20] The Transport Bill indicates that driving in contravention of the LEZ's emission standards will incur a penalty charge: 1 (2)
https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33AS052019.pdf
[21] City of Edinburgh Council, 2019, *Edinburgh by Number 2018*,
http://www.edinburgh.gov.uk/info/20247/edinburgh_by_numbers/1012/edinburgh_by_numbers

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businesses to change their vehicles through rental, lease or electric vehicles, as well as the provision of financial support.

Delays to retrofitting vehicles and the availability of compliant vehicles are concerns for commercial fleet operators (LGV, HGV, bus and coach) in a number of sectors: public transport provision, freight, waste collection, and construction. The Scottish Government is providing certification of approved retrofit and increasing capacity of retrofit, but to date only covers a limited range of vehicles. According to key stakeholders in the sector, there is opportunity for market expansion in the vehicle rental and lease business which would also present a solution to both businesses and people alike.

5.3   People & Communities

When a LEZ is introduced, individuals who have a non-compliant vehicle need to make a decision: shift to a different mode of travel, change their vehicle, change the trip destination or cancel the trip. Similar to businesses, for some people this will not be an issue and they will change their behaviour without significant impact on their daily lives. Certain groups will be disproportionately affected by a LEZ because of their characteristics, for example, if they are mobility impaired. This is addressed in more detail in section 3 of this report.

The LEZ will have positive impacts on people's health through improved air quality. This is currently being assessed with further benefits from the LEZ including increases in active travel and improvements to the quality of public space as traffic and noise pollution decrease.

5.4   Cost of vehicle replacement

This section sets out the financial and economic cost associated with replacing non-compliant vehicles as a result of implementing a LEZ.

At the heart of the LEZ implementation is a desire for people to be driving cleaner vehicles. LEZs in Edinburgh have been developed and will be implemented alongside a range of wider policy interventions that work to change people's behaviours and encourage the use of sustainable travel modes and where vehicles are used, for them to be as low emission as possible. These policy interventions include the City Centre Transformation and the City Mobility Plan, Electric Vehicle Action Plan, and parking policies.

However, as a result of LEZ implementation, it will mean that for some businesses and people, money will be spent on changing vehicles that otherwise would not have been spent (but would be spent in future years when existing vehicles come to the end of the use). Vehicles will be replaced earlier than expected meaning its operational life is cut short and an asset value is reduced or lost, and people will have to spent time and effort changing their vehicles.

Figure 4 below summarises the different costs of replacing non-compliant vehicles as part of the ongoing analysis.

Figure 4: Cost of replacing non-compliant vehicles
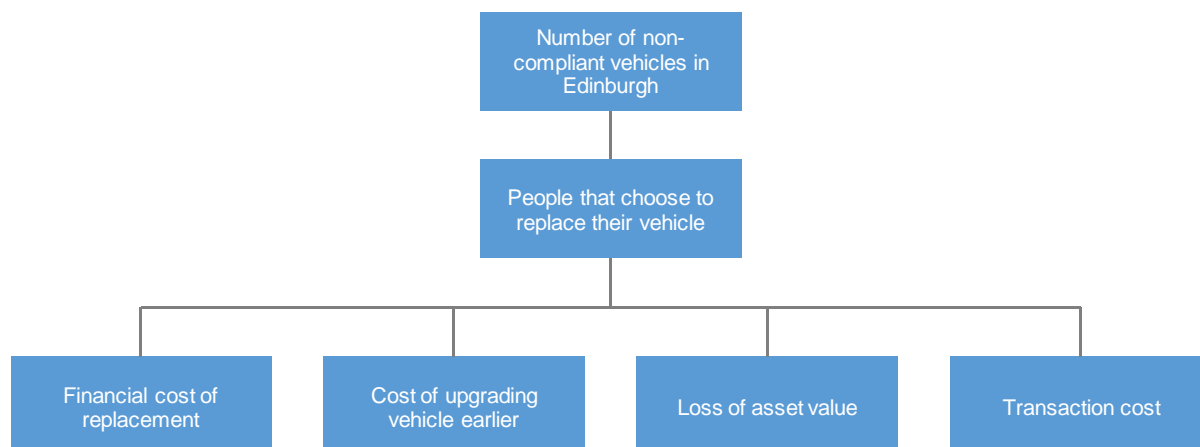
6. Mitigation options

This section of the report sets out options to mitigate the negative impacts of the LEZ and work towards an improved outcome.

6.1 Communications

Interviews, case studies, and surveys conducted in relation to the LEZ highlight the need for communications about the LEZ scheme to be widespread and easily understood. CEC should ensure it has a substantial awareness campaign to ensure that people and organisations are prepared for the LEZ. This will prevent people from being caught out by the LEZ and their usual routines being negatively disrupted.

Communications must be accessible to all including non-English speaking communities, groups that have a low awareness of LEZs, people that are most likely to be impacted (such as those identified as affected populations through the IIA). Communications will need to extend regionally and link in with wider Scottish Government Communication to ensure comprehensive and consistent messaging.

6.2 Hardship fund for SMEs and specific households

The IIA shows that certain groups within society should be protected from the negative effects of a LEZ because they are being disproportionately affected by it and have limited ability to avoid the impacts. CEC and the SG should work together to ensure effective delivery of available funding to support these groups.

6.3 Extension of grace periods

In the current draft of legislation[22], grace periods are currently defined as being between 1-4 years. Grace periods are one of the factors that can help to offset some of the greatest negative impacts on people and businesses. CEC could consider applying longer grace periods to help offset the impacts of LEZs.

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[22] Scottish Government, 2019, *Transport (Scotland) Bill*, https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33AS052019.pdf

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6.4 Changing the operational time of the LEZ

While the proposals are for CEC to run the LEZ 24 hours a day, 7 days a week, Section 13 (1) of the Transport Bill[23] allows the scheme to run at different hours of the day.

Issues have been raised in relation to vehicle availability and retrofit capacity. One way to offset the impact on operations affected by this constraint may be to consider whether there is a case to consider varied hours of operation.

6.5 Further research

Analysis the 2019 fleet data and further transport and air quality testing will allow more robust conclusions to be reached about the impact of the LEZ. Modelling of the implementation and operational costs of the LEZ will also feed into the design and enforcement of the LEZ and will be informed as the rest of the regulatory regime is developed by Scottish Government.

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[23] See section 13 (1) of
https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33AS052019.pdf

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Appendix A NHS Lothian Integrated Impacts Assessment Flow Chart

Stage 1: Identify if an Integrated Impact Assessment is needed

Do you need to do a IIA? ──No──▶ Summarise reasons that IIA not required and ask your Head of Service to confirm this.

Yes
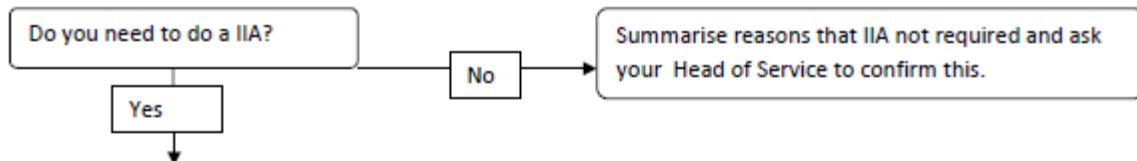
Stage 2: Undertake Integrated Impact Assessment

1. Collate existing evidence on the strategy, plan or policy and use to complete summary table

2. Get the impact assessment group together to go through checklist, identifying impacts and agree recommendations

Complete Section 4 report and mark as Interim.

Gather evidence required and repeat the assessment.
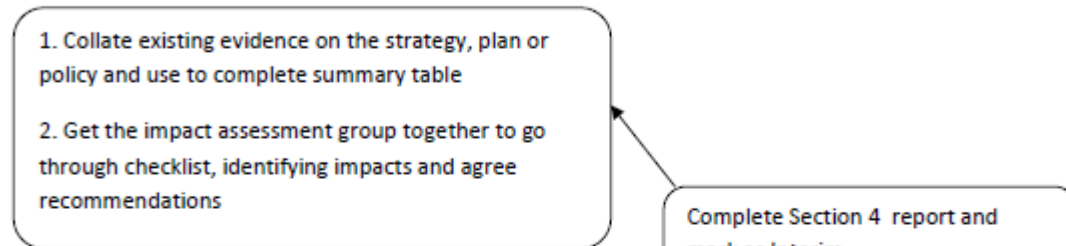
Stage 3: Consider the results of your assessment

Summarise positive and negative impacts. Do you have sufficient evidence to make recommendations? ──No──▶

Yes
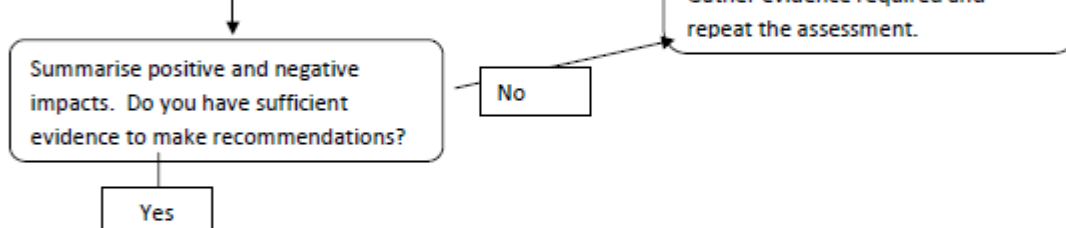
Stage 4: Report the IIA findings

Complete Section 4 IIA summary report .

Stage 5: Sign Off

All IIA report must be signed off by the relevant Head of Service

Stage 6: Publication

Send completed IIA for publication on the relevant website/(s)

Stage 7:Act on the IIA

Ensure actions from the IIA are built in to implementation plans for the policy

Ensure any reports to Council/Board/Cabinet etc have the final summary IIA attached as an appendix

IIA Steering Group will do Quality Assurance and audit of actions
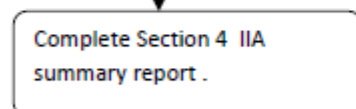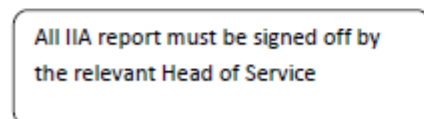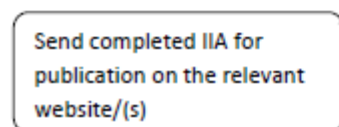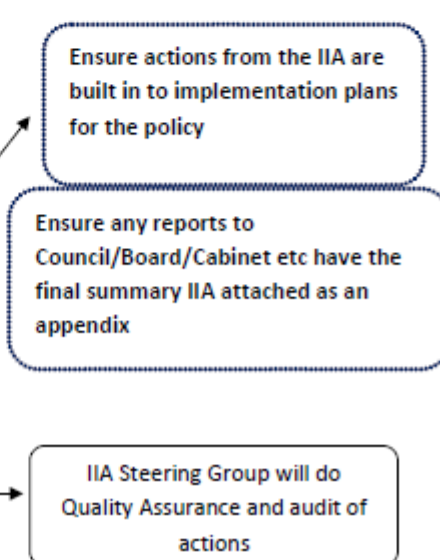
Source: NHS Lothian Integrated Impact Assessment Guidance, November 2017

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Transport and Environment Committee

10.00am, Friday, 11 October 2019

Open Streets Programme Progress Report

Executive/routine	
Wards	City Centre
Council Commitments	

1.   Recommendations

1.1   This report recommends that the Transport and Environment Committee:

1.1.1   notes the progress of the implementation of the Open Streets Programme;

1.1.2   notes the Evaluation and Monitoring Plan; and

1.1.3   notes the Programme Plan, budget, and model for community engagement.

Paul Lawrence

Executive Director of Place

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Report

Open Streets Programme Progress report

2. Executive Summary

2.1 In February 2019, the Transport and Environment Committee approved the scale and delivery process for an 18-month Open Streets Programme. The public engagement in August 2018 was focussed around 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. Edinburgh is the first city in the United Kingdom to implement an Open Streets Programme with an inaugural event on the 5 May 2019.

2.2 Open Streets is supported in its delivery by funding partners including Sustrans through the "Places for Everyone" programme. The early evidence and feedback from business as well as residents has been broadly positive and indicate a preference for early consultation and consistency in the implementation of Open Street initiatives.

2.3 This report summarises the progress to date in delivering the first three Open Streets days. There has been considerable interest from other cities in the United Kingdom as well as international interest in Edinburgh's approach and there is scope for "best practice" models of engagement to be shared in as part of the Open Streets movement.

3. Background

3.1 Connecting our City, Transforming our Places became Edinburgh's largest public engagement of 2018 with three quarters of respondents supporting traffic reduction in the city centre, access restrictions for the most polluting vehicles and the creation of more vehicle-free streets. Overall 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future.

3.2 The case for change was presented most recently in the City Centre Transformation report presented to Committee in May, placing people at the heart of future change. The ambitious plan details the proposals that will deliver to this vision to bring economic, social, and environmental benefits.

3.3 The Open Streets programme of vehicle-free days on the first Sunday of every month is aligned to this strategy, developed around five objectives as set out in the

main report including one to inform future initiatives for the city. Adopting a position as an early exemplar of how things could work, provides opportunities to develop iterative approaches, learn as we roll out the programme and adapt to meet changing demands.

4.   Main report

Programme Update

4.1   Open Streets was inaugurated on 5 May with an opening event hosted by the City of Edinburgh Council. There was involvement on the day from key stakeholders and funders; Transport Scotland, Paths for All, Sustrans, the Active Nation Commissioner for Scotland, Lee Craigie and the Walking and Cycling Commissioner for Greater Manchester, Chris Boardman. Wide media coverage focused on the positioning of Edinburgh as the first city in the United Kingdom to lead on a regular programme of street closures.

4.2   While the feedback reflected broadly positive views, there were some concerns over access to the Open Streets areas for people disabilities or those with limited mobility. These concerns were followed up directly with respondents and improvements in communications have been made on access arrangements, highlighting the support available for those who need assistance to enjoy the vehicle free spaces. There was also feedback regarding strengthening the communication around the programme and identification of Open Streets areas, especially at the entrance and exits to the Open Streets area. Plans have been developed to introduce a central information point, street and barrier signage which will be implemented in the next phase of the programme.

4.3   Two further events ran on 2 June and 7 July. The programme was developed with community collaboration and consultation. The aim is not to deliver a professional arts or cultural event but to assist communities in shaping and showcasing how the spaces could be used.

4.4   The Open Streets programme did not run over the summer festivals period in August and September. The next phase resumed on 6 October for three months; with discussions underway with residents, community groups and businesses to continue their involvement in developing the October to December programme.

4.5   The project team will continue to seek ways to improve upon communication; including attending regular meetings of organisations in the Old Town e.g. the Community Council, The Old Town Association, Old Town Development Trust, GRASS, the places of worship, resident and business groups to help further develop the programme.

Funding Model and Budget

4.6   The Open Streets programme is funded and supported by the 'Places for Everyone programme which is managed by Sustrans. A budget was submitted with the

project application to cover the full 18-month programme which will run until December 2020.

Open Streets Budget	May-July 19	Oct-Dec19	Jan-Mar 201	Totals
Traffic Management, Parking Enforcement, TTRO	£27,980	£27,980	£27,980	£83,940
Security, First Aid	£9,788	£10,140	£10,140	£30,068
Event Staffing & Volunteers	£14,260	£12,400	£12,400	£39,060
Equipment and activations; planters, toilet, and radio hire	£5,500	£5,500	£5,500	£16,500
Communications	£4,000	£3,500	£2,000	£9,500
Evaluation and Monitoring	£3,000		£3,000	£6,000
Total 19/20	£64,528	£59,520	£61,020	£185,068

Evaluation and Monitoring

4.7 A programme for evaluation and monitoring has been developed with partners like Sustrans and the University of Edinburgh, based on the objectives and measures agreed in May 2019. The formal approach includes:

4.7.1 On-Street Surveys

4.7.2 Footfall Counters

4.7.3 Retail Vitality Survey, Business Survey

4.7.4 Focus Groups with residents

4.7.5 Interviews with Service Providers

4.7.6 Social Media Analysis

4.8 Local businesses were invited to provide feedback in the Business Survey in July 2019 with a further prompt in September. Initial feedback indicates that businesses would like to have more involvement and consultation on Open Streets. The final feedback will be shared with Committee in a future Business Bulletin. Engaging with the local businesses is important and will provide an opportunity for collaboration with community groups, residents and the wider population in the city who visit Open Streets. In consultation with the developing Business Improvement District, the Federation of Small Businesses and Edinburgh Chamber of Commerce, a focus group will be established to take forward this work and assist in shaping the programme moving forward.

4.9 In addition, Edinburgh Futures Institute are interested in the way that big data analysis may be able to determine well-being and diversity of use in public spaces and discussions on this will continue.

4.10 A full report on key findings will be prepared for committee, May 2020.

Early Feedback and Impacts

4.11 During the demonstration phase of the programme, residents, businesses, and other local stakeholders have been in contact with Open Streets. There have been a range of comments and queries, the following is intended to offer a balanced perspective on the challenges, also benefits of implementing temporary vehicle free spaces.

    4.11.1 Residents in the area have commented on the challenges faced because of the diversion of the 35 bus service. Discussions are ongoing with different resident's groups on alternative "green" travel options including use of e-trikes to assist movement around the area and to nearby bus routes.

    4.11.2 NHS District Health Team – the team are reassured with the access arrangements for their staff who are required to use their cars to visit patients living in the Open Streets area.

    4.11.3 Residents in Parliament Square and Victoria Street have commented on their satisfaction with Open Streets; enjoying the quieter spaces and no vehicles.

    4.11.4 An Edinburgh resident who attended May and July Open Streets commented on how much his family enjoys the opportunity and would welcome this every Sunday. As someone who had trialled an e-bike in May, the respondent confirmed that he had subsequently purchased one for regular commuting, changing from a daily drive into work.

    4.11.5 Access Panel members have offered comments on the need to improve signage, ensure the provision of "quieter spaces" and advice on the role of stewards. they are keen to ensure that staff are proactive in looking out for people who may need help.

    4.11.6 Canongate businesses have welcomed Open Streets as this provides a more relaxed atmosphere and quieter spaces for their customers. One owner has commented that this has been an opportunity to get to know our neighbours and is keen to participate in activities.

    4.11.7 There has also been detailed feedback comparing the first Open Streets event in May to the last one in July reflecting on the progress made in three months.

4.12 Some changes made through feedback received were:

    4.12.1 Road closure barriers in July were moved further forward towards to main road, creating safer pedestrians crossing inside the Open Streets zones with people no longer crossing in between cones and barriers.

4.12.2 Parking restriction cones were removed from the side of the roads and traffic management vehicles were instructed to park outside the Open Streets zones.

4.13 The stewards and volunteer briefings were informed by feedback and by the July event, the feedback was that it felt more 'normal'.

4.14 More partnerships emerged and existing partnerships were strengthened, for example with Edinburgh World Heritage Trust, UNESCO City of Literature, Scottish Poetry Society, active travel organisations and others, to ensure a well-balanced approach to activities.

4.15 Looking ahead, feedback will continue to be monitored, considering the following for future Open Streets:

4.15.1 Looking at ways to reduce the number of vehicles at the top of the Lawnmarket, and Castle Hill.

4.15.2 Explore the potential to have the road closure at the foot of the Royal Mile, including the Canongate.

4.15.3 Explore the potential to amend the traffic lights at major junctions to allow pedestrians to cross safely and with enough time.

4.15.4 Continue to review the position of road signs, barriers and activities to ensure safety and a sense of welcome in the Open Streets areas.

4.15.5 Continue to monitor any conflict between people on foot and bicycle in the Open Streets areas.

5. Next Steps

5.1 The first three Open Street events have demonstrated the importance of planning, consultation and need for careful, balanced approaches to managing the spaces to ensure accessibility for all.

5.2 The process of an "all services" debrief has been beneficial and will continue to be an essential operational requirement as the programme progresses towards a mainstreamed approach.

5.3 The need to align related activities is critical to ensure a collaborative approach is adopted in the consultation of residents who are affected by longer term diversions and disruptions to daily routines. Consideration will be given to the project governance for Open Streets, alongside other related activities.

5.4 In scaling up and extending the practice of open streets, there is a need to develop operational guidance, toolkit and flowchart to build on good practice, maintain safety and embed the principles of initiating "people friendly" streets.

5.5 Adapting to local demand and being flexible during the Open Streets programme to changing needs will assist in shaping the ethos, also depth of the interactions over the full period of time.

5.6 A key task will continue to be the overview of public safety, traffic management and maintenance of a risk register.

5.7 Open Streets evaluation and monitoring will continue to form an important strand of the programme as we move to the autumn.

6. Financial impact

6.1 The programme at present is dependent on grant funding for the 18-month period until December 2020. This has been secured by Sustrans through the 'Places for Everyone' Fund.

6.2 There is potential to investigate the potential for business sponsorship and involvement to reduce this level of investment from public funds. This will be progressed over the coming months.

7. Stakeholder/Community Impact

7.1 The vision of Open Streets is to engage with all who live, work, visit the old town, involving, and empowering the community to take ownership of the "vehicle free streets". The programme is developed in consultation with community groups and plans continue to be influenced by the regular feedback from the different interest and representative groups.

7.2 This wide range of consultation extends to key services and agencies that work with residents including primary care health professionals. There is a need to minimise the impact and delay for residents who may require home care. We are in frequent contact with the area health team who provide this service to ensure that there is essential vehicle access for this team.

7.3 The needs of people who have a disability or other health concerns that may limit their mobility is important to ensure that the area is accessible to everyone who can benefit from the cleaner air and reduced congestion. The engagement programme has included meetings with specialist groups representing the interests of people with disabilities and additional needs. The feedback and involvement from these groups is ongoing and will inform future planning.

8. Background reading/external references

8.1 Edinburgh: Connecting our city, Transforming our places Findings of Public Engagement and Next Steps

9. Appendices

9.1   Appendix 1 – Visitor and Resident Survey Results (interim)

Open Streets Visitor Survey

This information has been compiled from surveys conducted during the pilot events which ran May to June 2019; collated by Sustrans

1. How far did you travel to get here today ?

1.10%   11.70%

25%

43.3%

18.9%

- How far did you travel to get here today ?
-
- Less than half a mile (<0.8km)
- 1-2 miles (1.6 - 3.2km)
- 3-5 miles (4.8 - 8km)
- 6+ 10 miles (9.6 - 16km)
- Unsure
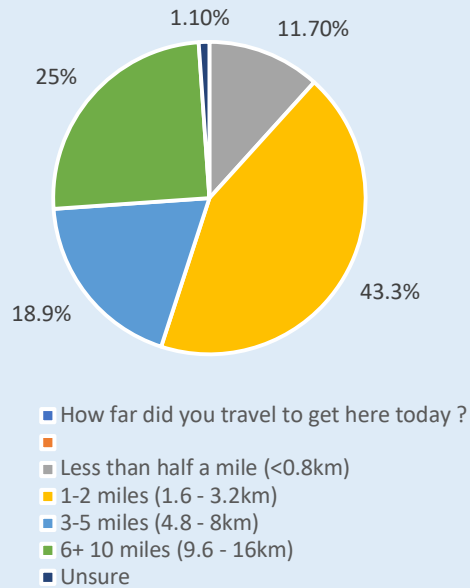
The majority of people travelled less than 2 miles to get to the event.

2. How did you travel here today (main mode)?

45.5%

23.9%

12.2%   10%

5%

1.7%   1.7%

| Walk | Bus | Car/van | Train | Cycle | Taxi | Other |
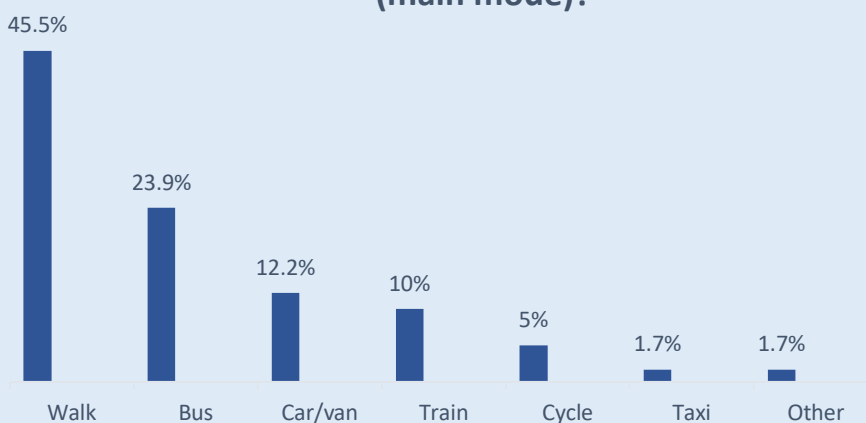
Almost half of people walked to the event, another quarter used the bus

3. What is your typical mode of travel for everyday journeys ?

Mode	Percentage
Walk	30%
Car/Van	29.4%
Bus	21.7%
Cycle	12.8%
Train	4.4%
Other	1.7%
Taxi	0%
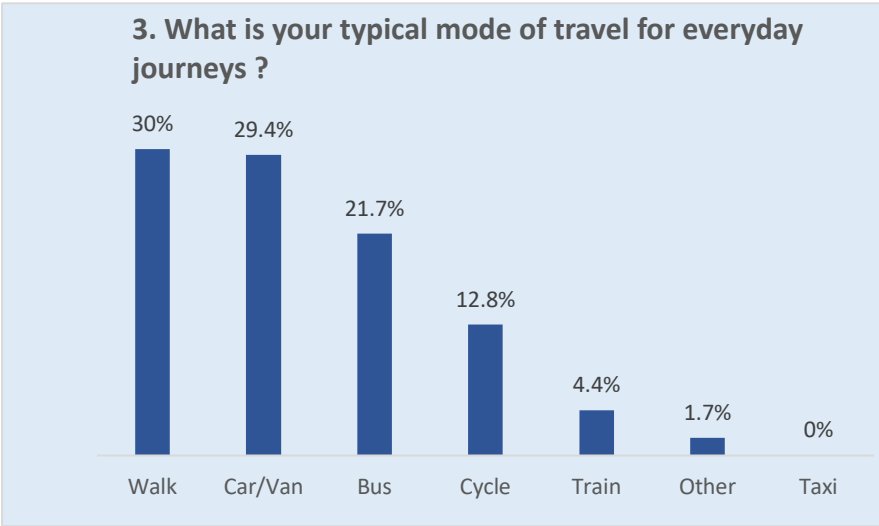
Open Streets seemed to attract more people who typically use active travel for everyday journeys. 42% compared to 32%

4. What is the purpose of your current journey?

Purpose	Percentage
Other	6.3%
Getting to/from holiday base	8.2%
Shopping	5.6%
In course of work	1.7%
Recreation (socialising, entertainment)	72.1%
Commuting (getting to/from work)	6.1%
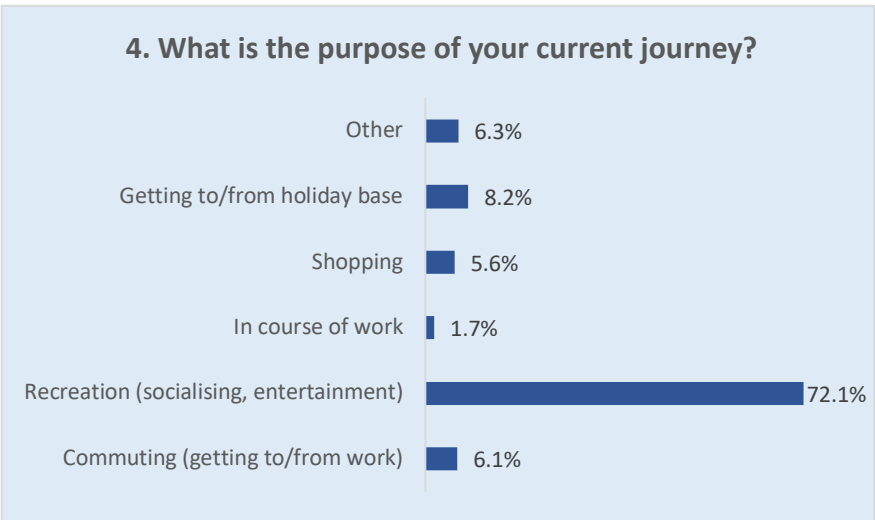
72% were visiting friends, family, socialising or visiting the area during Open Streets

5. Has Open Streets impacted your journey?

Response	Percentage
30%	30%
64.4%	64.4%
5.6%	5.6%

- Yes, it has positively impacted it
- Yes. It has negatively impacted it
- No, it has not impacted it
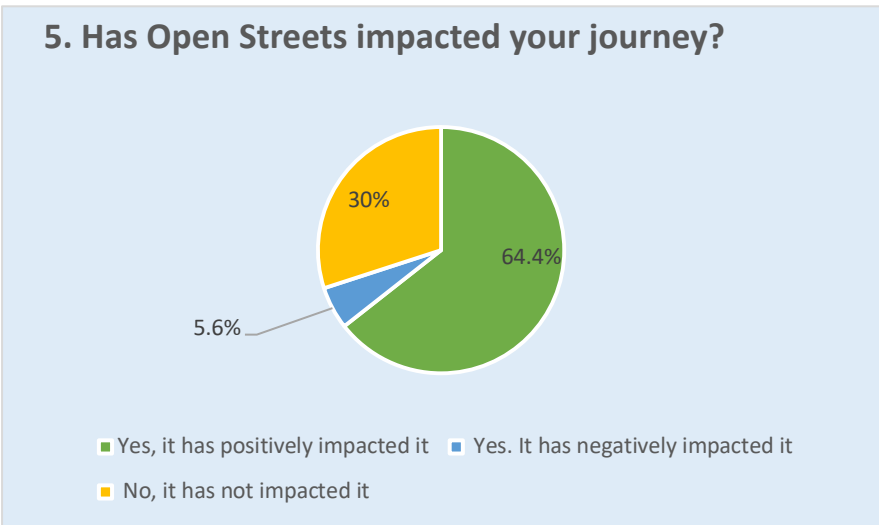
64% of respondents felt Open Streets had positively affected their journey, compared to 6% who felt it had a negative effect; *this is not representative of all journeys due to only those enclosed streets being asked*

2

6. Have you heard about Edinburgh Open Streets? If so, how?

- I didn't know about it until I was here — 46.6%
- Not sure/can't remember — 2.8%
- Friends/Family/Colleagues/word of mouth — 22.2%
- Social Media — 12.8%
- News Media (Newspaper, TV, Radio) — 15.6%
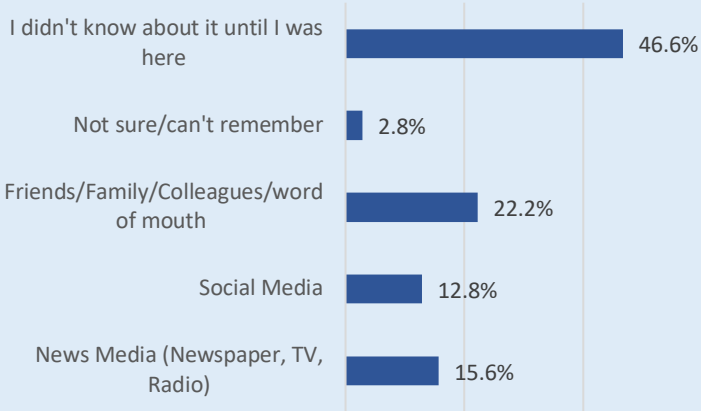
The vast majority of those surveyed were aware of Edinburgh Open Street events, though the majority were only aware on being in the event space

7. To the best of your knowledge, has the Open Street event affected your ability to go about your day?

- 48%
- 46.90%
- 5%

Legend:
- Yes, it has made my day easier
- Yes, it has made my day harder
- No, it has not affected my day
- Total
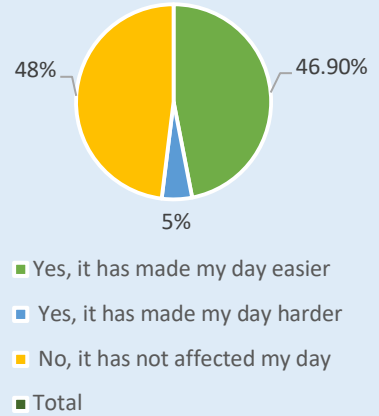
47% thought Open Streets had made going about their day easier compared to 5% who said that it made it harder

8. Would you say you are a resident of, or visitor to, Edinburgh?

Legend: Resident ■ Visitor

- 40%
- 60%
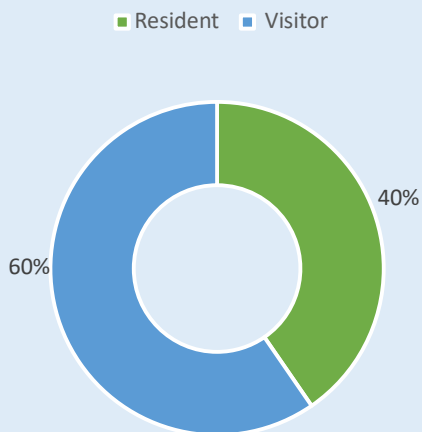
9. My experience today make me feel part of the local community in Edinburgh frequency

- Strongly agree — 25%
- Agree — 31.9%
- Neutral — 23.6%
- Disagree — 16.7%
- Strongly disagree — 2.8%

0.0% 5.0% 10.0% 15.0% 20.0% 25.0% 30.0% 35.0%
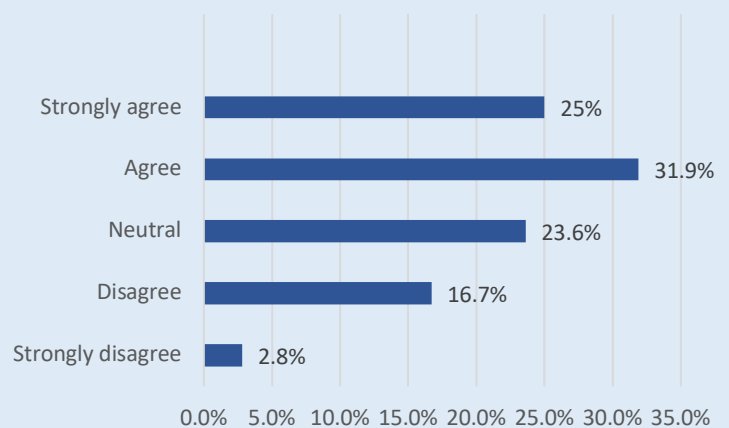
Thinking about your experience in the Old Town of Edinburgh today, to what extent do you agree with these statements?	Strongly disagree	Disagree	Neutral	Agree	Strongly Agree
The streets are easy to cross	1.1	1.7	11.2	38.5	47.5
It's easy to move around the neighbourhood	1.1	2.2	8.9	36.9	50.9
The air is clean	0	1.7	12.3	48	38
The area is too noisy	2.2	8.4	15.6	38	35.8
I have enjoyed watching or engaging with the stalls, exhibits, or special events.	0	5.8	39.9	29.5	24.8

Findings suggest that people found it easier to move around the Old Town during the event; also enjoy an improved air quality. It was also noted that the area is considered to be too noisy which had a higher response than the number of people who enjoyed engaging in activities.

Transport and Environment Committee

10.00am, Friday 11 October 2019

Place Directorate – Financial Monitoring 2019/20 – Month Three Position

Executive/routine
Wards
Council Commitments

1.   Recommendations

1.1   It is recommended that the Transport and Environment Committee notes the position in respect of the General Fund (GF), revenue budget.

Paul Lawrence

Executive Director of Place

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Report

Place Directorate – Financial Monitoring 2019/20 – Month Three Position

2.   Executive Summary

2.1   As at month three, a residual pressure of £1.236m remains in the Place GF revenue budget. Place Directorate remain fully committed to taking the necessary actions to deliver approved savings and address identified operational cost pressures and are actively developing their budget management strategy and framework to bring the Place revenue budget towards balance.

3.   Background

3.1   The total 2019/20 approved gross GF revenue budget for the Place Directorate is £236.511m. The net budget is £43.543m after adjusting for income from other parts of the Council, external grants and other income. This budget is net of £8.975m of additional savings (excluding the in-year efficiencies requirement) approved by Council in February 2019.

3.2   This report provides an update on financial performance against the above.

4.   Main report

Place Directorate GF – Revenue Budget

4.1   As reported to Finance and Resources Committee on 15 August 2019, Place Senior Management (SMT) and Divisional Management Teams are continuing work to address the financial challenge faced by the Directorate. A budget management strategy has been formulated and is being further developed to address the required efficiency measures of £2.810m and £9.366m of identified pressures.

4.2   A suite of management action has been identified and is being implemented which will address efficiency measures and £8.130m of identified pressures if fully delivered. This leaves an unfunded residual budget pressure at month three of £1.236m. The management actions to address corporate efficiency targets and pressures are shown within Appendix 1.

4.3　The revenue budget approved by Council in February 2019 requires Place Directorate to achieve incremental savings of £8.975m in 2019/20. The sum of these approved savings and management action to address efficiency targets and pressures is £19.915m. A red, amber, green (RAG) analysis is regularly undertaken in consultation with Heads of Service of these measures. This is shown within Appendix 1. Delivery of all savings is monitored monthly by the Place SMT. At month three this indicated that 80% of these savings (£15.868m) were assessed as green or amber with those at red totalling £4.047m. The month three position assumes that all actions in Appendix 1 will be realised in year.

4.4　Appendix 1 relates to the Place Directorate as a whole. Pertinent elements at month three which should be brought to the attention of this Executive Committee are set out in Table 1.

Table 1. Transport and Environment Executive Committee related - 19/20 Approved Savings, Efficiency Savings or Mitigations assessed as red.

Management Action	£000 Red	Narrative
Parking Action Plan Phase 2.	299	This relates to implementation of city centre Sunday parking charges and expansion of controlled parking zones. The Transport Regulation Order (TRO) has not yet been lodged to enable changes. This is partly mitigated by other enforcement income.
Joint Procurement of Waste Contracts.	163	This relates to contractual arrangements with other Local Authorities. Negotiations are underway but not concluded. £0.163m assessed at red reflects the impact of a three-month delay in agreement of terms.
Transport Review.	250	This relates to the organisational review of the Transport service. Work is ongoing but as yet not fully achieved to deliver the new structure and service improvements on a cost neutral basis.
T&E Part; some approved savings, efficiencies and mitigations impact more than one Executive Committee.		Pertinent elements within the scope of this Committee include reduction in cost of waste disposal contracts, income from street and environmental enforcement and Place Management senior management review.

Place wide net cost efficiencies; reduction in overtime, agency and discretionary spend.		All services will require to reduce costs to achieve Directorate Efficiency Savings. Impacts on specific Executive Committees will be reported as appropriate.

4.5   Progress has been made by Place Directorate in terms of making positive inroads to addressing the financial challenge within the first quarter of 2019/20. In addition to monthly reporting of the budget position to Place SMT the comprehensive annual budget realignment exercise commenced in 2018/19 has been undertaken in 2019/20 and will be followed up with a robust mid-year review in October.

4.6   This will provide confidence that the budget realignment undertaken earlier in 2018/19 and the associated budget management strategy are based on sound principles on which to increase budget sustainability going forward.

5.   Next Steps

5.1   Place Directorate is committed to delivering mitigating management action to address identified budget pressures on an ongoing basis and will continue to report on progress towards the delivery of a balanced budget.

5.2   In addition to the introduction of realigned budgets and half-year reviews, a more strategic approach is being implemented in terms of budget management and Place SMT is looking to the 2019/20 budget management strategy as part of a rolling process not confined to the current financial year.

5.3   The reported month three position in respect of the GF revenue budget assumes full delivery of approved savings and management action to address identified financial pressures and risks. Work must be prioritised to treat risks associated with delivery of the measures specified within Appendix 1 as a minimum.

5.4   Given the trends observed in recent years, it is felt prudent to incorporate delivery risk contingencies based both on past years' experience and the specific Finance assessments. A council-wide risk contingency has been reported to Finance and Resources Committee pending development of a clearer service monitoring position over the coming months.

5.5   The Executive Director of Place is fully committed to making all efforts to identify management action to reduce the budget pressures. However, given the magnitude of these pressures, there is the potential for a significant level of overspend. A clearer monitoring position will be established in the coming months as mitigation measures are implemented.

6.   Financial impact

6.1   The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicate pressures arising within the Place Directorate which require to be addressed.

7.   Stakeholder/Community Impact

7.1   Consultation was undertaken as part of the budget setting process.

8.   Background reading/external references

8.1   Finance and Resources Committee, 1 February 2019

8.2   Report to Finance and Resources Committee, 15 August: Revenue Monitoring 2019/20 – Period three report.

9.   Appendices

9.1   Appendix 1 – Place Directorate: General Fund Approved Revenue Budget Savings 2019/20 – Month Three Position.

Appendix 1 – Place Directorate – General Fund Approved Revenue Budget Savings 2019/20 – Month Three Position

Category	Title	Total £000	Green £000	Amber £000	Red £000	Relevance to Transport & Economy Executive Committee
Approved Savings	Tourism and Marketing Reform	300	300	0	0	
Approved Savings	**Improved Approach to Street and Environmental Enforcement**	750	0	500	250	T&E PART
Approved Savings	**Localities Phase Two**	300	0	150	150	T&E PART
Approved Savings	Commercialism and Income Maximisation - Pre-planning Applications	100	100	0	0	
Approved Savings	Commercialism and Income Maximisation - Culture	150	150	0	0	
Approved Savings	**Area-Based Regeneration**	250	0	125	125	T&E PART
Approved Savings	**Parking Action Plan Phase 2**	369	0	70	299	T&E ALL
Approved Savings	**Fleet Review**	500	0	500	0	T&E ALL
Approved Savings	**Clean and Green (2018/19 additional spend)**	250	250	0	0	T&E ALL
Approved Savings	**Roads (Additional funding) (2018/19 additional spend)**	250	250	0	0	T&E ALL
Approved Savings	**Capitalisation of Road Maintenance Budget**	500	500	0	0	T&E ALL
Approved Savings	**Commercialism and Income Maximisation - Full Cost Recovery & Conser**	1,025	574	307	144	T&E PART
Approved Savings	Commercialism and Income Maximisation - Parks and Greenspaces	150	20	0	130	
Approved Savings	**Joint Procurement of Waste Contracts**	325	0	162	163	T&E ALL
Approved Savings	**Re-provision of public conveniences**	250	0	250	0	T&E ALL
Approved Savings	Cultural grants	52	52	0	0	
Approved Savings	**Transport Reform**	500	0	500	0	T&E ALL
Approved Savings	Economic Development	1,200	0	1,200	0	
Approved Savings	New Ways of Working - Public Safety and Business Continuity	130	0	130	0	
Approved Savings	Parking - increase charges by average of 4.5% per annum over four years	800	400	400	0	
Approved Savings	**Discretionary income (Fees and Charges)**	824	618	100	106	Place Wide
Mitigations/Efficiencies	**Workforce Control - Reduction in Agency and Overtime (Place)**	900	0	450	450	Place Wide
Mitigations/Efficiencies	**Reduction in Discretionary Expenditure (Place)**	650	180	235	235	Place Wide
Mitigations/Efficiencies	Place Development - Efficiencies	730	250	250	230	
Mitigations/Efficiencies	**Place Management - Efficiencies**	530	0	265	265	T&E PART
Mitigations/Efficiencies	**Service Containment of Increment Costs (Place)**	1,200	300	400	500	Place Wide
Mitigations/Efficiencies	**Operational Efficiencies - Senior Management Review (Place)**	100	0	50	50	T&E PART
Mitigations/Efficiencies	Realise Full Year Impact of Previously Approved Savings (Place)	1,200	1,000	200	0	
Mitigations/Efficiencies	Implement Service Reforms (Place)	200	0	100	100	
Mitigations/Efficiencies	**Reduction in Budget Pressures (Place)**	1,000	250	750	0	Place Wide
Mitigations/Efficiencies	**Value for Money Audits (Place)**	300	0	150	150	T&E PART
Mitigations/Efficiencies	**Contract Efficiencies (Place)**	600	0	200	400	T&E PART
Mitigations/Efficiencies	Pentland Hills Operations (Place)	100	0	50	50	
Mitigations/Efficiencies	Localities and Communities Investment Funding	130	130	0	0	
Mitigations/Efficiencies	**Transport Review**	1,200	700	250	250	T&E ALL
Mitigations/Efficiencies	Planning Appeals	300	150	150	0	
Mitigations/Efficiencies	**Millerhill Operations (Place)**	1,800	1,800	0	0	T&E ALL
		19,915	7,974	7,894	4,047	
Total Approved Savings	(excludes efficiency target)	8,975	3,214	4,394	1,367	
Total Mitigations/Efficiencies	(includes efficiency target)	10,940	4,760	3,500	2,680	
Total Management Action to be Delivered £000		19,915	7,974	7,894	4,047	
Total Management Action to be Delivered %		100%	40%	40%	20%	

Transport and Environment Committee

10.00am, Friday, 11 October 2019

Roads Infrastructure Capital Investment Update

Executive/routine	
Wards	All Wards
Council Commitments	15, 16, 17, 19

1. Recommendations

1.1 It is recommended that the Transport and Environment Committee notes the contents of this report and the progress in delivering the 2019/20 capital programme as detailed in section 4 of this report.

Paul Lawrence

Executive Director of Place

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Report

Roads Infrastructure Capital Investment Update

2.   Executive Summary

2.1   This report provides details on Roads Infrastructure capital delivery in 2018/19. This includes carriageway and footway investment, bus stop improvements, drainage and surface enhancements.

2.2   The total investment in carriageways and footways in 2018/19 was £15.487m. This includes the approved 2018/19 budget and budget carried forward from previous financial years. This report will provide a breakdown of the spend.

2.3   This report will also provide details of the key capital investment areas to date in 2019/20.

3.   Background

3.1   At its meeting on 9 March 2018 the Transport and Environment Committee approved the Road, Footway and Bridges Investment – Capital Programme for 2018/19. Appendix 1 shows how the £14.805m budget was allocated.

3.2   At its meeting on 5 March 2019 the Transport and Environment Committee approved the Transport Infrastructure Investment – Capital Delivery Priorities for 2019/20. Appendix 2 Shows how the £17.085m budget was allocated.

4.   Main report

Carriageway and Footway Investment

4.1   The largest allocation of funding in 2018/19 was for carriageway and footway renewal works.

4.2   Appendix 3 shows the main carriageway and footway renewal schemes that were delivered in 2018/19.

4.3   The total value of carriageway and footway renewal schemes delivered in 2018/19 was £12.857m. This is an increase of £5.798m compared with the 2017/18 value of £7,059.

4.4   The increase in outputs for capital delivery are due to many factors including improved design and delivery procedures, a new framework contract and the delivery of several high-profile carriageway schemes (A7 corridor, Queen Street, Lothian Road).

4.5   There were no local footway slurry sealing schemes delivered in 2018/19. This was due to contractor availability. All the schemes that were due to be delivered in 2018/19 have been carried forward and will now be delivered in 2019/20.

4.6   In early 2019 Edinburgh introduced the carriageway re-tread resurfacing. This is an in-situ recycling process that allows roads that have deteriorated to be re-formed on site and then resurfaced. It is a cost-effective solution that increases the treatment options available for carriageway renewals and rural roads that would have previously required, expensive, full reconstruction. The process recycles existing material, therefore, reducing the carbon footprint of the works.

4.7   In 2018/19 over 15,000m^2 (approximately 3km) of carriageway was re-tread in the South-West locality at the following locations: Mansfield Road, Glenbrook Road, Haughead Road, Buteland Road.

4.8   The re-tread process will continue in 2019/20 and the following locations have been identified as suitable for this process: Cockburnhill Road, West Craigie Farm Road, Harlaw Road, Kirkgate.

4.9   Edinburgh suffered a bad winter in 2017/18. This led to accelerated carriageway deterioration in some areas. As a result, the number of defects on the network increased, putting additional pressure on our internal resources.

4.10   In addition to the increased number of defects the overall carriageway condition deteriorated over larger areas in some parts of the city. This meant that some capital carriageway schemes had to be accelerated or brought into the capital programme to ensure that full resurfacing was carried out in 2018/19 ie Queen Street, Home Street, High Street, Bankhead Avenue, Harlaw Road, Bavelaw Road, Cliftonhall Road and Clifton Road.

Localities Carriageway and Footway Delivery

4.11   The spend on dropped crossings in 2018/19 was £111k. This budget enabled locality roads teams to install/repair dropped crossing outwith main footway renewal schemes.

4.12   The spend on drainage improvements in 2018/19 was £275k. This was used to repair failed gully tails and frames throughout Edinburgh and carriageway drainage improvement schemes.

4.13   The budget for bus stop maintenance was increased in 2018/19 from £240k in the previous year to £719k. This has been a successful programme of work, carried out in conjunction with Lothian Buses, delivering major carriageway improvements at bus stops throughout Edinburgh.

4.14 The budget for Neighbourhood Environment Projects (NEPs) has historically underspent in previous years with budget carrying forward into future financial years. The NEPs budget enables locality managers to respond to local issues identified by the Neighbourhood Partnerships. However, there has been inconsistency in the delivery of NEPs project with approval for schemes being an issue for some Neighbourhood Partnerships. In 2018/19 £693k was spent on NEPs improvement schemes across the four localities.

4.15 There was £1.813m NEPs budget carried forward to 2019/20. A full review of the delivery of NEPs schemes will be carried out prior to further budget being allocated in 2020/21.

Road Condition Index

4.16 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads that should be considered for maintenance.

4.17 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.

4.18 The RCI is calculated as a two-year average and Edinburgh's latest RCI is 33.5%. This is a 2.9% improvement from the previous 2-year average figure of 36.4%. This represents the lowest RCI in Edinburgh since 2011/12 and the biggest single year improvement since 2008/09. The RCI figures for the other Scottish Local Authorities have not been released, however, these will be reported to this Committee at a future date.

4.19 The improvement in the RCI is directly related to the new investment strategy that was introduced in 2015/16. The strategy has a preventative approach to road renewals and targets roads in the amber category using surface treatments. This preventative approach treats more roads within the Amber condition categories and less within the Red, thus significantly slowing their deterioration and negating the need for more robust, expensive treatments. It significanty increases the number of roads treated in each financial year.

4.20 The increased delivery of carriageway renewal schemes in 2018/19 has also had a major impact on Edinburgh's road condition.

4.21 The improvement in the overall condition in Edinburgh's road network has also contributed to a reduction in the number of Category One (most urgent) defects identified each financial years. The number of Category One defects identified in 2018/19 was 569. This is a major improvement compared with the 1,034 Category One defects identified in 2017/18.

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4.22 Whilst the improvement to the condition of Edinburgh's road network is welcome it is essential that capital delivery and funding is maintained/increased if the condition is to remain steady or continue to improve.

Roads Services Improvement Plan

4.23 The Council's Roads Services Improvement Plan has already made significant improvements in how defects are identified, recorded, and repaired. This has contributed to an overall decrease in the number of defects on Edinburgh's network.

4.24 The Improvement Plan is also looking to improve the overall capital delivery processes, including an increased design resource.

2019/20 Capital Delivery

4.25 The 2019/20 Capital Investment Programme has been progressing well and it is currently forecast that capital spend will be greater than in 2018/19.

4.26 Appendix 4 shows the schemes that have been delivered to date in 2019/20.

4.27 The majority of carriageway and footway schemes are delivered through the Council's Framework contract, using external contractors. This is the most cost-efficient way to deliver the schemes.

4.28 There are a number of constraints on Edinburgh's carriageway and footway network such as utility work and major developments. Any major carriageway and footway schemes must be co-ordinated and carried out in a manner that does not conflict with other works in the city.

4.29 The programme of surface treatments is being delivered successfully in 2019/20. This will result in over 100 carriageway surface treatments and over 50 footway surface treatments being carried out in 2019/20. In addition to this a further four carriageway re-tread schemes have been carried out this year.

4.30 In order to deal with any emergency/urgent and unforeseen situations that arise throughout the year, £1m was allocated for in-year priorities. To date, this has allowed resurfacing to take place on Market Street, Old Dalkeith Road and Inverleith Terrace.

4.31 The sett renewal scheme in Brighton Place is currently progressing on time and on budget. Works are due to be completed in November 2019.

4.32 The in-year-priorities budget is monitored closely and if further works are not required then this budget will be re-allocated to capital carriageway and footway renewal schemes.

4.33 A carriageway enhancement budget of £1.000m was re-introduced in 2019/20. This budget allows Road Services to renew carriageways, outwith the carriageway and footway renewal programme, that are too extensive for revenue repairs, to be holistically surfaced. It, therefore, negates the need for them to be considered for capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs over a period of many years.

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4.34 It is currently forecast that all this budget will be fully utilised.

Tram Diversion Route

4.35 Since the Council's decision in March 2019 to approve the Tram to Newhaven, analysis has been carried out on the roads that have been designated as diversion routes during construction.

4.36 A number of roads were identifed as requiring resurfacing works and additional improvements prior to having increased traffic during Tram construction. £2m has been allocated to carrying out this resurfacing work in 2019/20.

4.37 Appendix 5 details the streets that will benefit from this resurfacing programme.

4.38 There were many benifits to resurfacing these roads prior to Tram construction. It ensures that all of the carriageways will be in a good condition prior to being part of the diversion routes. Minimal maintenance will be required on these roads during and after Tram construction. There have also great cost benefits to awarding one contract for all 24 streets to be resurfaced.

4.39 The allocation of the budget for Tram diversion routes will result in several schemes that were reported to be delivered in 2019/20 re-profiled to be delivered in 2020/21. The schemes that will be re-profiled will be reported to this committee at a future meeting.

Street Design Guidance

4.40 It has taken longer to design several types of maintenance/renewal schemes when implementing the recently adopted Street Design Guidance. The guidance enhances place making and, in some instances, leads to wall-to-wall improvements. However, it requires greater consultation and engagement at the design stage and requires additional redetermination orders and Traffic Regulation Orders (TROs). In the long term the guidance will improve the overall environmental ambience and quality of the streets/places in Edinburgh.

4.41 There are higher costs associated with introducing Street Design Guidance improvements in conjunction with carriageway and footway renewal schemes. The capital renewal budget is currently funding almost all improvements. As a result whilst improvements to the streetscape are welcome it should be noted that Edinburgh has the highest carriageway renewal average rates out of all 32 local authorities.

4.42 The delivery mechanisms are currently being reviewed internally in order to introduce procedures that will improve the delivery of full Street Design schemes. Future capital renewal programmes will be aligned with future active travel programmes and continually reviewed throughout the year. This will involve better planning of each project, improving the delivery of each scheme and allow budget to be allocated and external funding secured prior to any scheme being delivered. The will, in turn, reduce the pressure on the capital renewal budget by spreading the cost of improvements across several transport budgets.

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5. Next Steps

5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.

5.2 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 33.5% in 2017/19. This is an improvement from 36.4% in 2016/18. A continual gradual improvement in Edinburgh's RCI will be a measure of the success the Council's road maintenance policies.

6. Financial impact

6.1 The cost of the improvement works detailed in this report are funded from the approved capital allocation for infrastructure investment.

7. Stakeholder/Community Impact

7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations is this report.

7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability.

7.3 There are no significant sustainability implications expected as a result of approving the recommendations is this report.

8. Background reading/external references

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

8.2 Transport Infrastructure Investment – Capital Delivery Priorities for 2019/20

9. Appendices

Appendix 1 – Capital Budget Allocation 2018/19

Appendix 2 – Capital Budget Allocation 2019/20

Appendix 3 - 2018/19 Roads Infrastructure Carriageway and Footway Delivery

Appendix 4 - 2019/20 Roads Infrastructure Carriageway and Footway Delivery - September 2019

Appendix 5 - Tram Diversion Route Resurfacing

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Capital Budget Allocation

Current and Predicted Capital Allocation

	2017/18	2018/19	2019/20
£m	**16.019**	**14.805**	**16.085**

Proposed Budget Allocation for 2018/19

Carriageways & Footways	£m
Budget for Carriageway Works	3.965
Budget for Setted Carriageways	0.750
Budget for Footway Works	1.820
Budget for Local Footways	0.200
TOTAL	-6.735

Street Lighting & Traffic Signals	£m
Street Lighting	0.500
Traffic Signals	0.400
TOTAL	-0.900

Road Structures	£m
	2.950
TOTAL	-2.950

Other Asset Management	£m
Asset replacement[1]	0.300
TOTAL	-0.300

Localities	£m
Drop crossings (£20,000 per Locality)	0.080
Drainage improvements (£30,000 per Locality)	0.120
NEP - (£50,000 per Partnership)	0.600
Bus Stop Maintenance	0.240
TOTAL	-1.040

Miscellaneous	£m
Budget for Inspection, Design & Supervision costs, including TTRO's	1.100
Contingencies	0.300
TOTAL	-1.400

Cycling Allocation	£m
10% Allocation	1.480
TOTAL	-1.480

TOTAL SPEND - *14.805*

Capital Budget Allocation

Current and Predicted Capital Allocation

	2018/19	2019/20	2020/21
£m	14.805	17.085	14.585

Proposed Budget Allocation for 2018/19

Carriageways & Footways	£m
Budget for Carriageway Works	3.888
Budget for Setted Carriageways	1.000
Budget for Footway Works	1.709
Budget for Local Footways	0.300
TOTAL	- 6.897

Street Lighting & Traffic Signals	£m
Street Lighting	1.500
Traffic Signals	0.400
TOTAL	- 1.900

Road Structures	£m
	1.600
TOTAL	- 1.600

Other Asset Management	£m
Asset replacement[1]	0.300
TOTAL	- 0.300

Localities	£m
Drop crossings (£20,000 per Locality)	0.080
Drainage improvements (£30,000 per Locality)	0.200
NEP - (£50,000 per Partnership)	0.600
Bus Stop Maintenance	0.500
TOTAL	- 1.380

Miscellaneous	£m
Budget for Inspection, Design & Supervision costs, including TTRO's	1.300
In Year Priorities	1.000
Surface Enhancements	1.000
TOTAL	- 3.300

Cycling Allocation	£m
10% Allocation	1.708
TOTAL	- 1.708

2018/19 Roads Infrastructure Carriageway and Footway Delivery

Scheme Name	Ward	Type	Treatment
Broughton Road	5	Carriageway	Strengthening
Wester Hill	9	Carriageway	Strengthening
A702 (Home Street to Bruntsfield Place)	11	Carriageway	Strengthening
Bankhead Avenue	7	Carriageway	Strengthening
Lothian Road	11	Carriageway	Strengthening
East Barnton Avenue	1	Carriageway	Strengthening
Burgess Road	1	Carriageway	Resurfacing
A7 Corridor	11	Carriageway	Resurfacing
Lanark Road	8	Carriageway	Resurfacing
Boswall Loan	4	Carriageway	Resurfacing
Ferniehill Place	16	Carriageway	Resurfacing
Dreghorn Drive	8	Carriageway	Resurfacing
Oxgangs Farm Avenue	8	Carriageway	Resurfacing
Albert Street	12	Carriageway	Resurfacing
Willowbrae Road	14	Carriageway	Resurfacing
Rosebery Avenue	1	Carriageway	Resurfacing
Craigentinny Road/Wakefield Avenue	14	Carriageway	Resurfacing
Gorgie Road	9	Carriageway	Resurfacing
Queen Street	11	Carriageway	Resurfacing
Marionville Road	14	Carriageway	Resurfacing
Chrichton Street	15	Carriageway	Resurfacing
Station Terrace	1	Carriageway	Resurfacing
Duddingston Crescent	17	Carriageway	Resurfacing
Queensferry Road (Craigleith Junction)	5	Carriageway	Resurfacing
Newliston Road	1	Carriageway	Resurfacing
Caiystane Terrace	8	Carriageway	Surface Dressing
Camus Avenue	8	Carriageway	Surface Dressing
Colmestone Gate	8	Carriageway	Surface Dressing
East Caiystane Road	8	Carriageway	Surface Dressing
Echline Terrace	1	Carriageway	Surface Dressing
Fairmile Avenue	8	Carriageway	Surface Dressing
Gogarloch Syke	3	Carriageway	Surface Dressing
Granton Park Avenue	4	Carriageway	Surface Dressing
Forthview Road	5	Carriageway	Surface Dressing
Gordon Loan	6	Carriageway	Surface Dressing
Kingknowe Terrace	2	Carriageway	Surface Dressing
Northfield Circus	14	Carriageway	Surface Dressing
Pentland Road	8	Carriageway	Surface Dressing
Pentland View	8	Carriageway	Surface Dressing
Hay Avenue	17	Carriageway	Surface Dressing
Mortonhall Park Drive	16	Carriageway	Surface Dressing
Kirkgate	2	Carriageway	Surface Dressing

Scheme Name	Ward	Type	Treatment
Baberton Mains Loan	2	Carriageway	Microasphalt
Bankhead Broadway	7	Carriageway	Microasphalt
Bankhead Drive	7	Carriageway	Microasphalt
Broomhouse Avenue	7	Carriageway	Microasphalt
Caiystane Crescent	8	Carriageway	Microasphalt
Cambusnethan Street	14	Carriageway	Microasphalt
Columba Road	5	Carriageway	Microasphalt
Duddingston Road	14	Carriageway	Microasphalt
Hillwood Rise	1	Carriageway	Microasphalt
Mounthooly Loan	8	Carriageway	Microasphalt
Murrayfield Road	7	Carriageway	Microasphalt
New Mart Road	9	Carriageway	Microasphalt
Northfield Broadway	14	Carriageway	Microasphalt
Orchard Place	5	Carriageway	Microasphalt
Pentland Avenue	8	Carriageway	Microasphalt
Restalrig Road South	14	Carriageway	Microasphalt
Russell Road	6	Carriageway	Microasphalt
Society Road	1	Carriageway	Microasphalt
Leven Terrace	10	Carriageway	Microasphalt
Paisley Crescent	14	Carriageway	Microasphalt
Pleasance	15	Carriageway	Microasphalt
Clackmae Road	16	Carriageway	Microasphalt
Kings Haugh	17	Carriageway	Microasphalt
Leadervale Road	16	Carriageway	Microasphalt
Mountcastle Drive South	17	Carriageway	Microasphalt
Drumbryden Road	2	Carriageway	Microasphalt
Silverknowes Drive	1	Carriageway	Microasphalt
Boswall Terrace	4	Footway	Asphalt Reconstruction
Learmonth Avenue	5	Footway	Asphalt Reconstruction
Gorgie Road	7	Footway	Asphalt Reconstruction
Ryehill Terrace	13	Footway	Asphalt Reconstruction
Hermitage Place/Vanburgh Place	13	Footway	Asphalt Reconstruction
Wardlaw Place	7	Footway	Asphalt Reconstruction
Main Street, Ratho	2	Footway	Asphalt Reconstruction
Cornhill Terrace/Restalrig Road	13	Footway	Asphalt Reconstruction
Reid Terrace	5	Footway	Asphalt Reconstruction
George Square	15	Footway	Flags
Waverley Park	11	Footway	Asphalt Reconstruction
Dalgety Avenue	14	Footway	Asphalt Reconstruction
Queensferry Road, Kirkliston	1	Footway	Asphalt Reconstruction

2019/20 Roads Infrastructure Carriageway and Footway Delivery – September 2019

Scheme Name	Ward	Type	Treatment
Brighton Place - Phase 2 & 3	17	Carriageway	Setts
Rose Street - Phase 1	11	Footway	High Amenity Paving
Craigentinny Road	14	Carriageway	Resurfacing
Wakefield Avenue	14	Carriageway	Resurfacing
Diddingston Crescent	17	Carriageway	Resurfacing
Alemoor Crescent	14	Carriageway	Surface Dressing
Auchingane	9	Carriageway	Surface Dressing
Broomhouse Place North	7	Carriageway	Surface Dressing
Broomhouse Street South	7	Carriageway	Surface Dressing
Brunstane Bank	17	Carriageway	Surface Dressing
Brunstane Crescent	17	Carriageway	Surface Dressing
Caiyside	8	Carriageway	Surface Dressing
Carlowrie Castle Access (ZU 223)	1	Carriageway	Surface Dressing
Chesser Loan	9	Carriageway	Surface Dressing
Corbiehill Avenue	1	Carriageway	Surface Dressing
Dumbeg Park	2	Carriageway	Surface Dressing
Gilmerton Dykes Drive	16	Carriageway	Surface Dressing
Gilmerton Dykes Grove	16	Carriageway	Surface Dressing
Glenogle Road	5	Carriageway	Surface Dressing
Gordon Road	6	Carriageway	Surface Dressing
Lennox Row	4	Carriageway	Surface Dressing
Littlejohn Road	9	Carriageway	Surface Dressing
Mountcastle Bank	14	Carriageway	Surface Dressing
Niddrie Marischal Road	17	Carriageway	Surface Dressing
Prospect Bank Road	13	Carriageway	Surface Dressing
Ravelston House Park	6	Carriageway	Surface Dressing
Restalrig Circus	14	Carriageway	Surface Dressing
Robb's Loan	9	Carriageway	Surface Dressing
Saughton Mains Drive	7	Carriageway	Surface Dressing
Saughton Park	7	Carriageway	Surface Dressing
Silverknowes Gardens	1	Carriageway	Surface Dressing
Silverknowes Grove	1	Carriageway	Surface Dressing
Southhouse Avenue	16	Carriageway	Surface Dressing
Southhouse Loan	16	Carriageway	Surface Dressing
South Scotstoun	1	Carriageway	Surface Dressing
Stenhouse Gardens	7	Carriageway	Surface Dressing
Stenhouse Gardens N	7	Carriageway	Surface Dressing
West Caiystane Road	8	Carriageway	Surface Dressing
Echline Park	1	Carriageway	Microasphalt
Stewart Clark Avenue	1	Carriageway	Microasphalt
Inchkeith Avenue	1	Carriageway	Microasphalt
Primhouse Gardens	1	Carriageway	Microasphalt

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Scheme Name	Ward	Type	Treatment
Almond Grove	1	Carriageway	Microasphalt
Ochil Court	1	Carriageway	Microasphalt
Braepark Road	1	Carriageway	Microasphalt
Main Street	1	Carriageway	Microasphalt
Silverknowes Southway	1	Carriageway	Microasphalt
Silverknowes View	1	Carriageway	Microasphalt
Silverknowes Road East	1	Carriageway	Microasphalt
Strachan Road	5	Carriageway	Microasphalt
Braid Road	10	Carriageway	Microasphalt
Kaimes Road	6	Carriageway	Microasphalt
Manse Road	6	Carriageway	Microasphalt
Winton Drive	8	Carriageway	Microasphalt
Swanston View	8	Carriageway	Microasphalt
Redford Neuk	8	Carriageway	Microasphalt
Redford Bank	8	Carriageway	Microasphalt
Gogar Station Road	1	Footway	Slurry Sealing
Riversdale Crescent	6	Footway	Slurry Sealing
Riversdale Road	6	Footway	Slurry Sealing
Braid Farm Road	10	Footway	Slurry Sealing
Morningside Drive	10	Footway	Slurry Sealing
Northfield Grove	14	Footway	Slurry Sealing
Northfield Drive	14	Footway	Slurry Sealing
Glenallen Drive	16	Footway	Slurry Sealing
Marmion Crescent	16	Footway	Slurry Sealing
Hazeldean Terrace	16	Footway	Slurry Sealing
Milton Crescent	17	Footway	Slurry Sealing
Milton Gardens	17	Footway	Slurry Sealing
Magdelene Avenue	17	Footway	Slurry Sealing
Magdelene Drive	17	Footway	Slurry Sealing
Milton Road West	17	Footway	Slurry Sealing
Craigmillar Castle Gardens	17	Footway	Slurry Sealing
Castleview Avenue	17	Footway	Slurry Sealing

Tram Diversion Route Resurfacing

Street	Treatment	Area m2
Abercromby Place	Carriageway Resurfacing	4,729
North Leith Sands	Carriageway Resurfacing	1,140
Albany Street	Carriageway Resurfacing	3,850
Ocean Drive	Carriageway Resurfacing	1,300
East London Street	Carriageway Resurfacing	1,224
Annandale Street	Carriageway Resurfacing	2,538
Great Junction Street	Carriageway Resurfacing	2,160
Dalmeny Street	Sett Overlay	3,154
Hopetoun Street	Carriageway Resurfacing	655
Gordon Street	Carriageway Resurfacing	1,600
McDonald Road	Carriageway Resurfacing	300
Pilrig Street	Carriageway Resurfacing	6,200
Duncan Place	Carriageway Resurfacing	2,858
Broughton Street	Carriageway Resurfacing	3,950
Bonnington Road	Carriageway Resurfacing	6,700
Easter Road	Carriageway Resurfacing	9,500
Newhaven Road	Carriageway Resurfacing	4,847
Broughton Road	Carriageway Resurfacing	5,335
East Hermitage Place Junction	Carriageway Resurfacing	1,125
Portland Place/Lindsay Road	Carriageway Resurfacing	2,000
Links Place	Carriageway Resurfacing	2,917
Commercial Street	Carriageway Resurfacing	7,200
Academy Street	Sett Overlay	900

Transport and Environment Committee

10.00am, Friday, 11 October 2019

Roads Services Improvement Plan Update

Executive/routine	Executive
Wards	All
Council Commitments	

1. Recommendations

1.1 It is recommended that Committee:

1.1.1 notes the contents of the report and the positive progress made to date; and

1.1.2 agrees that a new redesigned improvement plan is drafted to take account of the progress made to date and the realigned service structure and responsibilities. This new plan will be submitted to Committee for approval by March 2020.

Paul Lawrence

Executive Director of Place

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Report

Roads Services Improvement Plan Update

2.   Executive summary

2.1   The report sets out progress that has been made in delivering the outstanding actions contained within the Roads Services Improvement Plan. It also provides an update on changes that have been made to organisational structures and sets out the intention to use the new management team to re-design an updated Improvement Plan to further drive performance.

3.   Background

3.1   The Roads Services Improvement Plan was approved on 10 August 2017 and sets out 36 actions that were 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.

3.2   The last update to Committee was 6 December 2018.

4.   Main report

4.1   The Roads Services Improvement Plan is attached in Appendix 1. This shows the summary of actions, with target timescales and expected outcomes.

4.2   The following information provides a summary of progress to date on each section within the improvement plan.

4.3   To date, 20 actions have been completed, with 15 outstanding and one action cancelled.

Organisational Structure

4.4   Significant progress has been made in re-defining the organisational structure within the wider roads and transport service. This has created a structure with greater clarity of focus and that will ensure that there is much more ownership of key issues.

4.5   The new structure creates two new distinct service areas, incorporating activities which are currently aligned elsewhere in the structure, alongside Localities and

Strategic Transport service delivery areas. The areas of responsibility for each service, are shown in the table below:

Place Management		Locality	Place Development
Network Management and Enforcement	**Roads and Transport Infrastructure**	**Locality Teams**	**Strategic Transport**
Citywide Road Network Intelligent Traffic Systems Parking and Traffic Regulation Street and Environmental Enforcement	Asset & Performance Contracts, Design, Flooding & Structures Roads Operations Street Lighting & Signage	Locality Improvement Plans and projects	Active Travel & Road Safety Public Transport Major Strategic Projects Development Management

Network Management and Enforcement

4.6   The aim of the Network Management and Enforcement Service is to oversee the smooth running of the city's transport network for all users, no matter the mode of transport. The service will regulate activity and take enforcement action where required. This service also contains the Traffic Signals and Traffic Management teams (Intelligent Traffic Systems) which has the tools and expertise to intervene and manage incidents where required.

4.7   This new service area will also be responsible for street/environmental enforcement. By integrating parking enforcement, road works enforcement and street/environmental enforcement) into a single team the Council will have a greater pool of 'eyes and ears' to to witness or detect offences (or contraventions) and take appropriate action.

Roads and Transport Infrastructure

4.8   The Roads and Transport Infrastructure Service has responsibility for maintaining the safety and performance of all of the city's road and transport assets. This ranges from repairing road defects, maintaining our road drainage network and gritting our roads (Roads Operations), to undertaking safety inspections, developing and implementing investment plans (Asset and Performance), and repairing street lights, lit signs and other signage assets (Street Lighting and Signage) through to undertaking significant design and delivery of capital investment in our roads and structures (Contracts, Design, Flooding and Structures).
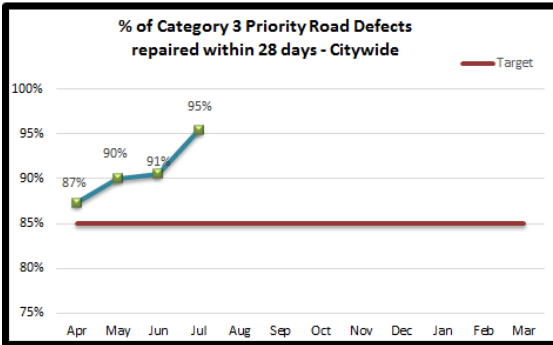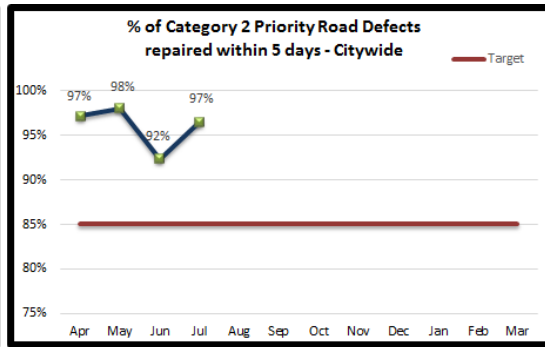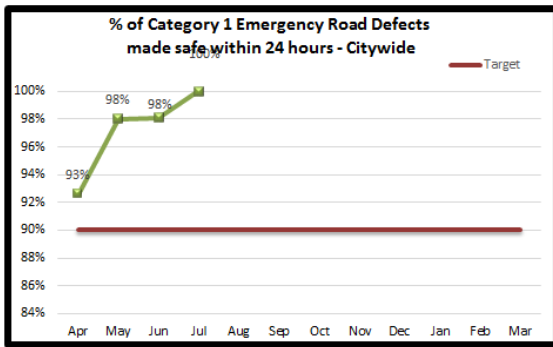
4.9   The creation on these new service areas brings in responsibility and resources which have previously been aligned to other parts of the Council, namely Strategic Transport, Localities and Waste and Cleansing.

4.10   Local transport and environment teams will remain in place and will be specifically focussed on identifying, defining and delivering local projects that have been prioritised through Locality Improvement Plans, through the use of Neighbourhood Environment Partnership funding and other external sources.

4.11   The scope of Strategic Transport service remains on active travel and road safety, public transport and brings in the Development Management activities which were previously managed across both Transport and Planning. This team will continue to work closely with Planning, Housing Investment and Economic Development services to ensure that the growth of the city and the transport network are properly aligned.

Population of the structure

4.12   The Senior Manager roles (Tier 3) within Network Management and Enforcement, Roads and Transport Infrastructure and Strategic Transport have all now been filled.

4.13   Operational Managers (Tier 4) within each service have also been confirmed. There are four vacant posts at this grade for which interviews will be held shortly.

4.14   Over the course of the coming weeks, staff will be matched and assigned into the relevant teams based on their individual preferences, work experience and training.

4.15   It is anticipated that all staff movements will have been completed by the end of the calendar year.

Performance Improvements

4.16   As has been reported previously to Transport and Environment Committee (in Improvement Plan progress updates and within Capital Investment updates) there have been a number of key performance indicators where improvements have been made. These specifically include:

4.16.1 A significant improvement in the Road Condition Index (RCI). The RCI is calculated as a two-year average and Edinburgh's latest RCI is 33.5%. This is a 2.9% improvement from the previous two-year average figure of 36.4%. This represents the lowest RCI in Edinburgh since 2011/12 and the biggest single year improvement since 2008/09; and

4.16.2 Recent months have also seen improved performance in repairing category one, two and three defects. This is evidenced in the charts below.

% of Category 1 Emergency Road Defects made safe within 24 hours - Citywide

% of Category 2 Priority Road Defects repaired within 5 days - Citywide

% of Category 3 Priority Road Defects repaired within 28 days - Citywide

4.17 At the Transport and Environment Committee on 12 September 2019, a new Risk Based Approach to Road Safety Inspections was approved. This new policy, created in line with the national code of practice, changes the timescale for repairing a category three defect from 28 days to 60 days. It is anticipated that this change will allow the Roads Operations team to increase the percentage of repairs of category three defects that are permanent as opposed to temporary make safe repairs.

4.18 More recently, improvements have also been made in reducing the backlog of street lighting faults and improving the number of street lighting faults that are repaired within five working days.

Improvement Plan Assurance

4.19 As part of the Council's Internal Audit programme, an audit of the Roads Services Improvement Plan was undertaken and completed in August 2019. This audit focussed on the overall assurance of the plan and the wider performance framework across Roads Services.

4.20 This audit was reported to Governance, Risk and Best Value Committee on 13 August 2019. Whilst the audit noted several areas of good practice and the improved performance in the service, it did also recommend that the Roads Services Improvement Plan should be reviewed and re-based given the length of time that has passed since the original draft and the better understanding that officers now have of what improvements need to be made.

4.21 Officers within the Roads and Transport Infrastructure service, as well as the Head of Place Management, are in agreement with this recommendation and propose to commence work with the wider management team to re-draft a new Improvement

Plan which still carries forward any outstanding actions from the existing version, but also adds additional improvement actions based on the thinking of the new management team and more recent concerns that have been raised by Elected Members (e.g. gully maintenance, road drainage and increasing the number of permanent road repairs).

5. Next steps

5.1 As stated in paragraph 4.21, the focus of the management team within Roads and Transport Infrastructure, after finalising the population of the new organisational structure, will be to draft a new Roads Services Improvement Plan. This will focus on all aspects of asset maintenance.

5.2 The following actions that remain open from the existing Improvement Plan will be kept open and transferred into the new plan, or replaced if a more effective action can be identified:

Action No.	Action Description
3	Move the ERS budget from being a trading account to a general fund revenue account
5	Retain sufficient resources within localities to progress local road enhancements
6	Review all enquiry types and designate responsible officers/teams for each type of enquiry
7	Work with Customer Service colleagues to improve enquiry handling/resolution
8	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.
9	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan
12	Focus on carriageway and footway inspections to ensure they are kept up to date
13	Ensure all squads are properly equipped to carry out permanent first-time repairs wherever possible
16	Allocate resources to repair the large number of defective guardrails across the city

17	Ensure adequate internal capability to properly repair defects on setted streets
21	Review current working patterns to ensure the service delivery is aligned to demand
28	Develop a suite of schedule of rates for the newly established Road Operations service
31	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset
35	Following market testing and benchmarking, if appropriate, seek Committee approval, develop a contract specification, advertise and procure a prime contract before implementation
36	Convert existing Street Lighting to energy efficient lanterns

5.3 The most radical organisational change is the creation of the Network Management and Enforcement Service. This service is being created with the aim of delivering improvement enforcement outcomes, improved management and coordination of road works and reduced street clutter and unauthorised obstructions of footways and carriageways.

5.4 There has been less focussed activity on delivering improvements in this service area in recent years and there will need to be more intensive work required to bring together a number of teams that have been more disparately managed previously. It is therefore proposed that the Network Management and Enforcement senior management team are allowed a period of six months to establish the new service and embed new ways of working prior to the creation of an Improvement Plan to focus on this service. It is anticipated that this plan will be presented to Committee for approval in May 2020.

6.   Financial impact

6.1 There is no financial impact associated with this report. The new operating structure has been funded within the existing budget and any improvement actions are required to be contained within current resource allocations.

7.   Stakeholder/community impact

7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations is this report.

7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability.

7.3 There are no significant sustainability implications expected as a result of approving the recommendations is this report.

8. Background reading/external references

8.1 None.

9. Appendices

9.1 Appendix 1 – Roads Services Improvement Plan Action Update

Appendix 1 - Roads Services Improvement Plan

Action Point		Action	Open/Closed	Lead Team	Comments	Status
Organisational Structure						
1	Roads and Transport Infrastructure	Create a single service to manage and maintain all elements of the road asset maintenance/renewal cycle	Closed	Head of Place Management	Third and Fourth Tier Managers appointed. Matching and assignment to remaining tiers taking place.	**Achieved**
2	ERS Operating Model	Re-align the ERS service to respond to visible defects on the road network	Closed	Edinburgh Road Services (ERS)	Improved focus on defect repairs and flexible use of resource now in place	**Achieved**
3	ERS Budget Structure	Move the ERS budget from being a trading account to a general fund revenue account	Open	Roads and Transport Infrastructure Manager	Aiming to have this in place for the start of the 2020/21 financial year	**Carry Forward**
4	Network Management	Create a single service to coordinate all activity on the road network (permits, TTROs, diversions etc)	Closed	Head of Place Management	Third and Fourth Tier Managers appointed. Matching and assignment to remaining tiers taking place.	**Achieved**
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	Open	Head of Place Management	Structural realignment currently underway. Links to Action Point 1.	**Carry Forward**
Customer Service						
6	Enquiry Owners	Review all enquiry types and designate responsible officers/teams for each type of enquiry	Open	Roads and Transport Infrastructure Manager	This will be influenced by the structural realignment. Linked Action Point 7 and 8.	**Carry Forward**

Action Point		Action	Open/Closed	Lead Team	Comments	Status
7	Customer Enquiries	Work with Customer Service colleagues to improve enquiry handling/resolution	Open	Customer Services Roads Services Business Support	Progress linked to Action Point 6. Will be influenced by the structural realignment	**Carry Forward**
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	Open	Head of Place Management	Progress is linked to Action Points 6 and 7. Will be influenced by structural realignment	**Carry Forward**
Road Safety Inspections						
9	Roads Inspector Team	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan	Open	Asset and Performance Manager	Required staffing resource has been assessed. Structural changes being implemented as part of the realignment process	**Carry Forward**
10	Inspection Recording	Improve the process for recording inspections and defects	Closed	RAMP Manager/Process Analyst	Confirm has been amended to support this improvement.	**Achieved**
11	Training	Deliver refresher training for all Roads Inspectors	Closed	RAMP Manager	Training delivered on the improved inspection process within the Confirm system.	**Achieved**

Action Point		Action	Open/Closed	Lead Team	Comments	Status
12	Inspection Compliance	Focus on carriageway and footway inspections to ensure they are kept up to date	Open	Asset and Performance Manager	Links to Action Point 10. The new Safety Inspection Team will be resourced in the coming weeks and will have the sole focus on ensuring that all footway and carriageway safety inspections are effectively undertaken in line with the approved policy.	**Carry Forward**
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	Open	Roads Operations Manager	Good progress has been made but this action can not yet be closed. A hot box squad is now regularly deployed. A new defect categorisation procedure was approved by Transport and Environment Committee on 12 September 2019 which will enable more permanent repairs of category 3 and 4 defects.	**Carry Forward**
14	Follow Up Repairs - Road Defects	Develop a process to follow up with permanent repairs when temporary repairs are required in the first instance	Closed	Edinburgh Road Services (ERS)	Processes developed within Confirm to support scheduling of Category 3 and 4 defects and provide performance information. Contract has been awarded to undertake permanent repairs. Progress is linked to Action Point 13.	**Achieved**

Action Point	Action		Open/Closed	Lead Team	Comments	Status
15	Programming and Scheduling of Road Defects	Schedule defect repairs in the most efficient manner and provide key health and safety documentation to squads	Closed	BSS Manager/ERS Manager	Scheduling of work via Confirm continues to improve and key health and safety documentation, including PU drawings, are provided by admin support staff.	Achieved

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Action Point		Action	Open/Closed	Lead Team	Comments	Status
16	Guardrail Repair and Replacement	Allocate resources to repair the large number of defective guardrails across the city	Open	Head of Place Management	The allocation of resources will be considered further following the structural realignment to ensure the 'best fit'. Reporting of guardrail defects is included in current Web developments.	**Carry Forward**
17	Setted Street Repairs	Ensure adequate internal capability to properly repair defects on setted streets.	Open	Roads and Transport Infrastructure Manager	Council Engineers and Design teams have received specialist training on resurfacing of setted streets. Additional training and resource is still required in Roads Operations before this action can be closed off.	**Carry Forward**
18	Street Lighting Defect Repairs	Reduce the number of outstanding street lighting defects	Closed	Contract and Logistics Manager/Business Support	Significant progress has been made in reducing the backlog of street lighting faults as a result of the re-allocation of internal resources. There has also been improved performance in repairing street lighting faults within target timescales.	**Achieved**

Action Point		Action	Open/Closed	Lead Team	Comments	Status
Workforce Management						
19	Nightshift	Evaluate effectiveness of the nightshift service and consider improvements	Closed	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.	**Achieved**
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.	Closed	OD & Learning/ERS Manager	Training matrix established. Critical training gaps addressed, electronic training records developed. Long term training programme developed with Organisational Development and Learning colleagues. Plant and equipment reviewed and implemented. Bi-monthly meetings held with staff and union representatives in each depot.	**Achieved with additional activities underway**
21	Working Patterns	Review current working patterns to ensure the service delivery is aligned to demand	Open	Roads and Transport Infrastructure Manager/Roads Operations Manager	Business options developed. Review has been placed on hold pending completion of the structural realignment.	**Carry Forward**
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	Closed	OD & Learning	Apprentice roles have been built in to the operating structure.	**Achieved**

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Action Point		Action	Open/Closed	Lead Team	Comments	Status
23	Service Contract for Street Lighting Repairs	Develop a Service Contract with appropriate suppliers to provide skilled street lighting operatives.	Closed	ERS Manager	A procurement exercise and dialogue with street lighting maintenance companies have shown that there is no market appetite for this contract.	**Cancelled**

Action Point		Action	Open/Closed	Lead Team	Comments	Status
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	Closed	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. Designs for a 5 lane maintenance facility at Bankhead Depot are being progressed.	**Achieved**
25	Depot Review	Review the requirement for three depots for roads and develop a rationalisation/improvement strategy	Closed	ERS Manager/ Asset Strategy Manager	Barnton Depot has now been closed and staff relocated to a new improved Bankhead Depot. This is already identifying greater opportunities for improvement and sharing of resources. Investigations into the potential for a new South East Depot (to accommodate Blackford depot resource) are continuing as part of the Depots Review.	**Achieved**
26	Salt Storage	Ensure that adequate arrangements are in place to provide core and contingency salt stocks to support our winter maintenance activity	Closed	Commercial Manager/Asset Strategy Manager	Sufficient salt stocks are in place. Contingency stocks are located at Braehead. Moving forward, the option of strategic stores at both Bankhead and a new South East Depot are being progressed.	**Achieved**

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Action Point		Action	Open/Closed	Lead Team	Comments	Status
Improved Business Processes						
27	Confirm Training	Extend training to staff and ensure Confirm is fully utilised	Closed	Confirm Board	The Confirm system is now being used routinely by frontline teams and Roads Inspectors after a rollout of re-familiarisation training.	**Achieved**
28	Schedule of Rates (SORs)	Develop a suite of schedule of rates for the newly established Road Service operations	Open	Roads Operations Manager	Work is ongoing on the best operating model for the service. Development of SORs will depend on the outcome of these discussions. Links to Action Point 3.	**Carry Forward**
29	Winter Weather Treatment	Review the winter maintenance operation and ensure that the service achieves value for money	Closed	ERS Manager/Locality Managers	Thermal Mapping is complete. New routes developed and operating effectively.	**Achieved**
Improved Asset Management						
30	Asset responsibility	Create a joint TAMP and Roads Inspection function	Closed	Head of Place Management	A new Asset and Performance Team has been created as part of the Roads and Transport Infrastructure Service. The Asset and Performance Manager will have responsibility for TAMP and Road Inspections.	**Achieved**
31	Inspection and RAMP data	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset	Open	Asset and Performance Manager	Enquiry and Confirm data is being used to support RCI information. A vehicle-mounted system is being trialled which will undertake detailed capturing of road defect and deterioration data and allow for deeper analysis using GIS software.	**Carry Forward**

Action Point		Action	Open/Closed	Lead Team	Comments	Status
32	Street Lighting Central Management System (CMS)	Include the provision of CMS in the energy efficient lighting contract	Closed	Street Lighting & Traffic Signals Manager	This has been procured and is now in implementation. C.5000 nodes already installed.	**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	Closed	Infrastructure Manager	Market testing complete. Positive indications from a number of contractors. Full cost/benefit analysis required after benchmarking with other Local Authorities.	**Achieved**
34	Contract Management	Benchmark other Councils with prime contractors to determine the optimal contract management structure and roles	Closed	Infrastructure Manager/Commercial and Procurement	Benchmarking complete. Visits have taken place to a number of Local Authorities, all of whom operate using different business models.	**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	Open	Design, Flooding and Structures Manager	A pilot scheme has been undertaken using the Scotland Excel framework. This will be evaluated before a final decision is made on whether to progress a prime contract option.	**Carry Forward**
36	Street Lighting Project	Convert existing Street Lighting to energy efficient lanterns	Open	Street Lighting and Signage Manager	Works commenced November 2018 on a Ward by Ward basis and are scheduled to end in Mid-2021.	**Carry Forward**

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