

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 12th November, 2020

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the live webcast.

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 Any items under “Private Business” will not be published, although the decisions will be recorded in the minute.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
1. Calming Brunstane Road Residents Group - In relation to Item 6.1 on the agenda – Business Bulletin
 2. Leith Links Community Council - In relation to Item 7.6 on the agenda – Spaces for People Update – November 2020
 3. Lib Dem Citizens Team - In relation to Item 7.6 on the agenda – Spaces for People Update – November 2020
 4. Portobello Community Council - In relation to Item 9.2 on the agenda – Motion by Councillor Miller – Cyclist Fatality

4. Minutes

- 4.1 Minute of the Transport and Environment Committee of 1 October 2020 – submitted for approval as a correct record 7 - 20

5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 21 - 24
- 5.2 Transport and Environment Committee Rolling Actions Log 25 - 50

Business Bulletin

- 6.1 Transport and Environment Business Bulletin 51 - 72

7. Executive Decisions

7.1	Vision for Water Management – Report by the Executive Director of Place	73 - 92
7.2	Trams to Newhaven – COVID-19 Final Business Case Refresh – Report by the Executive Director of Place	93 - 162
7.3	City Centre West to East Cycle Link and Street Improvements Project - Section 3(b) (North St David Street) - Representations to Traffic Regulation Order and Redetermination Order – Report by the Executive Director of Place	163 - 178
7.4	Reform of Transport Arm's Length External Organisations – Report by the Executive Director of Place	179 - 188
7.5	Waste and Cleansing Service Policy Assurance Statement – Report by the Executive Director of Place	189 - 224
7.6	Spaces for People Update - November 2020 – Report by the Executive Director of Place	225 - 288
7.7	Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place	289 - 300
7.8	Revenue Monitoring Update –2020/2021 Month five position – Report by the Executive Director of Place	301 - 308
7.9	Appointments to Working Groups 2020/21 – Report by the Chief Executive	309 - 314

8. Routine Decisions

8.1	Edinburgh's coastline – update – Report by the Executive Director of Place	315 - 320
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9. Motions

9.1	Motion by Councillor Webber - Intelligent Traffic Signals	
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“Committee:

Notes

1. As part of its traffic information system a series of large Variable Message Signs throughout Edinburgh
2. Some do not appear to be working and many appear under used
3. The contribution these installed Variable Message Signs can make to traffic flow, limiting unnecessary journeys and improving the visitor experience in Edinburgh

Instructs

4. A report in two cycles clarifying the extent, use, condition and plans for the Variable Message Signs system in Edinburgh. The report should clarify, where appropriate, reasons for lack of use of these signs.”

9.2 Motion by Councillor Miller - Cyclist Fatality

“Committee:

- Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.
- Recognises that this is the second fatality of a cyclist at this junction within two years.
- Asks officers to review the provision of safe routes for people travelling by bike through this junction.”

Andrew Kerr

Chief Executive

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Scott Arthur, Councillor Eleanor Bird, Councillor Gavin Corbett, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller, Councillor Stephanie Smith, Councillor Susan Webber and Councillor Iain Whyte

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 meeting will be held by Teams and will be webcast live for viewing by members of the public.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, 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 4237, email veronica.macmillan@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 1 October 2020

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Arthur, Bird, Jim Campbell (substituting for Councillor Smith), Corbett, Key, Lang, Miller, Webber and Whyte.

1. Reform of Transport Arm's Length External Organisations

Decision

To continue this item to the Transport and Environment Committee meeting of 12 November 2020.

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

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

2. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

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 October 2020 was presented.

Decision

- 1) To agree to close the following actions:
 - Action 1 - Review of Scientific Services & Mortuary Services
 - Action 2(2) - Transport for Edinburgh Strategy 2017-2021 and Lothian Buses Business Plan 2017-2019
 - Action 4(1&2) – Public Spaces Protocol
 - Action 7(1&2) – Single Use Plastic
 - Action 9(1) - Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking

- Action 18 – Viewforth Bridge Update
- Action 19 – Grounds Maintenance in the South West Locality
- Action 21 - Emergency Motion by Councillor Burgess – Waste and 2030 Climate Emergency
- Action 22 - Review of Chargeable Garden Waste Service
- Action 23(1&3) - Public Transport Priority Action Plan Update
- Action 24 – Communal Bin Enhancement Update
- Action 25 – The Edinburgh Parks Events Manifesto Update
- Action 28 - Motion by Councillor Mowat – Summertime Streets Programme
- Action 29(1, 2, 3) – Transport and Environment Business Bulletin
- Action 30 - Deposit Return Scheme (DRS) for Drinks Containers
- Action 32(1&2) - Motion by Councillor Rae – Greening the Fringe
- Action 33 - – Transport and Environment Business Bulletin
- Action 34(1&4) – Evaluation of the 20mph Speed Limit Roll Out
- Action 35(1&2) - Household Waste Recycling Centres - Update
- Action 36(1&2) – Edinburgh’s Low Emission Zones - Update
- Action 37 - Open Streets Programme Progress Report
- Action 38 - Place Directorate – Financial Monitoring 2019/20 – Month Three Position
- Action 39 - Roads Services Improvement Plan Update
- Action 41(1&2) – Transport and Environment Committee Rolling Actions Log
- Action 42(1&2) - Transport and Environment Business Bulletin
- Action 48 - Communal Bin Enhancement Update
- Action 49(2) – Waste and Cleansing Services Performance Update
- Action 50(1, 2, 3) – Summertime Streets Evaluation
- Action 52 – Smarter Choices, Smarter Places 2020-21
- Action 53(1&2) - Transport and Environment Business Bulletin

2) 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 October 2020 was presented.

Decision

- 1) To agree that a briefing note would be provided with a timeline setting out when taxi ranks would be refreshed.
- 2) To agree that officers would confirm if the Traffic Commissioner could look at commercial vehicles more widely with regard to the Low Emission Zone Scheme.
- 3) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Spaces for People – East Craigs Low Traffic Neighbourhood

a) Deputation – Low Traffic Corstorphine

A written deputation was presented on behalf of Low Traffic Corstorphine.

The deputation noted there was good evidence from other places in the UK and Europe that showed it was likely an Low Traffic Neighbourhood (LTN) would bring benefits to East Craigs and west Edinburgh. The deputation acknowledged there had been some opposition to this scheme but hoped Committee would support the trial.

b) Deputation – Get Edinburgh Moving

A written deputation was presented on behalf of Get Edinburgh Moving.

The deputation stated that the community remained firmly opposed to the introduction of the East Craigs LTN, especially under a Temporary Traffic Regulation Order (TTRO). The deputation requested that the Committee and council officials consider the points raised in the written deputation, and especially Counsel opinion (appended to the deputation) before considering whether it was appropriate to vote in favour of the revised plan at this time.

c) Deputation – Corstorphine Community Council

A written deputation was presented on behalf of Corstorphine Community Council.

The deputation stated that Corstorphine Community Council was entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognised the intent behind Low Transport Neighbourhoods; continued to advocate for traffic management measures including combating parking and 'rat running' issues; and encouraged provision for cyclists and walkers. The deputation strongly advocated for an exacting Low Emission Zone (LEZ) for the whole City and not the two-tier LEZ that was currently proposed.

d) Deputation – Drumbrae Community Council

A written deputation was presented on behalf of Drumbrae Community Council.

The deputation sought to lay out their ongoing concerns in respect of the Low Traffic Neighbourhood proposals impacting the community council area.

The deputation also requested that Committee took stock of the ongoing community opposition to the proposals and halt the East Craigs LTN process in order to consult and engage.

e) Ward Councillors

In accordance with Standing Order 32.1, the Convener agreed to hear a presentation from Ward Councillor Aldridge in relation to the Spaces for People – East Craigs Low Traffic Neighbourhood report. Councillor Aldridge advised he was speaking on behalf of all three Ward Councillors. There were key elements that had come through the representations from local people. The first of those was the high number of people who regularly walked, cycled, or wheeled in the area who had asked that Committee withdrew the current revised proposals. Secondly, there were a number of people with disabilities or caring responsibilities who would be affected by the proposals. Thirdly, was the rich quality and volume of constructive, well considered suggestions for improving the community which had been proposed by residents. Councillor Aldridge stated there was a strong desire to participate and find solutions in the local community.

Councillor Aldridge was grateful new proposals had been brought forward but asked Committee to pause and consult before implementing the LTN in East Craigs.

f) Report by the Executive Director of Place

Approval was sought to introduce a temporary Low Traffic Neighbourhood (LTN) in East Craigs. The report set out further plans for temporary LTNs and a Quiet Route which were being developed as part of the Spaces for People programme.

Motion

- 1) To approve the introduction of a Low Traffic Neighbourhood (LTN) in East Craigs, as set out in the report and in Appendix 2 of the report.
- 2) To note the other LTN and Quiet Route proposals which were being developed would return to the Transport and Environment Committee for approval in the future.
- 3) To note that developing schemes would be informed by ongoing reviews and would take into account other interacting projects.
- 4) To welcome the changes made to the original East Craigs Low Traffic Neighbourhood proposals to better reflect local residents' concerns.
- 5) To recognise that Low Traffic Neighbourhoods could be a valuable component of a city-wide transport network, particularly for keeping through traffic away from primarily residential housing areas and facilities such as schools where improved safety conditions were desired. To request a widening of the proposed eastbound bus gate operational hours to 15.00 -18.30, as well as the proposed 07.30 - 09.30 morning time period, to better reflect school hours and reduce traffic volumes during these times.

- 6) To request further explanation, directly to Committee members and stakeholders, of possible traffic calming measures to be employed on Craigs Crescent and Craigs Avenue. To recognise that Spaces for People measures were many and varied and were therefore at different stages of implementation and monitoring.
 - 7) To note the intention to bring some schemes back for review and information to the next Transport and Environment Committee and that this was expected, for different schemes, at each Transport and Environment Committee for the duration of the initiative.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To recognise that revised proposals had been developed and were shown in Appendix 2 of the report.
 - 2) To note that these indicated arbitrary alterations to the original plans.
 - 3) To note that the local community and the residents living within the Low Traffic Neighbourhood (LTN) area continued to have many unanswered questions.
 - 4) To note the overwhelming opposition to the scheme from those living within the LTN area and local stakeholders
 - 5) To note that there was no reference within the West Edinburgh Link consultation documents of a Low Traffic Neighbourhood for East Craigs.
 - 6) To note with concern that the West Edinburgh Link Consultation was being used as evidence of wide spread approval for this scheme.
 - 7) To agree that the scheme should not be progressed unless or until a redesign was in place that gained local support and therefore requested a full, comprehensive consultation with the local community that would include:
 - a. road safety audits.
 - b. equalities impact assessments.
 - c. plans for significant improvements to current path network in East Craigs.
 - d. prioritised the views of residents living within the proposed area.
 - 8) To further agree that other LTN and Quiet Route proposals should be subject to the same level of public consultation before the final plans were brought to Committee for final decision.
 - 9) To establish clarification of the power of the Council to establish LTNs under emergency arrangements.
- moved by Councillor Webber, seconded by Councillor Lang

Amendment 2

- 1) To approve the introduction of a Low Traffic Neighbourhood (LTN) in East Craigs, as set out in the report and in Appendix 2 of the report.
 - 2) To note the other LTN and Quiet Route proposals which were being developed would return to the Transport and Environment Committee for approval in the future.
 - 3) To note that developing schemes would be informed by ongoing reviews and would take into account other interacting projects.
 - 4) To welcome the changes made to the original East Craigs Low Traffic Neighbourhood proposals to better reflect local residents' concerns.
 - 5) To recognise that Low Traffic Neighbourhoods could be a valuable component of a city-wide transport network, particularly for keeping through traffic away from primarily residential housing areas and facilities such as schools where improved safety conditions were desired. To request a widening of the proposed eastbound bus gate operational hours to 15.00 -18.30, as well as the proposed 07.30 - 09.30 morning time period, to better reflect school hours and reduce traffic volumes during these times.
 - 6) To request further explanation, directly to Committee members and stakeholders, of possible traffic calming measures to be employed on Craigs Crescent and Craigs Avenue. To recognise that Spaces for People measures were many and varied and were therefore at different stages of implementation and monitoring.
 - 7) To note the intention to bring some schemes back for review and information to the next Transport and Environment Committee and that this was expected, for different schemes, at each Transport and Environment Committee for the duration of the initiative.
 - 8) To note the long-established benefit of permanent LTN measures which had protected the Bughtlin neighbourhood from through traffic from Maybury Road.
 - 9) To instruct measurements to be conducted on the A8, A902 and B701 and the junctions of these roads, and the streets within the LTN throughout the temporary period to enable analysis and identification of possible effects including congestion, volume, evaporation and modal shift.
- moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12), Amendment 2 was accepted as an addendum to the motion.

Voting

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

(For the motion (as adjusted): Councillors Arthur, Bird, Corbett, Doran, Key, Macinnes and Miller.

For the amendment: Councillors Jim Campbell, Lang, Webber and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To approve the introduction of a Low Traffic Neighbourhood (LTN) in East Craigs, as set out in the report and in Appendix 2 of the report.
- 2) To note the other LTN and Quiet Route proposals which were being developed would return to the Transport and Environment Committee for approval in the future.
- 3) To note that developing schemes would be informed by ongoing reviews and would take into account other interacting projects.
- 4) To welcome the changes made to the original East Craigs Low Traffic Neighbourhood proposals to better reflect local residents' concerns.
- 5) To recognise that Low Traffic Neighbourhoods could be a valuable component of a city-wide transport network, particularly for keeping through traffic away from primarily residential housing areas and facilities such as schools where improved safety conditions were desired. To request a widening of the proposed eastbound bus gate operational hours to 15.00 -18.30, as well as the proposed 07.30 - 09.30 morning time period, to better reflect school hours and reduce traffic volumes during these times.
- 6) To request further explanation, directly to Committee members and stakeholders, of possible traffic calming measures to be employed on Craigs Crescent and Craigs Avenue. To recognise that Spaces for People measures were many and varied and were therefore at different stages of implementation and monitoring.
- 7) To note the intention to bring some schemes back for review and information to the next Transport and Environment Committee and that this was expected, for different schemes, at each Transport and Environment Committee for the duration of the initiative.
- 8) To note the long-established benefit of permanent LTN measures which had protected the Bughtlin neighbourhood from through traffic from Maybury Road.
- 9) To instruct measurement to be conducted on A8, A902 and B701 and the junctions of these roads, and the streets within the LTN throughout the temporary period to enable analysis and identification of possible effects including congestion, volume, evaporation and modal shift.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – Policy and Sustainability Committee on 20 August 2020 (item 14); report by the Executive Director of Place, submitted)

Declaration of Interests

Councillor Whyte declared a non-financial interest in the above item as a resident near the proposed Low Traffic Neighbourhood Network.

6. West Edinburgh Link - Gogarloch and South Gyle Proposed Residents' Priority Parking Area

The West Edinburgh Link (WEL) project aimed to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks in the west of Edinburgh. Approval was sought for the introduction of a residents' Priority Parking Area in Gogarloch and South Gyle to complement the above changes.

Motion

- 1) To note that the Executive Director of Place had given approval under Delegated Authority to commence the statutory procedures to make the necessary Traffic Regulation Order and Redetermination Order for most of the changes proposed as part of the West Edinburgh Link project, as described in the report.
- 2) To approve commencing the legal process to introduce a residents' Priority Parking Area in the Gogarloch and South Gyle area.
- 3) To approve setting permit charges as detailed in Appendix 1 of the report.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note that the Executive Director of Place had given approval under Delegated Authority to commence the statutory procedures to make the necessary Traffic Regulation Order and Redetermination Order for the changes proposed as part of the West Edinburgh Link project.
- 2) To note the title of the report presented today and to therefore exclude
 - a. the removal of one of the southbound traffic lanes on Wester Hailes Road.
 - b. changes to parking restrictions along Harvesters Way.
- 3) To approve commencing the legal process to introduce a residents Priority Parking Area in Gogarloch and South Gyle area.
- 4) To recommend further work to permit changes as detailed in Appendix 1 of the report be undertaken in respect of the proposed residents' Priority Parking Area timings of 1000–1130 on Mondays to Fridays based on significant opposition within resident feedback.

- moved by Councillor Webber, seconded by Councillor Whyte

Voting

For the motion - 7 votes

For amendment - 4 votes

(For the motion: Councillors Arthur, Bird, Corbett, Doran, Key, Macinnes and Miller.
For the amendment: Councillors Jim Campbell, Lang, Webber and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

(References – Transport and Environment Committee on 17 May 2018 (item 8); report by the Executive Director of Place, submitted)

Declaration of Interests

Councillor Webber declared a non-financial interest in the above item as a Board Member of Wester Hailes Land and Property Development Company Limited.

7. Bus Priority Rapid Development Fund

Details were provided of the early actions taken by the Council using the Bus Priority Rapid Development (BPRD) fund to support the efficient operation of the city's bus network on a local and regional level working very closely with local bus operators and other local and regional authorities. Details were also provided on the proposed changes to the processes for consulting upon, and advertising, traffic and other orders promoted by the Council to support delivery of the BPRD programme

Motion

- 1) To recognise the changes which COVID-19 had made to people's everyday lives and that many of the changes would remain in place for the foreseeable future.
- 2) To recognise the importance of public transportation to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enabled people to be physically distant and safe when using public transport in the city would be central to this response.
- 3) To note that the Scottish Government had announced a national Bus Priority Rapid Development (BPRD) fund for local authorities with the key aim of targeting areas which were likely to suffer congestion, once COVID-19 restrictions were lifted and to implement temporary bus priority measures, to improve bus journey times and make services more reliable.
- 4) To note that following a successful application to the BPRD fund from the City of Edinburgh Council on behalf of neighbouring City Deal local authorities, the Scottish Government had allocated £1,203,120 to support the delivery of local bus priority schemes across the region.
- 5) To note the criteria used to identify temporary bus priority infrastructure schemes (as set out in Appendix 1 of the report) and note the intention to continue to discuss approaches and policies with Transport Scotland and local bus operators.
- 6) To agree that following notification to local ward Councillors on specific schemes, to delegate authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes based on the criteria approved at 1.1.5 and note that these would be reported to Transport and Environment Committee regularly.
- 7) To approve the measures detailed in Appendix 2 of the report on how traffic orders would be communicated to stakeholders during the ongoing COVID19 lockdown.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To recognise the changes which COVID-19 had made to people's everyday lives and that many of the changes would remain in place for the foreseeable future.
- 2) To recognise the importance of public transportation to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enabled people to be physically distant and safe when using public transport in the city would be central to this response.
- 3) To note that the Scottish Government had announced a national Bus Priority Rapid Development (BPRD) fund for local authorities with the key aim of targeting areas which were likely to suffer congestion, once COVID-19 restrictions were lifted and to implement temporary bus priority measures, to improve bus journey times and make services more reliable.
- 4) To note that following a successful application to the BPRD fund from the City of Edinburgh Council on behalf of neighbouring City Deal local authorities, the Scottish Government had allocated £1,203,120 to support the delivery of local bus priority schemes across the region.
- 5) To note the criteria used to identify temporary bus priority infrastructure schemes (as set out in Appendix 1 of the report) and note the intention to continue to discuss approaches and policies with Transport Scotland and local bus operators.
- 6) To agree that notification would be made to local ward Councillors and local stakeholder groups to permit a short period of consultation that would validate and identify any immediate and or significant issues.
- 7) To agree that should any issue identified or raised during the short period of consultation be determined as being of significant public concern, objections raised by 50% or more of the local ward councillors or having political or controversial consequences, then the temporary scheme should be referred to the appropriate Executive Committee (Transport and Environment or Policy and Sustainability as dates permitted) to expedite and permit elected member scrutiny prior to approval.
- 8) Thereafter delegated authority to the Executive Director of Place to implement the temporary schemes and notes that these would be reported to Transport and Environment Committee on a 2-cycle basis to permit further scrutiny, review, improvement and revision.

Renumbers 1.1.7 as 1.1.9

- moved by Councillor Weber, seconded by Councillor Jim Campbell

Voting

For the motion - 7 votes

For amendment - 4 votes

(For the motion: Councillors Arthur, Bird, Corbett, Doran, Key, Macinnes and Miller.
For the amendment: Councillors Jim Campbell, Lang, Webber and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

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

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

8. City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps

Details were provided on the analysis and consideration of the feedback submitted on the proposals and policies set out in the City Mobility Plan (CMP) – Draft for Consultation.

Decision

- 1) To note that engagement with stakeholders and the public during January to April 2020 (one month additional to that approved by the Transport and Environment Committee) on the emerging City Mobility Plan (CMP) had resulted in some 1,800 representations to the ‘City Mobility Plan – Draft for Consultation’, including comments made in drop in sessions, meetings and workshops.
- 2) To note the consultation responses.
- 3) To agree that consideration of the responses to the consultation and a finalised Plan be brought back to Committee early next year.

(References – Transport and Environment Committee on 16 January 2020 (item 1); report by the Executive Director of Place, submitted)

9. Roads and Transport Infrastructure Improvement Plan

Details were provided on progress that had been made in delivering the outstanding actions contained within the Roads Improvement Plan. An update was also provided on implementation of the new organisational structure. Details were also provided on the new actions, within the new Roads and Transport Infrastructure Improvement Plan, that had been developed in conjunction with the implementation of the new organisational structure.

Decision

- 1) To note the contents of the report and the positive progress made to date.
- 2) To note the significant progress on completing the majority of the Roads Improvement Plan actions as detailed in Appendix 1 of the report.

- 3) To agree the new Roads and Transport Infrastructure Improvement Plan as detailed in Appendix 4 of the report.
- 4) To note that the new Network Management and Enforcement Services Improvement Plan would be submitted to the Transport and Environment Committee for approval at a future meeting.
- 5) To agree that individual briefings would be offered to Committee on the Roads and Transport Organisational Structure.

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

10. Revenue Monitoring Update – 2019/2020 Provisional out-turn and 2020/2021 Month three position

The Committee considered a report which set out the provisional out-turn for the 2019/2020 financial year and the projected month three revenue monitoring position for Place Directorate. This was based on the unaudited annual accounts for 2019/2020 in respect of the provisional out-turn and for the month three forecast, an analysis of actual expenditure and income to the end of June 2020 with expenditure and income projections for the remainder of the 2020/2021 financial year.

Decision

- 1) To note that the overall Place provisional revenue out-turn for 2019/2020 was a £6.996m overspend including costs attributable to Covid-19 and £5.345m when Covid-19 net costs were excluded. Services within the remit of the Committee delivered provisional out-turn overspends in 2019/2020 of £3.876m excluding Covid-19 impacts.
- 2) To note that the overall Place revenue budget month three position for the 2020/2021 financial year was a projected £3.020m overspend (excluding Covid19 impact). Services within the remit of the Committee were forecasting an overspend of £0.95m (excluding Covid-19 impact), which represented the 2020/2021 savings delivery risk.
- 3) To note that General Fund Covid-19 costs of c. £29m in addition to pressures set out at 1.1.2 had been forecast for the overall Place Directorate at month three with circa £18m relating to services within the remit of the Committee.
- 4) To note that the Executive Director of Place was taking measures to reduce budget pressures and progress would be reported to Committee at agreed frequencies.

(References – Finance and Resources Committee on 27 August 2020 (item 3); report by the Executive Director of Place, submitted)

11. Motion by Councillor Lang - Spaces for People Online Consultation

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

“Committee:

- 1) Notes that the Council, in conjunction with Sustrans, launched the online Commonplace tool on 29 May for people to share suggestions for creating safer spaces for walking, cycling and wheeling safely; and that the portal closed to comments on 29 June.
- 2) Expresses its thanks to all those who submitted over 4,000 comments through this process, and believes this level of feedback places an important responsibility on the Council to explain what action has been taken in response to comments received.
- 3) Notes that, at the Policy & Sustainability Committee of 20 August, officers confirmed the analysis of the public comments was “nearing conclusion”.
- 4) Is concerned that, four months on from the launch of the portal, there has been no detailed report to councillors on the conclusions drawn or projects being progressed as a direct result of this consultation exercise.
- 5) Seeks a report at the November 2020 meeting of the Transport and Environment Committee, providing the analysis of the feedback received and a definitive list of projects which have been implemented or are proposed to be taken forward through the Spaces for People process as a result of the comments received.
- 6) Agrees the report should highlight suggestions which received significant support but did not fit the criteria for Spaces for People, and what options exist to progress these ideas through other active travel project streams.”

Motion

To approve the following adjusted motion by Councillor Lang:

- 1) Notes that the Council, in conjunction with Sustrans, launched the online Commonplace tool on 29 May for people to share suggestions for creating safer spaces for walking, cycling and wheeling safely; and that the portal closed to comments on 29 June.
- 2) Expresses its thanks to all those who submitted over 4,000 comments through this process, and believes this level of feedback places an important responsibility on the Council to explain what action has been taken in response to comments received.
- 3) Notes that, at the Policy & Sustainability Committee of 20 August, officers confirmed the analysis of the public comments was “nearing conclusion”.
- 4) Is concerned that, four months on from the launch of the portal, there has been no detailed report to councillors on the conclusions drawn or projects being progressed as a direct result of this consultation exercise.
- 5) Notes that there is an intention to bring a report to the November 2020 meeting of the Transport and Environment Committee detailing the analysis of the feedback received and providing a list of those current and proposed schemes which reflect that feedback. Recognises that the feedback will remain relevant to development or refinement of schemes as the Spaces for People initiative progresses

- 6) Agrees the report should highlight suggestions which received significant support but did not fit the criteria for Spaces for People, and what options exist to progress these ideas through other active travel project streams.”

- moved by Councillor Lang, seconded by Councillor Webber

Decision

To approve the adjusted motion by Councillor Kevin Lang.

Work Programme

Transport and Environment Committee

12 November 2020

	Title / description	Purpose/Reason	Executive/Routine	Directorate/Lead Officer	Expected Reporting Date
1.	Place Directorate – Financial Monitoring	Quarterly report		Executive Director of Place Lead Officer: Susan Hamilton 0131 469 3718 susan.hamilton@edinburgh.gov.uk	November 2020 January 2021 September 2021
2.	Waste and Cleansing Services Performance Update	Quarterly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	April 2020 September 2021
3.	Communal Bin Enhancement Update	Six-monthly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	November 2020
4.	Smarter Choices, Smarter Places Programme	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021

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Agenda Item 5.1

5.	Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report		Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	April 2021
6.	Public Utility Company Performance and Road Work Co-ordination	Annual Report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
7.	Annual Update on Council Transport Arms Length Companies	Annual report		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	April 2021
8.	Appointments to Working Groups	Annual report		Chief Executive Lead Officer: Veronica Macmillan 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	November 2020
9.	Decriminalised Traffic and Parking Enforcement Update	Annual Report		Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021

Transport and Environment Committee Upcoming Reports

Appendix 1

Report Title	Directorate	Lead Officer
January 2021		
Impact of Climate on Infrastructure Update (Title to be confirmed)	Place	Paula McLeay
Strategic Review of Parking (including Decriminalised Traffic Regulation and Parking Enforcement)	Place	Gavin Brown
Annual Air Quality Update	Place	Ewan Kennedy
City-wide Ban on A Boards – Follow Up Report	Place	Ewan Kennedy
Edinburgh: Million Tree City	Place	David Jamieson
City Mobility Plan	Place	Ewan Kennedy
Network and Enforcement Improvement Plan	Place	Gavin Brown

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Rolling Actions Log

Transport and Environment Committee

12 November 2020

No	Date	Report Title	Action	Action Owner	Expected completion date	Responsible Officer	Comments
Page 19 1	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	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, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		Lothian Buses (LB) produced a new business plan and just prior to submission to the Council the COVID-19 pandemic struck which has impacted on significantly on their Business. LB produced a COVID-19 management plan which is under constant review plan which they and will develop a

							recovery plan in due course.
2	9 March 2018	Special Uplifts Service	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: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	To be reviewed early 2021		The proposed partner withdrew from the pilot. It is intended to market test a more commercial solution to establish interest in re-use partnerships however this has been delayed. This approach will be reviewed early in 2021 and a new timescale set.
3	9 August 2018	Public Transport Priority Action Plan	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 issues raised by this and that a full public consultation would be	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Review Early 2021		This work has been delayed due to COVID-19 and will be progressed when it is appropriate to do so.

			carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.				
4	9 August 2018	Workplace Parking Levy Scoping	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	November 2020		An update on this is included in the Business Bulletin for Transport and Environment Committee on 12 November 2020.
Page 21	4 October 2018	Electric Vehicle Infrastructure: Business Case	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.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		This has been delayed due to COVID-19 and changes in delivery team. Engagement has taken place with Energy Savings Trust and we await further information on the assumptions and feasibility study. A note on this will be

							prepared and circulated to Committee.
7	4 October 2018	Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking	1. Agrees to arrange a detailed briefing for those councillors who would like it on the details, including the financing, of the scheme as soon as possible.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2019	December 2019	Closed 1 October 2020 This briefing was circulated December 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		Early 2022		The roll-out has commenced. A report will be provided to committee once this has been operational for 12 months.
7	6 December 2018	Transport and Environment Committee Rolling Actions Log	To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place Management and	Chief Executive Lead Officer: Gareth Barwell 0131 529 5844 Gareth.barwell@edinburgh.gov.uk	November 2020		An update for members is currently being prepared.

			colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced				
8	6 December 2018	Transport Asset Management Plan (TAMP)	To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update.	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	Late 2021		This information is being collated in time for the next TAMP update.
9	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: Will Garrett 0131 469 3636 will.garrett@edinburgh.gov.uk	January 2021		This is linked to action 66.
10	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: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021		The most recent update on this was on 12 September 2019 . This will be covered in a Strategic Review of Parking report in January 2021.
			2. Notes the report identifies parking issues in Newbridge and the timetable		January 2021		The 12 month implementation period is almost complete.

			<p>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.</p>				<p>Expected Business Bulletin update for Committee in January 2021.</p>
<p>11 Page 24</p>	<p>5 March 2019</p>	<p>Electric Vehicle Business Case: Implementation Plan</p>	<p>Note that further progress reports will be submitted to Committee.</p>	<p>Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk</p>	<p>Early 2021</p>		<p>The current situation is that Phase 1 of the Electric Vehicle On Street Charger Roll Out programme is now well under way (66 chargers located at 13 sites across the city) with regular engagement with procurement, Scottish Power Energy Networks</p>

							(SPEN) along with other stakeholders. Phase 2 of the project is currently being planned as part of the city's larger sustainability plans and as such is ongoing with full consultation with colleagues in the relevant teams and engagement with the marketplace
12	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 that this report will also outline potential funding for such a pilot.	Executive Director of Place Lead Officer: Alan Simpson 0131 458 8038 alan.simpson@edinburgh.gov.uk	Early 2021		This has been delayed due to COVID-19 and changes in delivery team. However, Phase 2 of the project is currently being planned as part of the city's larger sustainability

							plans and as such this idea of using street lighting may be revisited after full consultation with colleagues in the relevant teams and engagement with the marketplace.
13	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 revisit 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: David Wilson 0131 469 3912 david.wilson@edinburgh.gov.uk	Summer 2021		This work has been delayed due to COVID-19 and Spaces for People and will be progressed when it is appropriate to do so.
14	18 March 2019	Motion by Councillor Miller – Tollcross Primary School Road Safety Improvements	To add development of a Place Plan with pupils at Tollcross Primary School to this Committee's Work Programme.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Spring 2021		An update was included in the Business Bulletin considered at Transport and

		(referral from the South East Locality Committee)					Environment Committee on 5 December 2019 .
15	28 March 2019	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (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 Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk			This action is being progressed.
16	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 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020		Closed 1 October 2020 An update on the A90 was included in the Business Bulletin on 27 February 2020 .

			<p>3. 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</p>		Review Early 2021		<p>This is linked to action 3.</p> <p>This work has been delayed due to COVID-19 and will be progressed when it is appropriate to do so.</p>
			<p>4. Notes that a consultation on 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.</p>		October 2020	October 2020	<p>Closed 1 October 2020</p> <p>This was raised in the draft City Mobility Plan. The consultation results are included on the agenda for Committee on 1</p>

							October 2020.
17	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- 0131 529 4849 kyle.drummond@edinburgh.gov.uk	November 2020		A report will be presented to Committee on 12 November 2020.
Page 8 29	20 June 2019	Presentation by Lothian Buses	To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available.	Executive Director of Place Lead Officer: Vicki Baillie 0131 529 3081 victoria.baillie@edinburgh.gov.uk	Estimated January 2021		These are currently being updated by Lothian Buses.
			1. Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This action links to City Mobility Plan and City Plan 2030.

19	12 September 2019	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	<p>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.</p> <p>2. 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 further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles</p>	Executive Director of Place Lead Officer: Gavin Brown, 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2021		An update will be provided in January 2021.
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11 October
2019

[Evaluation of the
20mph Speed
Limit Roll Out](#)

1. To note 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.

2. To note that a further report on the analysis of road casualties and vehicle speeds will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.

Executive Director of Place
Lead Officer: Ewan Kennedy
0131 469 3575
ewan.kennedy@edinburgh.gov.uk

February
2020

2021

27 February
2020

**Closed 1
October 2020**

This report was considered by Committee on [27 February 2020](#).

			3.	To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures			27 February 2020	Closed 1 October 2020 This report was considered by Committee on 27 February 2020 .
Page 32 21	11 October 2019	Edinburgh's Low Emission Zones – update	1.	To 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).	Executive Director of Place Lead Officer: Ewan Kennedy, Service Manager – Transport Network 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2020	27 February 2020	Closed 1 October 2020 A report was considered by Transport and Environment Committee on 27 February 2020 .
			2.	To agree to have an update in the Business Bulletin in December 2019 on an overview of the		December 2019	5 December 2019	Closed 1 October 2020 This was included in the Business

			legislative options				Bulletin on 5 December 2019 .
			3. To agree to a briefing for members on the overview			Spring 2021	An update on LEZ progress was provided in the Business Bulletin on 1 October 2020 . A further update on legislative options will be provided in Spring 2021 to align with revised Scottish Government (SG) timetable.
			4. To agree that supplementary reports and modelling work would be made public once available			Spring 2021	An update on this will be provided in Spring 2021 to align with revised SG timetable.
22	11 October 2019	Motion by Councillor Miller – Safe Cycle Journeys to School	1. To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.g	2021		

			2. To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the committee and the local ward councillors.	ov.uk	2021		
Page 34 23	5 December 2019	Transport and Environment Committee Business Bulletin	1. To agree to discuss development plans for the Lothianburn Park and Ride with planning officers.	Executive Director of Place Lead Officer: Stuart Lowrie 0131 469 3622 Stuart.Lowrie@edinburgh.gov.uk	October 2020		Closed 1 October 2020 These discussions are on-going
			2. To agree to a Business Bulletin update in six months on the progress of the Energy Efficient Street Lighting Programme.	Lead Officer: Alan Simpson 0131 458 8038 Alan.Simpson@edinburgh.gov.uk	August 2020	August 2020	Closed 1 October 2020 A briefing note was circulated in August 2020.
			3. To agree to bring back an update to the Working in Partnership with Police Scotland with the inclusion of the outcome of discussions with Police Scotland on the lessons learned from the actions taken by the	Lead Officer: Stacey Monteith-Skelton 0131 469 3558 Stacey.Monteith-Skelton@edinburgh.gov.uk	January 2021		An update will be prepared for Committee in January 2021

			West Midland Police on Operation Close Pass.				
			4. To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Summer 2021		This links to City Mobility Plan and will be considered as part of this work.
			5. To agree to consider options for a simplified road signage guide for members of public. This would include notification that the removal or displacement of signage was an offence.	Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	Early 2021		Now that the Roads Improvement Plan has been implemented the relevant teams can work together to ensure simplified road signage guidance can be developed and circulated to all stakeholders, including on the Council Website.
24	5 December 2020	Citywide Ban on 'A' Boards and Other Temporary On-street	1. Agrees a report on this support and examples of agreed alternatives will be reported back to	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575	January 2021		

		Advertising Structures – 12 Month Review	committee within two cycles	ewan.kennedy@edinburgh.gov.uk			
			2. Agrees that an annual update will be provided to committee detailing warnings and penalties issues to businesses for non-compliance.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		
			3. To agree to circulate to members the decision that was previously taken on community event advertising.	Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	January 2021		
			4. To agree that the Executive Director of Place would discuss with senior staff CEC's policy on the height and width of lamppost wrap communications.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		
25	5 December 2019	Progress Update on Edinburgh St James' GAM Works	Agrees that a report be brought back to Committee providing the results of the consultation exercise and seeking approval to proceed with a preferred option for the Central Island.	Executive Director of Place Lead Officer: David Cooper 0131 529 6233 david.cooper@edinburgh.gov.uk	April 2021		The consultation exercise was programmed to start in spring 2020 but has been delayed. A new timetable is being

							developed.
26	5 December 2019	Decriminalised Traffic and Parking Enforcement (Update)	To agree to a report in six months reviewing the effectiveness of the actions to be implemented as agreed in the report.	Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		Business Bulletin update to be prepared for January 2021.
27	5 December 2019	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	November 2020		An update has been included in the Business Bulletin for Transport and Environment Committee on 12 November 2020.
28	5 December 2019	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Steven Cuthill 0131 529 5043 steven.cuthill@edinburgh.gov.uk	December 2021		The previous report suggested progressing an assessment in summer 2020 to assess the extent of the problem during the upcoming tourist season. However, due to the Coronavirus pandemic, and

							resources being required for other activities, the assessment has not been carried out. It was also likely that low visitor numbers to the city, changes in demand for parking at accommodation, and relaxation of parking charges over the summer would have artificially affected the assessment and would not provide an accurate picture. It is therefore proposed to roll this action forward to Summer 2021.
29	5 December 2019	Waste and Cleaving Services	1. To agree to circulate to members the data on overflowing bin complaints broken	Executive Director of Place Lead Officer: Andy Williams			Data was to be included in the Performance report for May

		Performance Update	down by ward	0131 469 5660 andy.williams@edinburgh.gov.uk			committee. Will now be circulated separately.
			2. To agree to provide further detail on the issue where customers could evidence having paid for a permit but those details had not carried through to the service			October 2020	Closed 1 October 2020 A new CRM was introduced in October 2019 which has allowed the processes around data quality during registration to be refined
30	16 January 2020	City Mobility Plan – Draft for Consultation	Agrees that following consultation a finalised Plan will be brought back to committee in the third quarter of 2020	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	February 2021		The results of the consultation are being reported to Committee on 1 October 2020.
31	27 February 2020	Edinburgh Low Emission Zone - regulations and guidance consultation	1. To agree that officers would provide an interim briefing partway through the development process and any questions would be sent to the Convener.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		

		response and programme update	2. To agree that Action Plan on air quality would be updated and to agree that details of the contents of the report would be embedded in the update.		January 2021		
32	27 February 2020	Parking Action Plan	To agree that details would be provided regarding the revised costings.	Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 Gavin.Brown@edinburgh.gov.uk	January 2021		This will be included in a future update on Parking.
33	27 February 2020	Edinburgh: Million Tree City	To note that details of the meeting between the partners would be forwarded.	Executive Director of Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	January 2021		
34	27 February 2020	40mph Speed Limit Review	To agree to email councillors when the TRO goes live.	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	2021		This will be actioned when the TRO goes live.
35	27 February 2020	Motion by Councillor Miller – Bike Buses Agenda – Transport and Environment	Agreed to consult with bike bus volunteers and pupils on challenges they have identified and to bring back an update to Committee in two cycles on actions to	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Early 2021		

		Committee – 27.02.20	support and enable bike buses to school				
36	27 February 2020	Motion by Councillor Lang – Lothian Buses Agenda – Transport and Environment Committee – 27.02.20	The Convener invite the managing director and chair of Lothian Buses to give a presentation to the committee at a future meeting, with an opportunity for committee members to ask questions and that such an agenda item should become an annual part of the committee’s work-plan	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk			An annual update from the Council’s Transport Arms Length Companies is included on this Committee’s work programme. However, Policy and Sustainability Committee recently approved a review of the Council’s Transport Arms Length Companies. Due to this and the impact of COVID-19 on public transport organisations, consideration is being given to

							the appropriate time to bring forward the update for 2019/20.
37	1 October 2020	Business Bulletin	1. To agree that a briefing note would be provided with a timeline setting out when taxi ranks would be refreshed.	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2020		
			2. To agree that officers would confirm if the Traffic Commissioner could look at commercial vehicles more widely with regard to the Low Emission Zone Scheme.		Spring 2021		This will be progressed as part of the Council's work on Low Emission Zones.
38	1 October 2020	City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps	agrees that consideration of the responses to the consultation and a finalised Plan be brought back to committee early next year	Executive Director of Place Lead Officer: Ewan Kennedy, 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	January 2021		
39	1 October 2020	Roads and Transport Infrastructure	1. Notes that the new Network Management and Enforcement Services Improvement Plan will be submitted to this Committee	Executive Director of Place Lead Officer: Cliff Hutt 0131 469 3751 cliff.hutt@edinburgh.gov.uk	January 2021		

		Improvement Plan	for approval at a future meeting				
			2. To agree that individual briefings would be offered to Committee on the Roads and Transport Organisational Structure.		On-going		
40	1 October 2020	Motion by Councillor Lang – Spaces for People Online Consultation Agenda – Transport and Environment Committee – 01.10.20	Notes that there is an intention to bring a report to the November 2020 meeting of the Transport and Environment Committee detailing the analysis of the feedback received and providing a list of those current and proposed schemes which reflect that feedback. Recognises that the feedback will remain relevant to development or refinement of schemes as the Spaces for People initiative progresses Agrees the report should highlight suggestions which received significant support but did not fit the criteria for Spaces for People, and	Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	November 2020		This is included in the Spaces for People – November 2020 Update report on 12 November 2020.

			what options exist to progress these ideas through other active travel project streams				
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Business bulletin

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Gavin Corbett Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Susan Webber Councillor Iain Whyte</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Martin Scott Committee Services 0131 529 4237</p>

Recent news	Further information
<p>Edinburgh City Centre Transformation (ECCT)</p> <p>To support the city’s recovery from the COVID-19 pandemic and to align with finalisation of the City Mobility Plan, a brief review of ECCT’s delivery plan is underway.</p> <p>A year-on from approval of the ECCT Strategy, it has informed the Spaces for People (SfP) programme’s temporary street closures in the Old Town, to support safer conditions walking, cycling, wheeling for exercise and essential travel. As reported separately, ECCT projects such as the City Centre West-East Link, Meadows to George Street and George Street and the First New Town (GNT) are progressing towards delivery.</p>	<p>Contact:</p> <p>Will Garrett Spatial Policy Team Manager</p> <p>Will.Garrett@edinburgh.gov.uk</p> <p>Wards affected – City Centre, Southside/Newington.</p>

The George Street and the First New Town project will now enter an exciting and critical phase to develop a final Concept Design by early Spring 2021 through the appointment of a multidisciplinary design team. Progress towards finalising the Concept Design, the forward programme and consultation strategy will be reported in January.

The ECCT one-year review will place renewed focus on achieving a carbon neutral Edinburgh by 2030, lessons learned through SfP and consider recent change in travel behaviours. This will help to shape the development of the Strategy's wider City Centre Pedestrian Priority Zone to create people friendly streets and liveable neighbourhoods.

The review will link with the emerging Princes Street and Waverley Valley Strategy reported to Planning Committee in October. The updated ECCT delivery plan will be reported in early 2021

Kirkliston and Queensferry Traffic and Active Travel Study

An update on the actions arising from this study is provided below.

Contact

Dave Sinclair

Dave.sinclair@edinburgh.gov.uk

Workplace Parking Levy Update

The City of Edinburgh Council has a commitment to investigate a Workplace Parking Levy (WPL) for Edinburgh which is now permitted as a discretionary power from the Transport (Scotland) Act 2019. The legislation focus is on utilised parking at workplaces and does not cover wider non-residential parking including customer parking spaces. A workplace parking survey was completed in Edinburgh during February to March 2020 to help inform the feasibility of a WPL in the city. More detail on the research is provided below.

The survey identified 1,085 businesses and 2,766 workplace locations/sites within Edinburgh. These included all services in scope of the legislation. The forecast shows around 32,500 parking places across the city were identified as chargeable within the terms of the legislation as part of a WPL scheme. This total therefore takes account of the national exemption on medical properties and places allocated for disabled parking.

Contact

Paula McLeay, Policy and Insight Senior Manager

Paula.McLeay@edinburgh.gov.uk

Continued development of a WPL scheme is dependent on relevant regulations for the Transport (Scotland) Act 2019 being prepared by Government officials. Work on the preparation of these Regulations was delayed as a result of COVID-19 until at least the end of 2021. Any further business case development for a WPL can only be taken forward once the Regulations are in place and, following legislative direction, must be aligned to local transport plan objectives. As such, any further consideration of the WPL will be reflected as part of the City Mobility Plan development.

Council officers will continue to make use of the wider information provided in the survey to support transport initiatives and mobility plan development.

E-Scooter Update

E-scooters are currently not legally permitted on roads or footways within Scotland.

Edinburgh is awaiting the results of the Department for Transport's e-scooter trials in other UK cities before looking to progress with any trials for encouraging their uptake here.

Should the use of e-scooters be legalised in Scotland, consideration will be required as to how to enable their use in a manner that is safe for both e-scooter users and all other road and footway users.

Further updates will be provided to Committee on completion of trials elsewhere in the UK. Trials are expected to run for 12 months, most having begun in July or August 2020.

Background Links

<https://www.gov.uk/government/consultations/legalising-rental-e-scooter-trials-defining-e-scooters-and-rules-for-their-use>

<https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users#trial-areas>

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators#timescales>

Brunstane Road Closure and Coillesdene Area Traffic Management Proposals

Residents on Brunstane Road, between Milton Road and the railway bridge, have experienced long-standing traffic problems due to a combination of the narrow width of the road, increasing volumes of traffic and the general increase in the physical size of vehicles. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged. Local councillors have asked that officers review resident concerns and consider a solution to mitigate the problem. This is proposed through the implementation of infrastructure to create a quiet neighbourhood within the Joppa triangle.

Following the closure of Brighton Place for road reconstruction work during 2019, representations were made from residents that this had increased traffic volumes on Brunstane Road. As a means of addressing this, the decision was taken in late February 2019 to close Brunstane Road to motorised vehicles, and this closure remained in place until December 2019 when Brighton Place reopened. During this period, residents reported a significant improvement in quality of life on this section of Brunstane Road as a result of the reduced level of traffic. However, during the closure of Brunstane Road, complaints were received from residents in the Coillesdene area citing an increase in traffic due to displaced traffic from Brunstane Road.

Since Brunstane Road reopened a number of local residents have continued to contact the Council requesting a permanent closure to be introduced.

However, it is recognised that any such closure would have an impact on traffic in the Coillesdene area and have looked at mitigation measures within that area as part of any proposal to close Brunstane Road to through traffic.

The preferred option is considered to be a closure of Brunstane Road at the railway bridge in conjunction with measures at various locations in the Coillesdene area with the aim of creating a quiet neighbourhood where unnecessary through traffic is discouraged. If taken forward, the measures could be introduced through an Experimental Traffic Regulation Order (ETRO) to reduce the volume and speed of vehicles through the area,

Contact

Karyn Teather

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providing a safer environment for residents, pedestrians and cyclists. This placemaking vision for the Joppa triangle is in-line with current philosophies which take a people-centred approach to urban planning to promote health, happiness and well-being.

The key stages of promoting an ETRO include; statutory consultation, placing the draft order on public deposit, assessing objections and finalising the ETRO. Committee would then consider objections and determine if the ETRO should be made. If agreed, the ETRO would then be published and the temporary infrastructure would be installed. The minimum period for the introduction of an ETRO is nine months as the above statutory stages must be complied with; and can be in place for up to 18 months. The impact on the local area would be monitored and reviewed to consider whether a permanent traffic regulation order should be introduced.

Portobello Community Council consulted the wider community in March 2020 on the potential closure of Brunstane Road. The conclusion of this showed that of 441 responses, 18% were in support of the proposal to close Brunstane Road, with 80% against it.

Whilst some informal consultation with local residents had been held prior to the COVID-19 lockdown, it is now planned to undertake wider consultation through the Council's Consultation Hub in late 2020, with the intention of formally reporting to the Transport and Environment Committee in January 2021.

Strategic Review of Parking - Update

In September 2019, approval was given to commence work on extending the Controlled Parking Zones. Four phases of implementation were planned, subject to initial consultations and Committee approval to commence the necessary legal processes.

While an informal consultation was carried out in late 2019 for Phase 1 (covering Gorgie/Shandon, Leith Walk and Leith), the planned consultations for Phases 2 (Bonnington, Easter Road and A8 corridor) and 3 (Grange, Prestonfield, Craigleith, Warriston and Telford) were postponed as a result of the lockdown conditions introduced due to COVID-19.

For Further Information

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Senior Transport Team
Leader - Parking

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As a result of ongoing discussions with our appointed consultant, it is now proposed to make preparations to proceed with the planned consultations. Although some details have yet to be finalised, it is anticipated that all aspects of those consultations will now take place virtually rather than face to face. This approach recognises the ongoing challenges and advice regarding large gatherings and the need to reduce the risks for staff and attendees.

In terms of timescales, COVID-19 has impacted on the timeline previously reported to Committee, but plans to negate, as far as possible, any impact on the overall time to deliver the four approved phases have been developed.

The revised implementation timetable, subject to Committee approval and providing sufficient time for completion of the necessary legal processes, is as follows:

- Phase 1: moved to Q4 of 2021,
- Phase 2: moved to Q2 of 2022;
- Phase 3: moved to Q4 of 2022; and
- Phase 4: remains in Q1/2 of 2023.

The informal consultations for Phases 2, 3 and 4 will begin in January 2021. The results of those consultations will be reported to Transport and Environment Committee.

A full report will be submitted to Committee in January 2021 setting out details of the revised timescale, the results of the Phase 1 consultation and will seek a decision on the next steps for that proposal, including whether to commence the Traffic Regulation Order process.

Department for Transport Highway Code consultation

The Department for Transport (DfT) is undertaking a review of the Highway Code, with a view to improving safety for cyclists, pedestrians and horse riders.

The proposed changes will help to protect more vulnerable users of the city's streets. The proposed new rules will further enable the Council to shape the city's built environment and streets to support and encourage our citizens and visitors to travel actively around the city. In doing so, these changes support Edinburgh's strategy to achieve net-zero carbon emissions by 2030, facilitate better health and support Edinburgh as a place to live and do business.

Contact:

Sarah Feldman
Transport Officer

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In consultation with the Transport Convenor and Vice Convenor, a response has been submitted to the Department of Transport.

The DfT will publish a summary of responses, including next steps within the next three months.

Communal Bin Enhancement Update

Transport and Environment Committee received an update on the Communal Bin Enhancement project on [27 February 2020](#) and approved:

- Parameters and criteria to be used to determine locations of each bin hub;
- The types of bins that would be used for non-recyclable waste, recycling, food waste and glass; and
- The phasing and timeline.

However, due to COVID-19 and other workstream dependencies, the phasing and timeline are currently being reviewed and an update will be reported to Transport and Environment Committee in January 2021.

The COVID-19 restrictions have particularly impacted on the types of engagement which have been possible. In August and September 2020, in collaboration with Changeworks, outdoor events were carried out (a summary of this is attached). Plans for further engagement are currently being developed, with a focus on online engagement to recognise the restrictions of COVID-19 and the upcoming winter weather.

For the areas which are subject to parking restrictions, within the current Controlled Parking Zones (CPZ), variations of those parking restrictions need to be amended through the Traffic Regulation Order (TRO) process. It is anticipated that TROs for extended areas (N1-N5 and S1-S4) will be advertised in autumn/winter 2020. Plans for the other parking areas within the current CPZ, zones 1-8, will be progressed with support from colleagues in the Parking team.

Contact:

Andy Williams

Waste and Cleansing
Service Manager

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Intervention Timeline	Recommendation	Action owner	Update from	Update at April 2020	Further Action	Update November 2020
<p>Short Term</p>	<p>Local Active Travel improvements Signs and local infrastructure changes</p>	<p>Active Travel</p>	<p>Andres Lices, CEC Active Travel Team</p>	<p>Andres is currently working on a programme of minor improvements across the City and has reviewed the Traffic Study report to consider the minor improvements suggested within it for incorporation into this programme.</p> <p>For the purposes of this programme, minor improvements are defined as: “A low-cost/high-benefit improvement that requires minimal design work and consultation (an easy win) and that can be easily implemented in a small section of the current cycle and pedestrian network”.</p> <p>Low cost defined as small “projects” that are under £5k, or up to £12k if the following criteria is met:</p> <ul style="list-style-type: none"> - Traffic management is required. - They are safety improvements. - They cannot be part of a bigger scheme. <p>Minor improvements could cover:</p> <ul style="list-style-type: none"> - Missing (small) infrastructure such as: Dropped Kerb, Islands. - Missing or worn markings. - Missing or obsolete signage. - Removal of barriers: Chicanes - Review of local signage <p>Andres has also reviewed the list of issues from the Active Travel Study and suggested the following:</p>	<p>Update on minor improvements programme, Sustrans Barriers study and local signs review.</p>	<p>Contact - Andrew Easson.</p> <p>Due to competing workload demands, including the Spaces for People programme, actions from the Active Travel minor improvements programme will be assessed and considered in 2021.</p>

			<p>4.1 B8000 between South Queensferry and Kirkliston – Increasing distance between live traffic and the shared footpath/cycleway: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p> <p>4.2 Northern Access to Kirkliston – Installation of On-Road Cycle Lanes: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p> <p>4.3 B800/B907/Ferrymuir Roundabout – Cyclist Priority Raised Crossing (South Arm): Signage to be reviewed and project to be considered in more detail.</p> <p>4.4 South Queensferry Town Centre via B907 (Kirkliston Road/The Loan) – Signage/Lining and Drop kerbs. Signage to be reviewed and project to be considered in more in detail.</p> <p>4.5 A904 Between Forth Bridge Junctions - Builyeon Road remote cycleway/footpath: This active travel improvement is being progressed under the context of transport improvements associated with the adjacent proposed development. The Active Travel team are involved in ongoing discussions/design considerations.</p> <p>4.6 Cycle Link from Dalmeny to Newbridge – Infrastructure Improvements/ Surfacing/ Lighting/Improved Access points: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p>		
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				<p>Installation of benches along the cycle Path between Dalmeny and South Queensferry.</p> <p>This additional minor improvement was suggested by one of the ward Councillors. After looking in detail to the location, it was deemed that this would not be included within the minor improvements programme, as building plinths to install the benches would exceed the criteria set out above.</p> <p>Sustrans have recently provided the Active Travel team with a list of barriers (access restrictions) at locations across the city, which include some within the study area. Andres has just received this information and has yet to consider the findings. It is understood that many of these barriers or restrictions on public land should be reviewed as part of the minor improvements programme – further information to follow.</p>		
	<p>Kirkliston Crossroads</p> <p>Junction efficiency assessment and Section 75 investment.</p>	<p>Transport Network and Enforcement Team (ITS)</p>	<p>Mark Love, CEC Traffic Signals Team (ITS)</p>	<p>Original Section 75 from Cala Homes used to upgrade the junction signals and controller in 2007/8.</p> <p>Phasing changed to introduce split north/south stages:</p> <p>In early 2015 the controller configuration was changed and additional vehicle detectors added, as well as the footway improvements using further S75 contributions. At the time extensive traffic monitoring was carried out and additional timing changes were implemented during frequent observations.</p> <p>Junction efficiency assessment and changes to timings:</p> <p>In 2019 further adjustment were made to the right turn timings and the right turn detector operation to improve junction efficiency.</p>	<p>No further update.</p>	<p>Traffic Signals team continue to monitor junction efficiency following the reopening of the Burnshot Bridge. No significant signal timing changes have been necessary.</p>

				<p>Further Junctions Improvements:</p> <p>Currently, there are no realistic physical or technical changes that would improve the efficiency of the signalised junction. Under normal circumstances the junction is vastly over capacity, only significant changes to demand or revised priorities/layout would be likely to reduce traffic volumes.</p> <p>Burnshot Bridge:</p> <p>When the Burnshot bridge reopens, we should expect fewer vehicles turning right from the west and turning left from the east, therefore increasing the gaps in traffic for opposing vehicles who would normally turn right.</p>		
	<p>Queensferry High Street Town Centre Improvement project Expected start date Feb/March 2020</p>	<p>North West Locality team</p>	<p>Dave Sinclair, North West Locality Team</p>	<p>Project Update:</p> <ul style="list-style-type: none"> • Project Tender issued 20th December 2019 • Tender Review meeting 27th February • Cost of tender greater than current project budget (£2m less design/supervision fees) • Currently, in discussion with the preferred contractor to negotiate rate reduction/changes to project scope. • Consideration to re-tender revised scope of work (To be agreed) • Virtual Project Steering Group Meeting to be arranged 	<p>Project Steering Group meeting to be arranged to update on tender decisions and consider future programme in Queensferry.</p>	<p>Project scope revised and expanded following discussions and agreement with the Steering Group.</p> <p>Proposal to include one-way traffic management, contraflow cycle lane and revised parking/access arrangements.</p> <p>Sustrans bid to be submitted November 2020.</p>
	<p>Queensferry – Station Road Corridor Installation of local traffic calming</p>	<p>North West Locality team</p>	<p>Dave Sinclair, North West Locality Team</p>	<p>Additional Traffic Calming on Rosshill Terrace:</p> <ul style="list-style-type: none"> • Raised Table to be installed at the Bankhead Grove/Forth Terrace junction. • Design complete • Consultation with Public transport operators to be undertaken 	<p>Programme update from NW team regarding anticipated installation date.</p>	<p>Installation of the proposed raised table on Rosshill Terrace will be considered as part of the planned Queensferry High Street Town Centre works.</p>

				<ul style="list-style-type: none"> Installation expected Summer/Autumn 2020, depending on resource availability. 		
Longer Term	Local Active Travel investment Consider projects in line with city wide 2020 Active Travel Action Plan.	Active Travel Team	Andrew Easson, Road Safety & Active Travel Manager	Active Travel Team to update on development and outcome of 2020 Action Plan (ATAP).		Contact - Andrew Easson. Local Active Travel investment will be considered, assessed and prioritised under the context of the Active Travel Action Plan.
	Kirkliston Town Centre Crossroads junction reconfiguration	Strategic Transport Team	N/A	No further update to offer		No update to offer.
	A90 Slip Road local access trial with Transport Scotland	Transport Network and Enforcement Team (ITS)	Graeme Paget, Roads Directorate, Transport Scotland	<p>Update from Transport Scotland – December 2019:</p> <p>The Forth Road Bridge(A9000) now forms part of the Forth Estuary Public Transport Corridor as do the Public Transport Links described in the survey report. Legislation passed through the Scottish Parliament does not allow private car use on these Public Transport Links, only buses, taxis, motorcycles under 125cc and other authorised vehicles, mainly agricultural.</p> <p>Furthermore, the use of the Forth Road Bridge as a dedicated public transport corridor, and the associated bus lane infrastructure installed as part of the Fife ITS and Junction 1A schemes, have reduced journey times for public transport users from the Fife park and ride sites. Analysis shows around a 40% saving in journey time over the driven route by using public transport between Ferrytoll and Newbridge roundabout at peak times. These benefits would not be realised if access was given to private cars during peak times.</p> <p>A review of the project will be available early next year (2020) to look at how it has performed during its first full year operating as a motorway and public transport</p>	Dave Sinclair to make contact with Veronica Allan regarding suggested 2020 review outcome (presumably subject to recent CV-19 changes to traffic conditions and staff availability).	Dave Sinclair has been in contact with Graeme Paget, Transport Scotland Network Manager) and Veronica Allan. Update regarding TS Public Transport Review has not been provided to date.

				<p>corridor. At that stage, it may be possible to look at other measures to enhance the driveability of any identified problem areas.</p> <p>As this piece of work is being managed by our Transport Strategy & Analysis team, I've copied your email to Veronica Allan, Senior Transport Planner who is better placed to provide up to date information on this issue and confirm to you the timeline ahead.</p>		
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Summary Briefing - Edinburgh Workplace Parking Survey 2020

Executive Summary

- 1.1 This report provides a summary of the methodology and results of the Edinburgh workplace parking survey. The main findings from the survey include:
 - 1.1.1 Edinburgh Parking Survey research identified 1,085 businesses and 2,766 workplace sites with around 75,000 parking spaces within the city boundary.
 - 1.1.2 A sample survey further assessed and validated almost 800 workplaces covering 59,000 parking spaces.
 - 1.1.3 It was estimated that the number places considered to be chargeable as part of a Workplace Parking Levy scheme in Edinburgh was 32,500.
- 1.2 Legislation requires that any future consideration of WPL is closely tied to the objectives and outcomes of local transport plans.

Background

- 1.3 A study began at the end of 2019 to examine the workplace parking supply in Edinburgh in order to inform the Council's consideration of a Workplace Parking Levy (WPL) in Edinburgh.
- 1.4 The main aim of the commissioned research was to quantify the typical vehicle occupancy at workplaces and establish the number of occupied spaces considered to be chargeable ('liable') under the legislation, providing an independent evidence base for any future business case development.
- 1.5 Development of a WPL scheme business case and proposal cannot be progressed until regulations for the Transport (Scotland) Act 2019 having been completed in Parliament. These have been delayed as a result of COVID and are not expected to be complete before the end of 2021.

Survey Methodology

- 1.6 The Workplace Parking survey involved the identification of 1,085 businesses and 2,766 workplace locations/sites. These included all sites eligible under the legislation.
- 1.7 To complete the estimate for WPL liability in Edinburgh a sample approach was used to ensure the maximum amount of parking places could be validated and that the size of WPL liability could be estimated with few as necessary physical visits or direct contact with workplaces.
- 1.8 Throughout February and March 2020, parking surveys were undertaken at almost 800 business places within the City boundary. The sample visit of surveys resulted

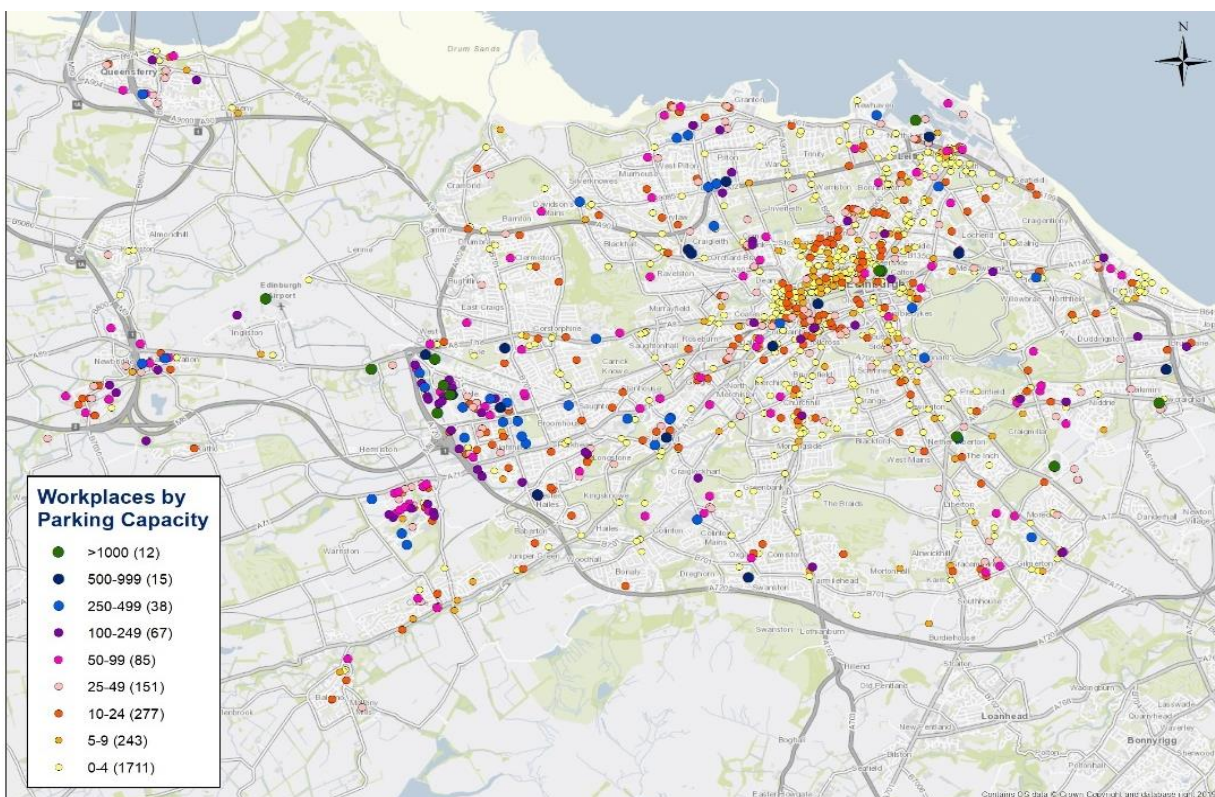
in 762 workplaces or 28% of total workplaces being visited and assessment of 59,000 parking spaces or 80% of total parking spaces identified.

- 1.9 These physical visits counted parking capacity, utilised spaces, assessed count on WPL liability places, EV parking spaces, disabled parking spaces, and noted comments on location like access to alternative parking. This created a comprehensive dataset of parking activity that will be used as a baseline for further potential work.

Survey Results

- 1.10 Over 59,000 parking spaces were surveyed at least once during the survey period in early 2020. This was from a total of validated maximum occupied parking spaces total of 74,877. Findings from the study are considered to have a 'high' level of accuracy and representativeness, using statistical estimation the surveys conducted produced a 97% level of confidence in results.
- 1.11 The study forecast a liable total of 32,541 parking places across the city (places considered to be chargeable as part of a WPL scheme). This total accounts for the national exemption on medical properties, allocated blue badge spaces.
- 1.12 42% of all workplace parking is in the city centre. Figure 1 shows the location of workplaces by parking size across the city.

Figure 1: Distribution of workplace parking sites Edinburgh 2020



- 1.13 The study estimates that 24,379 were liable at the time of the survey from the sample of workplaces they were directly able to contact and visit over that time. As this estimate was based on only a sample and not all workplaces in Edinburgh, it

was able to forecast a total of 35,003 WPL liable spaces using all parking locations in the city. Figure 2 shows parking capacity and WPL liable parking by land use.

- 1.14 The forecast shows a liable total of 32,514 parking places across the city (places considered to be chargeable as part of a WPL scheme). This total accounts for the national exemption on medical properties, allocated blue badge spaces.

Figure 2: Parking capacity and WPL liability by land use Edinburgh 2020

Type of Workplace / Land Use	Parking Capacity	Survey WPL liable Parking	Estimated WPL liable Parking	% WPL liable
Large Office, >100 space	14,389	9,756	12,953	90%
School / University / Nursery	8,509	5,868	7,743	91%
Medium Office, >10 space	6,719	4,415	5,691	85%
Shopping Centre / Retail	24,350	947	1,883	8%
Medical / Health (exempt)	1,932	1,251	1,694	88%
Small Office, <10 space	2,154	624	1,619	75%
Industrial	1,538	960	1,330	86%
Other (workplaces <5 spaces)	6,817	213	858	13%
Transport Depot	592	505	579	98%
Police Service	702	242	403	57%
Hotels	5,000	0	250	5%
Land Use unknown / not	2,175	0	-	0%
Total	74,887	24,379	35,003	47%

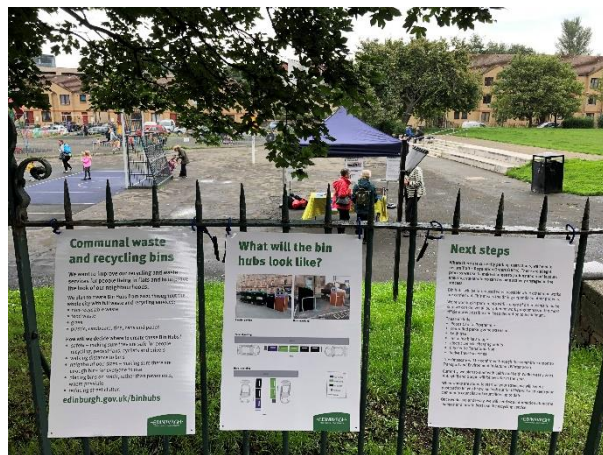
Note: To produce a conservative estimate 'Other' and 'Medical / Health' categories. Medical is by legislation excluded as a chargeable for a Workplace Parking Levy scheme. This would produce an estimated WPL liable parking total of 32,514 spaces.

Communal Bin Review project

On-street engagement, 18 August – 24 September 2020

Changeworks and The City of Edinburgh Council Waste and Cleansing Team collaborated to deliver a series of on-street community engagement events across Edinburgh to inform the public about planned improvements to their waste and recycling service as part of the Council's [Communal Bin Review project](#).

These improvements will make it easier for people living in flats to recycle and will improve the look of Edinburgh's neighbourhoods. New bin hubs are being created across the city in 2021 which will provide a full waste and recycling services at each location, modelling the new bin hubs which have already been successfully installed and well received in Albert Street as part of a concept testing in 2019.



Due to the Covid-19 restriction the information events previously planned to happen indoor have been carried out in outdoor setting. Further measures to fulfil Covid-19 requirements and guidance have been implemented including provision of hand wash gel to regularly wash hands, absence of hand out printed material, provision of printed materials as poster to maintain a safe distance between officers and residents.

Twelve engagement events took place between 18 August and 24 September 2020. Staff from Changeworks and The City of Edinburgh Council spoke to a **total of 667 people** about the communal bin improvements. Public response was overwhelmingly positive. Some responses included: *“Sounds good! When will you get to my street?”*, *“That’ll make things easier”*, *“Finally! Good news!”*, *“Sounds like an improvement”*. Staff worked to invite people over to the stall to talk (from a social distance) and generally the public were happy to engage on this topic; there was only one day where engagement figures were significantly lower which was due to heavy rain (on Tay Street).



Other positive comments included:

- *Yes, this is a great idea. People can't be bothered walking to find a bin so if they're all together it'll be lots easier to recycle.*
- *Sounds excellent! Much easier for my glass recycling. There aren't enough glass bins at the moment.*
- *Sounds like a good idea, look forward to that! Good to hear they will be emptied more regularly. Regular cleaning of the food bins is also what we need.*
- *Ooh very posh! They look fancy. Oh a new food waste bin, that's what we need!*
- *I had lost patience with the Council, nothing seems thought out, but this sounds really good, there's been a consultation and they have thought through what needs to happen on each street. It's good to hear I will be getting a food bin on our street.*
- *The bin crews were excellent during lockdown*
- *The food bins stink so I'm pleased to hear these are being replaced, those black ones look a lot better.*
- *I have wheelie bins but I wish we had these new bins on our street! Then it wouldn't be in my garden*
- *Good, getting them emptied regularly is the main thing. Everyone is recycling around here these days and the green bin always gets full too quickly, people are watching out the window to go fill it up as soon as its emptied.*
- *Good to hear the big metal bins are being removed – they are all broken around here, the pedals don't work and they slam loudly.*



In addition to making positive comments, some concerns about the new or existing system were raised by a smaller number of those engaged. Key concerns were:

- Reduction in parking spaces, competition for space with bike storage lockers
- Look of bins and disruption of glass bins outside their windows
- Bin smell – particularly food waste bin
- Frequency of bin emptying (existing system)

- More bins will encourage more flytipping
- Adequate packaging recycling provision, particularly for cardboard with more people working from home currently
- Bin signage needing updated – primarily for green lidded packaging bins as it doesn't mention certain plastics
- Bins being put back in correct direction so the public don't risk safety standing on the road to do their recycling
- There's nowhere for people with on-street bins to put their small electricals – desire for a communal bin service to collect equivalent to the blue box service
- Bins get filled up faster near bus stops, which reflects direction of travel for residents – consider footfall and bus stop locations during bin mapping?

In some areas there were specific concerns, such as the interplay of residents with the kerbside service living next to those with communal bins and sometimes using communal bins when their own wheelie bins were full.

Target area	Event location	Date	Number of people engaged
Leith	Leith Walk Police Box	18 Aug 2020	65
Leith	Leith Walk Police Box	19 Aug 2020	64
Leith	Leith Walk Police Box	20 Aug 2020	61
Leith	Leith Library	26 Aug 2020	40
Abbeyhill	Montgomery St Park	27 Aug 2020	57
Dalry	Dalry Road	1 Sept 2020	59
Dalry	Tay Street	2 Sept 2020	24
Gorgie	Gorgie Road	3 Sept 2020	61
Morningside	Churchill Theatre	16 Sept 2020	60
Marchmont	Marchmont Road	20 Sept 2020	53
Bruntsfield	Bruntsfield Links	22 Sept 2020	61
Inverleith	Comely Bank Avenue	24 Sept 2020	62

The events were promoted by The City of Edinburgh Council as well as by Changeworks on Twitter, Facebook and the Zero Waste Leith Facebook page.

Changeworks created 34 posts about the events which reached 11,248 people and engaged 748 people (who clicked, commented, liked or shared). Sharing posts on



Your new bin hubs

We're supporting the City of Edinburgh Council by talking to Bruntsfield and Inverleith residents about the new bin hubs.

Find us at:

Bruntsfield Links beside the public toilets
Tues 22 Sept, 2 – 5pm

Comely Bank Avenue beside the bowling club
Thurs 24 Sept, 2 – 5pm

More info: edinburgh.gov.uk/binhubs



the Zero Waste Leith Facebook page was particularly valuable for reaching local people who engaged with the Leith pop up events. Several people we spoke to mentioned they came along to an event after seeing details promoted on the Changeworks Twitter page.

Overall, the twelve public engagement events across Edinburgh were very warmly received by the 667 people spoken to and there was a sense of anticipation for the arrival of the new communal bin service because it will be an improvement on existing arrangements.

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Vision for Water Management

Executive/routine	Executive
Wards All	All
Council Commitments	1, 2, 15

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approve the Water Management Vision and objectives; and
 - 1.1.2 recognise the value of managing the implementation of the objectives through the Edinburgh and Lothians Strategic Drainage Partnership.

Paul Lawrence

Executive Director of Place

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Vision for Water Management

2. Executive Summary

- 2.1 The City of Edinburgh Council has recognised Climate Change as a key challenge now and into the future, set a target for Edinburgh being carbon neutral by 2030, and has developed a sustainability programme to work towards achieving this target.
- 2.2 This report proposes an overarching Vision for Management of Water, looking at how the city can adapt to this challenge. Adaptation is required to ensure the city will be resilient to the changes projected from all sources: rivers, coast, surface water and underground surface water sewers. One key adaptation is managing the first five millimetres (5mm) of rainfall within every development plot.
- 2.3 The Edinburgh and Lothians Strategic Drainage Partnership is proposed as the mechanism to implement the strategy.
- 2.4 The report also looks at risk and the probabilities of flooding and the limitations of the data, which explains the need to take a precautionary approach when allocating and designing sites for different types of development.

3. Background

- 3.1 The climate is changing. Climate trends predict that we will experience warmer and wetter winters. Summers are expected to become hotter and drier, and occurrences of extreme rainfall events are expected to increase. Sea levels around our coast are predicted to rise, with an increase in storm surges during bad weather. Despite the overall trend there will still be cold, dry winters, and cool, dry summers, as there is variability in the summers and winters we see today.
- 3.2 This has been widely recognised internationally and the United Nations set [Sustainable Development Goals](#); thirteen of which link to water issues. The UK Committee on Climate Change also highlights flooding issues as one of the top risks to the country.
- 3.3 At a more local level the [Edinburgh Adapts Climate Change Adaptation Action Plan](#) contains twenty-two actions that are linked to this Water Management Strategy, including actions on planning, the built environment and blue-green infrastructure

solutions. The Edinburgh Climate Change Commission also states that Edinburgh should become resilient to climate change, embed a collaborative approach to problem solving and be open to all best practice.

- 3.4 The Vision has been developed to fit within the Council's [Edinburgh 2050 Vision](#). This way of working collaboratively will create a fairer society as the city plans for a future with reduced risk of flooding for all homes and businesses.
- 3.5 Integrating design for water and flooding with the urban landscape (blue-green infrastructure) delivers multiple benefits, including:
 - 3.5.1 People - providing greener and more attractive places for people to live, work and visit, making communities happier, healthier and more prosperous. Green spaces also help reduce the urban heat effect and make communities more resilient to heatwaves, which is important in a changing climate where extreme weather such as heatwaves are expected to happen more frequently;
 - 3.5.2 Biodiversity – providing green and blue networks for our wildlife to thrive;
 - 3.5.3 Water quality including physical condition – access to a clean and natural water environment is important to the health and well-being of people and wildlife;
 - 3.5.4 Flood risk (river, coastal and surface water) - making space for water in times of floods makes our communities more resilient. This is important in a changing climate where extreme weather such as floods are expected to happen more frequently. The development of coastal parks and greenspaces can reduce flooding and erosion caused by rising sea levels; and
 - 3.5.5 Interactions with the sewer network (e.g. surface water flows into sewer and other inflows e.g. where watercourses enter the sewer network and coastal influence) - reducing water inflows into the sewer network can help free up capacity for new development making our communities more prosperous, help reduce sewer flooding and help reduce spills to the water environment, improving water quality.
- 3.6 Council officers and external agencies, whose remit considers water, want to work together to get the best possible future for the city. One of the many steps required to achieve this aim is to have an overarching vision and objectives to guide operational plans and actions.

Motion from Council - Flooding

- 3.7 On 20 August 2020 the following adjusted motion from Councillor Corbett on flooding was approved:
 - 3.7.1 To note the exceptional weather events overnight on 11/12 August 2020;
 - 3.7.2 To note that such events were predicted to become more frequent as a result of climate breakdown;
 - 3.7.3 To warmly thank staff for outstanding efforts in dealing with flooding and other weather-related consequences;

- 3.7.4 To note widespread concern from residents that poorly maintained and choked street gullies contributed to floodwater pooling in public areas and into residents' properties;
 - 3.7.5 To note the report from the Centre of Ecology and Hydrology in 2019 that Edinburgh had lost 282 hectares of green land since 1990 which otherwise acted as a soak for rain and surface water;
 - 3.7.6 To therefore agree to a report within three cycles, including dialogue with Scottish Water, on what steps could be taken to mitigate the scale of flooding in the future;
 - 3.7.7 To note reports of a number of drains which had had recent repairs failed leading to serious flooding of properties and request that the dialogue with Scottish Water include details of plans on how such heavy rainfall could be accommodated within the drainage system so that the historic buildings of the city could be protected; and
 - 3.7.8 To note the importance of maintaining and therefore the unblocking of street gullies to ensure the city could cope with the exceptional weather events have experienced recently and given the likely increase in frequency recognise the importance of ongoing winter maintenance and preparedness.
- 3.8 The Water Management Vision and objectives set out in this report are an important step towards mitigating the scale of flooding in the future and have been developed with input from Scottish Water (SW) and the Scottish Environment Protection Agency (SEPA).
- 3.9 Edinburgh's 64,000 road gullies (drains) are an important part of the overall drainage network which contributes to the successful management of surface water on the road and footpath network. It should be noted though that a gully, even when newly installed, will have a limited capacity and if the sewer into which the gully runs is at capacity then the capacity of the gully will be nil. In fact, in some instances the gully can act as a relief, allowing water to spill out of a surcharging sewer and onto the road. During the extreme weather of August 2020 and July 2019 there were multiple examples of surcharging manholes and gullies across Edinburgh due to capacity issues out with the Council's control. It should therefore be noted that there is a limit to the volume of water a gully can convey and in peak events gullies can be overwhelmed even when fully functioning.
- 3.10 Drainage systems can often be complex and multifunctional and therefore it is important to understand the root cause of any issue, which can often involve a variety of Council services and/or external parties.
- 3.11 The importance of ongoing cyclical maintenance to proactively prevent the build-up of silt in the gully pot preventing the efficient conveyance of water into the sewer network is recognised. A process of actively reviewing historic maintenance routes is underway to better reflect the makeup and use of Edinburgh roads network to ensure that the cyclical maintenance can be delivered as efficiently as possible. An example of this is better understanding the challenges presented by parked cars preventing access and amending the routes accordingly to improve efficiency. Also, to help realise improved efficiency, three new gully vehicles are on order and are

due to arrive in early 2021. This will improve vehicle reliability and increase output, ultimately improving performance

4. Main report

Why do we need a vision and objectives?

- 4.1 A vision and objectives are required to ensure all developments are mitigating and designing for climate change. This includes new developments going through the planning process, permitted developments, and transport projects.
- 4.2 The Vision (Appendix 1) will provide the direction and a common understanding across all the work within the Council and has been developed with input from SW and SEPA.
- 4.3 The Vision is “to develop a long-term and sustainable approach to river, coastal and storm water management across the city and its environs, respecting the city’s unique historic heritage. This will involve all stakeholders and address the flooding and water quality risks associated with our changing climate as a result of changes in rainfall and sea level rise.”

Understanding Risk of Flooding

- 4.4 One driver behind the strategy is the true understanding of risk. Flood modelling is not an exact science. The models used are only as good as the data inputted, which has recently changed and can be incomplete. They also rely on the skill of the modeller to interpret the outputs. An explanation of risk for coastal, fluvial and pluvial risk is also provided.

Edinburgh and Lothians Strategic Drainage Partnership (ELSDP)

- 4.5 The mechanism to deliver the Vision is through empowering the ELSDP to make decisions in relation to the implementation of the different work streams, whilst maintaining an overview of all the existing and proposed work in the Council that relates to water issues. This will allow different work streams to be co-ordinated and ensure opportunities for shared working both internally and externally can be maximised.
- 4.6 For example, internal projects that relate to the Vision include:
 - 4.6.1 The Integrated Catchment Study (joint study Scottish Water and local authorities);
 - 4.6.2 Water of Leith Model update (Flood Prevention);
 - 4.6.3 Niddrie Burn Flood Study (Flood Prevention);
 - 4.6.4 Strategic Flood Risk Assessment for the Local Development Plan – to understanding risk of housing sites to fluvial, coastal, surface water flooding issues (Development Plan team);
 - 4.6.5 Proposed policies for managing flooding, flood risk and green infrastructure (Development Plan team);

- 4.6.6 The proposed 'Green/Blue Network' project (Spatial Planning team);
 - 4.6.7 The proposed 'Edinburgh Sustainable Rainwater Management design guidance' documents. This is an additional section to the existing Edinburgh Design Guidance (Landscape Specialist);
 - 4.6.8 The new Ecological Coherence Plan and Edinburgh's Thriving Green Spaces (part of the Future Parks Accelerator project) (Parks, Greenspace and Cemeteries);
 - 4.6.9 Ongoing work undertaken for the Council by the University of Glasgow, raising awareness of coastal flooding and erosion risks from sea level rise on Edinburgh's coast;
 - 4.6.10 'Edinburgh's Million Tree Initiative' (Parks, Greenspace and Cemeteries); and
 - 4.6.11 Significant pieces of work being undertaken in SEPA and SW and Scottish Natural Heritage (SNH).
- 4.7 The most efficient way to co-ordinate this work is through the ELSDP.
- 4.8 For a diagram of the relationship of these pieces of work see the Vision Document.

5. Next Steps

- 5.1 The next steps will be to expand on the Vision, working closely with SEPA, SW and SNH, reporting into the ELSDP. The aim is to report back to Committee on progress next year.
- 5.2 Future Work already identified includes:
- 5.2.1 Continuing with all related Council projects;
 - 5.2.2 Promoting the objectives of the vision within the council;
 - 5.2.3. Further exploring ways of funding both a co-ordinator for the partnership funding projects and also long term funding for the maintenance of built schemes;
 - 5.2.4 Creating an on-line illustrated version and communications plan; and
 - 5.2.5 Providing input into the next 'Edinburgh Adapts' plan.

6. Financial impact

- 6.1 There is no immediate financial impact.
- 6.2 The ELSDP will need to consider the potential appointment of a coordinator/fundraiser within the Council to develop and implement the work and seeking additional external funding where required. This strategic role may be introduced in the Flood Prevention or Planning team and may be funded by external

funding (if secured). The appointed individual would also need to consider long term funding for the maintenance of schemes.

- 6.3 Financial benefit will arise from this work as adaptation for climate change is considered from the outset of projects, saving time (and money) on negotiation where currently opportunities may be missed because it is considered too late in the design process.
- 6.4 Existing resource is expected to cover the cost of advertising online.
- 6.5 Existing projects have attracted external funding (outlined below) and there are further opportunities to increase this funding:
 - 6.5.1 The new Green/Blue Network Project and master-planning guidance is being funded externally by Sustrans and SEPA; and
 - 6.5.2 The new Sustainable Water Management Guidance has also been funded by externally by Sustrans.

7. Stakeholder/Community Impact

- 7.1 Many members of SW and SEPA have had a significant role in the preparation of this work, and together with the Council will have a key role in helping to deliver its actions.
- 7.2 In the context of taking the work forward the Council is currently preparing a replacement Local Development Plan, City Plan 2030. It will have an important part to play in helping to implement the objectives alongside the planned growth of the city over the next 10 years. The Council has recently published and consulted on its Choices for City Plan 2030. The document sets out 16 choices to guide the preparation of the City Plan 2030 and a series of proposals under each choice. Choice 1 seeks to make Edinburgh a sustainable, active and connected city. One of the suggested proposals that will assist in achieving this is the identification of areas that can be used for future water management within a green/blue corridor to enable adaption to climate change. As a result, the City Plan 2030 provides not only an opportunity to implement part of the vision but the means by which to work and engage with key stakeholders as part of the process. The Choices Document for City Plan 2030 indicated that the first choice would concern Green Infrastructure and Climate change.
- 7.3 All the objectives help create sustainable development and adaption to climate change. Any projects that affect business or residents that result from the strategy will have consultation built into their project programme.

8. Background reading/external references

- 8.1 [Edinburgh Adapts Climate Change Adaptation Action Plan and Progress reports](#)
- 8.2 [Edinburgh Climate Change Commission](#)

- 8.3 [SUDsnet – understanding Sustainable urban drainage](#)
- 8.4 [Climate change](#)
- 8.5 [Climate Change Summary for Scotland](#)
- 8.6 [Local Flood Risk Management Plan](#)
- 8.7 [Reducing emissions in Scotland - 2020 Progress Report to Parliament](#)

9. Appendices

- 9.1 Appendix 1: Vision for Water Management in the City of Edinburgh Council.

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Vision for Water Management in the City of Edinburgh

Draft: August 2020

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The climate is changing

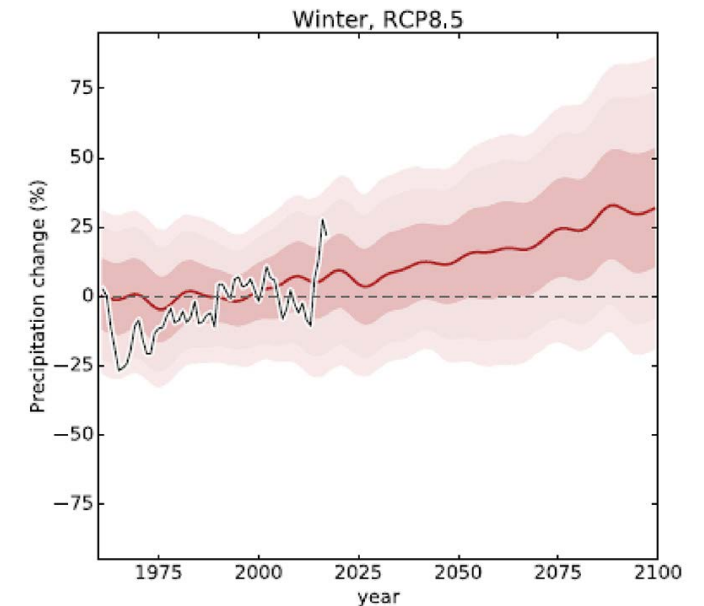
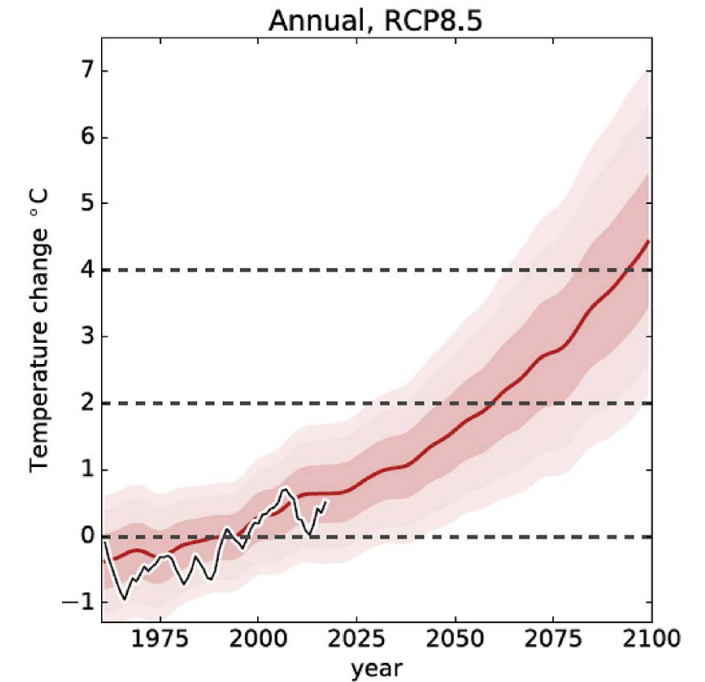
Climate trends predict that we will experience warmer and wetter winters. Summers are expected to become hotter and drier, and occurrences of extreme rainfall events are expected to increase. Sea levels around our coast are predicted to rise, with an increase in storm surges during bad weather. Despite the overall trend there will still be cold, dry winters, and cool, dry summers, as there is variability in the summers and winters we see today.

The SEPA National Flood Risk Assessment 2018 estimates that in Edinburgh, there are currently 28,200 homes, business and services at risk of flooding from all sources in the 200-year flood event (rivers, the sea and surface water) and, due to climate change this could increase by 37% to 38,800 by the end of century.

In order to adapt the city and ensure all developments are mitigating and designing for climate change we need a common understanding across all the work within the council developed with input from Scottish Water (SW) and Scottish Environment Protection Agency (SEPA).

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the Committee on climate change has advised the UK to prepare for a 4C rise as shown in the graphs.



The vision sets out how the City of Edinburgh Council will adapt to the challenges of climate change with respect to the management of water.

Our vision is;

To develop a long-term and sustainable approach to river, coastal and storm water management across the city and its environs, respecting our unique historic heritage. This will involve all stakeholders and address the flooding and water quality risks associated with our changing climate as a result of changes in rainfall and sea level rise.



We must think about and value water, keep water above ground and use it creatively to deliver multiple benefits.



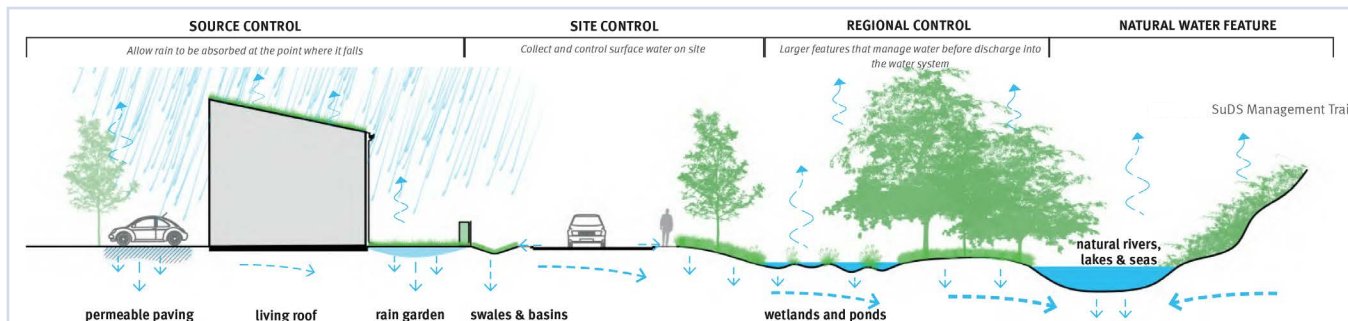
The objectives can be summarised as follows:

- Improve the understanding of the current drainage network across the city, and current and future flood risk from all sources (river, coastal and surface water).
- Develop integrated drainage and surface water management plans across the city.
- Interpret the current guidance from SEPA concerning water management, flood risk and erosion as applied to our city.
- Support sustainable growth by taking a precautionary approach to locating different types and densities of development in locations according to risk of the flooding from all sources, utilising the hills and valleys of the city.
- Plan for the conveyance, attenuation and storage of storm water safely above ground for reuse and dispersal.



- Require all new development (and retrofit) to manage the first 5mm of rainfall at a plot level where appropriate and adhere to the SuDS Management train so run-off is managed in stages as it drains through and from a site.
- Ensure a citywide approach to water management utilising an interconnected green/blue network which will be developed and embedded into the Local Development Plan.
- Work with all stakeholders to remove and reduce stormwater in the existing combined sewer network
- Do all the above whilst enhancing ecology, connectivity and social cohesion, creating beautiful and healthy places and respecting the unique heritage of the city.

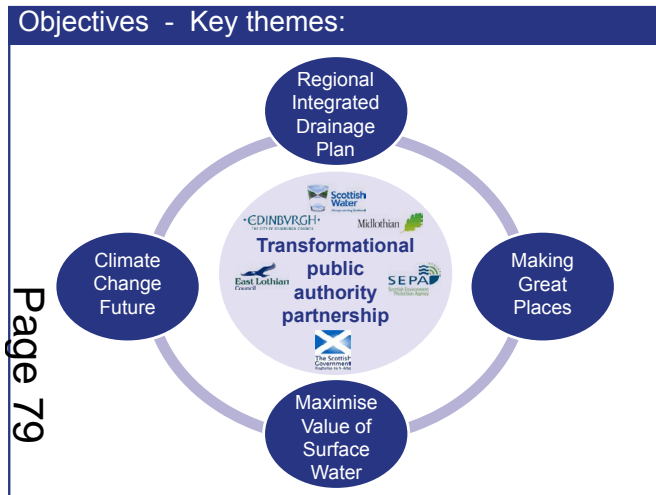
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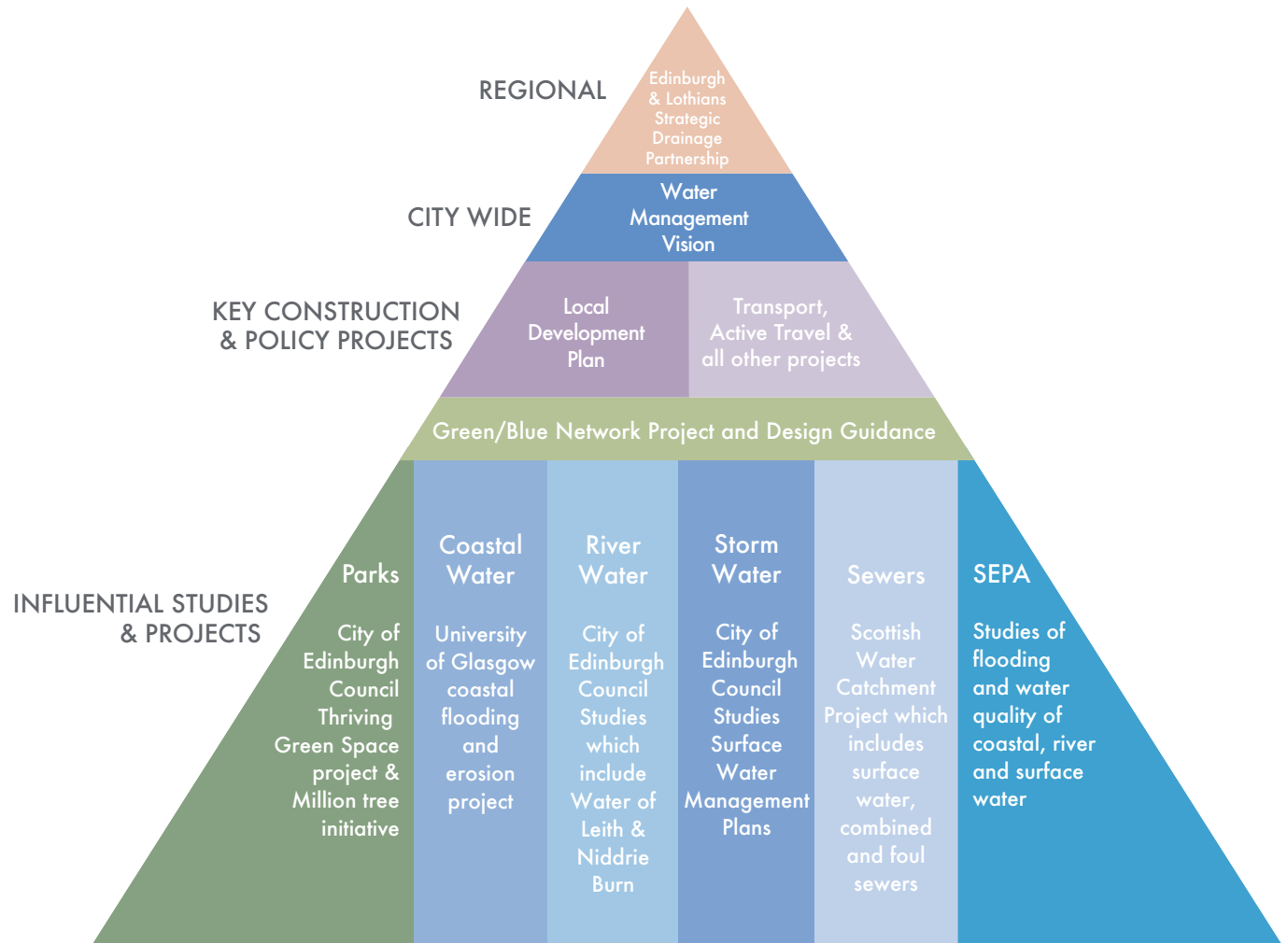
Source: Edinburgh Sustainable Rainwater Management Guidance CEC

The strategic approach will be facilitated by the Edinburgh and Lothians Strategic Drainage partnership.

The key themes and members of the partnership are:



The objectives will influence new projects and developments in the council.



This new way of working will enable the development of a city that is adaptive and resilient to climate change, that is also beautiful and biodiverse delivering a healthier, thriving and compact city with a higher quality of life for all residents.

The idea is to deliver transformational change in the way that water is valued and managed in the city.

This will require a change in the way development (new developments, re-developments, and public realm, infrastructure and roads projects), are designed, agreed, constructed and maintained. It will also require a change to the way open space is currently used.



Source: Dusty Gedge:
Solar Green Roof, Standard Chartered, London

Delivery and Implementation

This will challenge the council and its partners to seek new ways of funding capital and revenue work to consider climate adaptation. It will promote the use of new green infrastructure budgets to expand the green blue network and ensure adequate funds for long term maintenance. The potential for a dedicated fundraiser position jointly delivered by Scottish Water and the Council will be pursued.

Partnership Projects

There will be opportunities to develop capital funding for some schemes using partnership money from Scottish Water and funding partners like Sustrans. In all capital work where the council or developers have funding partners, the council would strive to include long term maintenance in the funding arrangements for areas that council would adopt.

If water has been permanently removed from a Scottish Water Surface Sewer as part of a project, then potentially an on-going arrangement with Scottish Water for the adopted areas using a Section 7 agreement would be used.

New Development

Further detailed work will be undertaken to identify the most appropriate approach to obtaining developer contributions for green infrastructure

arising from new developments. This is likely to link to a new policy concerning overland flows and intensity of rainfall in the Local Development Plan to relevant water shed areas.

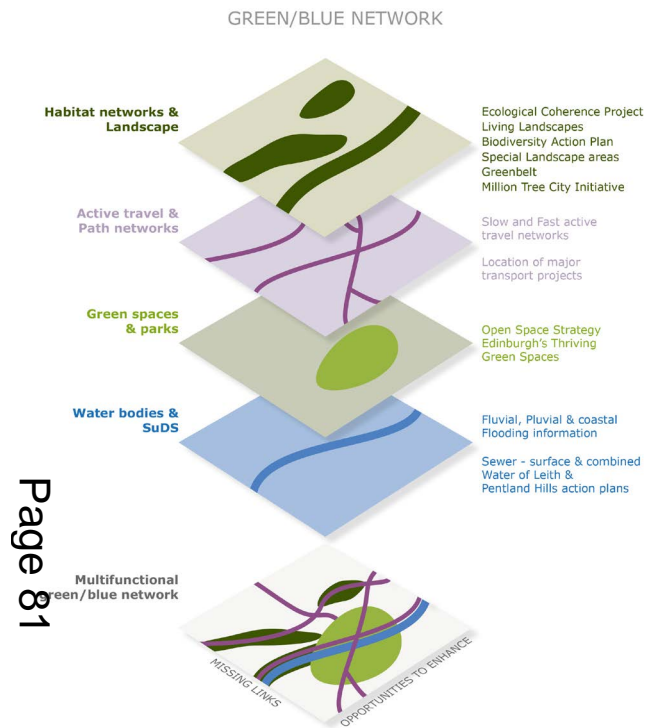
When the council is the acting as Roads Authority and implementing capital transport projects, water management will be implemented where possible depending on the scope and scale of the project.

With regards to roads, it might be more appropriate to use them as conduits for water to lead to safe, open green areas as opposed to attenuation within a project boundary, particularly in older parts of the city.

An education programme will be set up, looking at educating the residents and businesses of Edinburgh about water and climate change and expectations of how the city will look in the future. For example, it will be necessary to manage expectations of how the city's existing infrastructure can cope with rainfall with a return period much greater than what the roads, drainage and sewers were ever designed for. Even infrastructure designed to modern design standards cannot cope with the intensity of storms which are being experienced more and more often. Therefore, plans will be put in place to take that water safely away into greenspace, both private and public, where it will subside after the storm. It will also be explained that policy is not to take the water underground as this may cause sewer flooding elsewhere in the city.

Example of new projects that are taking forward the ideas of the vision.

In short: We need to understand what is happening now with water in the city and prepare for a future which has beautiful places, is rich in biodiversity, that is adaptable to our changing climate.



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Biodiverse roof, 202 Bishopsgate London. Source: Dusty Gedge



Example of a SUDS pond. Source: ReaburnFarquharBowen.

Glossary :

- Attenuation** - Reduction of peak flow and increased duration of a flow event.
- Combined Sewers** - A sewer designed to carry foul sewage and surface runoff in the same pipe.
- Conveyance** - Movement of water from one location to another.

Understanding risk

The chance of a flood event can be described using a variety of terms. Floods are often defined according to their likelihood of occurring in any given year. The most commonly used definition in planning is the '1 in 200 year flood'. This refers to a flood level or peak that has a one in a hundred, or 0.5%, chance of being equalled or exceeded in any year.

Other terms that express the same idea, such as 0.5% **annual exceedance probability** (or 0.5% **AEP**), are preferred because they avoid the common misconception that a '1 in 100 year flood', for example, can only occur once every 100 years; or that you are 'safe' for another 100 years after you experience such an event. In reality, the chance of experiencing different sized flood events in a given period of time can be estimated mathematically (see Table 1). If you lived for 70 years in a location that had a 1% chance of flooding in any one year (that is, it would only flood if a '1 in 100 year flood' occurred), then there would actually be a 50% chance, or one in two odds, of you experiencing at least one flood during that 70 year period.

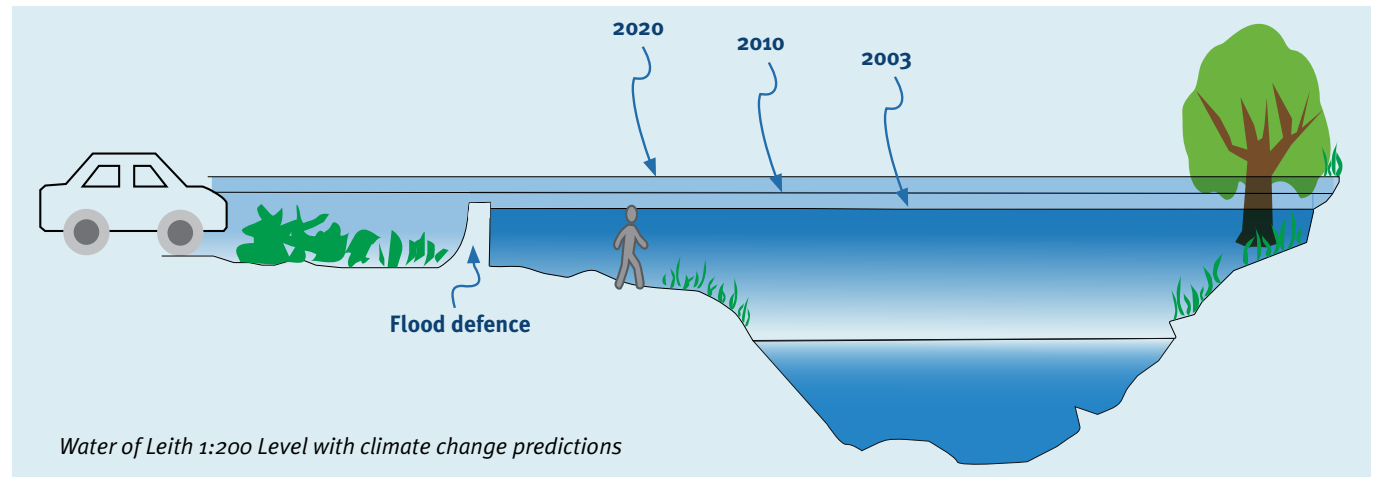
Chance of a flood of a particular size being exceeded in any one year	Chance of experiencing a flood in a 70 year period	
	at least once	at least twice
10% (1 in 10 odds)	99.9%	99.3%
5% (1 in 20 odds)	97.0%	86.4%
2% (1 in 50 odds)	75.3%	40.8%
1% (1 in 100 odds)	50.3%	15.6%
0.5% (1 in 200 odds)	29.5%	4.9%

With climate change we expect these probabilities to rise and flooding currently with a predicted risk of 1:200 to become more frequent.

Recent storms in Edinburgh have been above the 1:200 level.

Fluvial (Rivers)

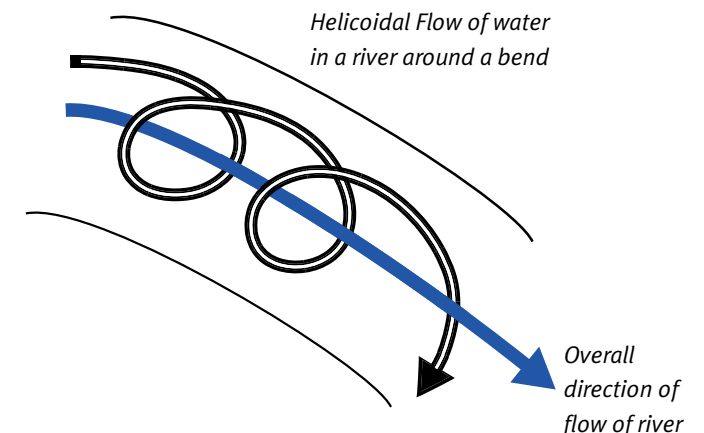
It must also be remembered that our understanding of future flood risk improves all the time. For example, in Fluvial Risk (Rivers) we can look at an example like the Water of Leith flood alleviation scheme. In 2002 there was no requirement to take climate change into account. So the risk of a 1 in 200 flood event level was used to protect existing property. However, the Flood Alleviation Scheme took into account climate change and added a 12% allowance onto the 1 in 200-year level as we realised that the climate was changing (effectively the level of the predicted 1:200 flood was raised). It was believed at that time that a 12% allowance would be sufficient for many years to come. However, based on the latest climate science the recommended allowance first increased to 20% and SEPA's most recent guidance is now to allow for a 40%. SEPA is in the process of updating its climate change guidance to take account of the most recent information from the UKCP18 climate projections. What that means in reality is that the level once thought of providing protection to a 1 in 200 flood event over a development lifespan is no longer thought likely to do so, as in the future flood waters are expected to rise more frequently to the higher level. This trend is likely to continue, *but the extent is unknown.*



We also have to base our understanding on the best information available at any given time and engineers and flood modelling experts use their technical expertise and judgement in interpreting what that means for flood risk. For example:

1. Large floods happen very rarely in any particular location, so scientists have to estimate their predictions assuming the rates are similar, of what could happen based on records of smaller events, or by combining records of similar catchments. More certainty in the outputs of models is achieved through real events and calibration of data. Estimates of the 200-year flood can therefore change as records of water levels increase in length or following large events;
2. Computer models are used to predict the area at risk of flooding. The accuracy of these models is limited by available data such as river bed, drainage network or beach survey data.

3. The movement of water is incredibly complex so simplifications have to be made and modellers have to use their judgement to decide which of the factors which influence flooding are important to include in these models and how they should be included. As large flood events are rare, there is often little information to test how well models perform.

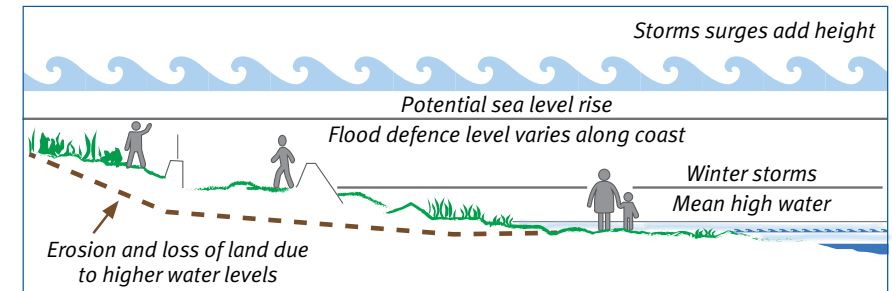


Edinburgh rivers have rural headwaters but then flow into an urban area with lots of impermeable surfaces and a complicated drainage network which modifies the natural catchments. Without adaptation, increasing impermeable surfaces has potential to increase flood flows in our watercourses on top of that caused by climate change. Our understanding of how climate change may affect intense short duration rainfall which is often responsible for flooding in steep or heavily urbanised catchments is not as well developed as our understanding of how climate change may affect longer duration rainfall events which cause flooding of larger rivers. Edinburgh is heavily urbanised, so although the climate allowances and flood maps are based on the best information available, they do not provide a single definite level for acceptable future flood risk. We need to decide our own 'risk appetite' i.e the willingness of us as an authority to accept the risk of flooding for current and future residents of our city.

Coastal - Sea Level

Even if emissions are reduced in line with the Paris agreement, sea levels are still expected to rise beyond the end of the century. Sea level rise is likely to increase the risk of coastal flooding and erosion and reduce the space available for the coastal habitats and wildlife. Sea level rise may also affect river and surface water flooding as higher sea levels can cause tide locking of surface water and river outfalls.

The sea level rise allowances in SEPA's land use planning guidance is set at a level which is very unlikely to be exceeded by 2100 but are as likely as not to be exceeded by 2150 under a 'business as usual' high emissions scenario. However, these models do not include the potential collapse of the west Antarctic Ice Sheet, and there is an unquantifiable risk that sea level rise by 2100 could be double that in SEPA's climate change allowances. The adaptation plan for the Thames Estuary already considers a high end scenario of a 3m increase in extreme sea levels by 2100, and the Dutch are now



investigating the impact that 2m of sea level rise would have on their adaptation plans.

For exposed sections of coast, maximum wave heights are often limited by water depth. This means that as sea levels rise wave heights at the coast are likely to get bigger, leading to more flooding, erosion and damage to coastal defences than would be expected by sea level rise alone. Other factors which may increase the risks at coast include changes in storminess. This is generally thought to be negligible compared to Sea Level Rise but it is not known. There could be changes in the way in which tides change around the coast and within firths and estuaries. We don't know whether it will be an issue in the Forth as there is insufficient detailed data to be sure.

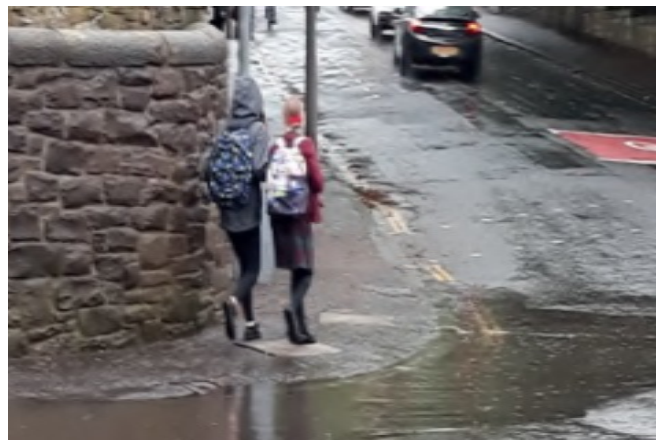


SEPA's flood maps show the risk from extreme still water levels which include storm surges and astronomical tides but not waves. These generally underestimate flood risk as wave overtopping is not included, but they could also overestimate in some areas.

Pluvial (Surface Water)

The intensity of rainfall will increase due to climate change. For the most part the city is drained through an underground network of gulleys, road drains, sewers and culverted watercourses. These piped systems have a fixed capacity, which can be overwhelmed in periods of very intense rainfall. The volume of rainfall is not able to enter the gulleys and to be drained underground quick enough and can lead to localised pluvial flooding in natural low spots, taking with it pollutants and debris. Current design practice for new development does look at overland flow paths, and managing rainwater above ground in a more sustainable approach. However, we have already seen older areas of the city, which rely on gulleys and underground pipes, being overwhelmed and it is widely acknowledge that, in the future, this will happen more regularly, exacerbated by Climate Change, and the growth of impermeable areas in the urban environment (paving over green space/ gardens).

Therefore, it is sensible to take a **precautionary approach** to all aspects of planning, retrofitting and maintenance concerning water from all sources. Further work will help understand these risks and the action needed to reduce and mitigate them. This will need a sustainable approach to managing rain water across the city involving all flooding, drainage and planning agencies, landowner, developers and communities across the city. New developments are required to consider flood risk from surface water, but there is much more that could be done to make this more sustainable.



We should take the precautionary approach and think about the next 100 years and not just the next 10 years.

That could be tough - how are we going to defend that position?

How will we be judged by future generations?

How do I get everyone to understand the risk?





HAPPY TO TRANSLATE

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0131 242 8181

Reference 20-6526

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Trams to Newhaven – COVID-19 Final Business Case Refresh

Executive/routine	Executive
Wards	11, 12, 13
Council Commitments	22

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Note the analysis set out in this report;
 - 1.1.2 Note that under all scenarios presented, the economic case for the project remains positive with a benefit to cost ratio above 1;
 - 1.1.3 Note that the impact of COVID-19 on financing costs is uncertain and that the future call on reserves could range from £0m to £93m, but that reserves would be replenished over the longer-term;
 - 1.1.4 Refer the potential use of reserves of up to £93m noted at paragraph 1.1.3 to Council for approval;
 - 1.1.5 Note that in all but one scenario project cancellation has a higher cost to the Council than continuing with the project;
 - 1.1.6 Note that should the Council decide to cancel the project, there would be a £32m call on reserves in the current financial year under all scenarios, this would need to be funded through the cancellation and/or delay of projects in the Council's capital programme;
 - 1.1.7 Note the total cost of cancellation is calculated at £107.4m compared with £207.3 to build the line and that this £107.4m would be incurred with none of the benefits set out in the Final Business Case (FBC) being realised;

- 1.1.8 Note that since the Trams to Newhaven FBC was approved, the emerging policies and strategies only strengthen the case for high capacity, high quality public transport in the city;
- 1.1.9 Note that the emerging policies and strategies will, other things being equal, lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC; and
- 1.1.10 Approve continuing with the construction of the Trams to Newhaven project which is still projected to be within the budget of £207.3m as set out in the Final Business Case for the project and approved by Council.

Paul Lawrence

Executive Director of Place

Contact: Hannah Ross, Senior Responsible Officer

E-mail: hannah.ross@edinburgh.gov.uk | Tel: 0131 529 4810

Trams to Newhaven – COVID-19 Final Business Case Refresh

2. Executive Summary

- 2.1 In March 2019 the Council approved the Final Business Case (FBC) for the Trams to Newhaven project, which was structured using HM Treasury standard five case model. The Finance and Economic chapters of the Business Case took account of the projected future patronage of the existing and completed tram line and associated benefits and revenue, and also assumed an extraordinary dividend from Lothian Buses.
- 2.2 Since March 2019 COVID-19 has had a serious impact on society which has resulted in a significant global downturn in public transport patronage. Public transport demand in Edinburgh has reduced considerably since March and while some restrictions were lifted, there are likely longer term consequences that will impact the economic and financial analysis presented in the FBC.
- 2.3 Steer, the Council's transport economic advisors, in consultation with the project team, have developed a range of possible scenarios to stress test the findings in the FBC. Details of these scenarios, the revised economic and financial assessment and wider policy and strategy considerations are set out in this report.
- 2.4 Under all scenarios tested the economic case for the project remains positive with a benefit to cost ratio above 1. As set out in the Final Business Case in March 2019, this traditional cost benefit analysis needs to be viewed in the context of the wider economic benefits that tram delivers.
- 2.5 The impact of COVID-19 on financing costs is uncertain and the future call on reserves could range from £0m to £93m. In all but one scenario project cancellation has a higher cost to the Council than continuing with the project.
- 2.6 Should the project not proceed there would be a £32m call on reserves in the current financial year under all scenarios, this would need to be funded through the cancellation and/or delay of projects in the Council's capital programme.
- 2.7 To assess the opportunity cost of continuing with the project, the cost of cancellation has been considered, including the costs incurred to date,

compensation payments that may become due to contractors and reinstatement costs.

- 2.8 The total cost of cancellation is calculated at £107.4m compared with £207.3 to build the line. This £107.4m would be incurred with none of the benefits set out in the FBC being realised.
- 2.9 Since the Trams to Newhaven FBC was approved, the emerging policies and strategies only strengthen the case for high capacity, high quality public transport in the city.
- 2.10 There is now strong alignment across national, regional and local objectives around sustainable economic growth; equity and social inclusion; tackling climate change; and health, wellbeing and safety. Trams to Newhaven contributes significantly to these objectives.
- 2.11 It is also important to note that Edinburgh City Centre Transformation (ECCT) recognises the importance of tram in delivering a step-change in public transport provision, and being a fundamental enabler of providing the cross-city connectivity whereby Trams to Newhaven would provide both the service and capacity to enable an associated reduction in bus volumes, especially along Princes St. Indeed, the ECCT proposals also included the potential for a second cross-city route and south-east Edinburgh route.
- 2.12 These emerging policies and strategies will, other things being equal, also lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC.

3. Background

- 3.1 In March 2019 the Council approved the FBC for the Trams to Newhaven project, which was structured using HM Treasury standard five case model. The Finance and Economic chapters of the Business Case took account of the projected future patronage of the existing and completed tram line and associated benefits and revenue, and also assumed an extraordinary dividend from Lothian Buses.
- 3.2 Since March 2019 COVID-19 has had a serious impact on society which has resulted in a significant global downturn in public transport patronage. The pandemic has also affected the construction of the Trams to Newhaven project and a formal instruction to shut down the construction site was issued to all contractors on 25 March 2020 in accordance with advice given by the Scottish Government.
- 3.3 During this site shutdown the project continued with non-site work, including design, and the project team worked closely with the contractors to mitigate, as far as reasonably practicable, the time and cost impacts from the COVID-19 pandemic.
- 3.4 On 21 May 2020 the Scottish Government issued a phased plan to ease lockdown restrictions. This was then followed by further guidance issued on 28 May 2020 in relation to the construction sector wherein a phased approach to recommencement of construction works was set out. This guidance envisaged a six step approach to

recommencing works and the project re-started strictly in accordance with the guidance.

- 3.5 Despite the COVID-19 shut down and the project incurring additional costs in the region of £5m as a consequence, it is still projected that the project can be delivered within the £207.3 million budget agreed by Council, in March 2019. The project team continues to carry out regular risk reviews on the project and the quantitative risk analysis, that underpinned the FBC risk allowance (excluding optimism bias), is updated quarterly.
- 3.6 Delays as a consequence of COVID-19 and other factors have been minimised in part by the mitigation strategies developed with the contractors and the project is scheduled to be completed by mid-2023.
- 3.7 There are however wider considerations in relation to COVID-19 and this report sets out the project's response to these. Public transport demand in Edinburgh has reduced considerably since March and while some restrictions were lifted, there are likely longer term consequences that will impact the economic and financial analysis presented in the FBC. The team has also re-examined wider policy and strategy considerations in relation to the project and these are presented in this report.
- 3.8 Steer, the Council's transport economic advisors, in consultation with the project team, have developed a range of possible scenarios to stress test the findings in the FBC. Details of these scenarios, the revised economic assessment and wider policy and strategy considerations are set out in Steer report entitled *Edinburgh Tram – C19 Demand Scenarios* at Appendix 1.
- 3.9 The Commercial and Management cases included in the FBC have not been revisited as there are no significant changes as a result of COVID-19.

4. Main report

Methodology

- 4.1 COVID-19 has had a significant negative impact on public transport patronage, with bus and tram patronage in Edinburgh down significantly against expected projections. The recovery of public transport patronage from COVID-19 remains unclear. The speed and strength of recovery will be affected by a number of factors which include:
 - 4.1.1 A medical resolution to COVID-19, for example availability of a vaccine;
 - 4.1.2 Duration and depth of the recession;
 - 4.1.3 Virus management measures and how they will develop over time;
 - 4.1.4 Possibility of further outbreaks and localised or national shut-downs.
- 4.2 In addition, demand drivers have been affected by COVID-19. Notably, airport demand has fallen with a consequential impact on both bus and tram airport services. The impact of working from home on future behaviours is a further issue which may, for example, spread demand outside the peak or reduce demand

altogether. These sit alongside other demand drivers such as land use and speed of future development, and housing and jobs growth which may also be affected by COVID-19 directly, and by the associated recession.

- 4.3 The uncertainty around the impact of COVID-19 on recovery, and the effect this will have on demand drivers, means that it is not possible at this stage to present a primary case for patronage with a series of sensitivities, as was presented in the FBC.

Scenario Development

- 4.4 Instead, Steer, who developed the Economic Chapter in the FBC and provided patronage forecasts for the Economic and Finance Chapters, were commissioned to develop a range of possible scenarios so that the impact of each scenario on both the Economic and Finance Chapters could be modelled. While Steer are unable to give an opinion on which of these scenarios are most likely, they have confirmed that the scenarios are reasonable possibilities, and that the most pessimistic scenario modelled is a grounded and realistic ‘downside’ case.
- 4.5 The approach to developing the scenarios is set out in detail in the Steer report at Appendix 1.
- 4.6 The scenarios presented are set out in Table 1 below.

Table 1 – Scenarios

Scenario	Near-term impact	Medium-term	Notes
Scenario 1: ‘Return to Business as Usual’ (return to full FBC demand)	<ul style="list-style-type: none"> Return to 2019 levels by 2022 for corridor and Newhaven, based on ET analysis. Return to 2019 levels by 2023 for Airport 	<ul style="list-style-type: none"> Return to full FBC level by mid-2020s¹. 	Optimistic view of growth post recovery (i.e. recovering ‘lost’ growth from 2019 – 2023)
Scenario 2: ‘Return to Business as Usual’ (return to FBC growth)	<ul style="list-style-type: none"> As per Scenario 1 	<ul style="list-style-type: none"> FBC growth rates applied post recovery. <ul style="list-style-type: none"> c 3% p.a. for airport segment c 3% p.a. for ‘existing’ corridor & c 1.4% p.a. for Newhaven 	<p>Better proxy for economic impact, i.e. recessionary effect to early 2020s then recovery.</p> <p>Implicitly assumes same relationship between economic and demand growth as FBC.</p>

¹ The FBC growth assumptions for each market segment are set out in Chapter 3 of the Steer report at Appendix 1, alongside those for each of the scenarios.

Scenario	Near-term impact	Medium-term	Notes
Scenario 3: 'Lower future Growth'	<ul style="list-style-type: none"> As per Scenario 1 	Lower medium-term growth: <ul style="list-style-type: none"> 1% p.a. for corridor and Newhaven 2% p.a. for Airport 	Lower growth reflects a permanent change in travel behaviour, moderating future growth.
Scenario 4: 'Permanent Reduction in Demand'	<ul style="list-style-type: none"> 80% of ET's central case near-term forecast. 	<ul style="list-style-type: none"> Ramp up of demand but to reach 80% of BAU by mid-2020s Long-term demand growth rate at FBC level (at 80% demand of Scenario 2) 	Reflects a 'what if' scenarios. Implicitly reflects fundamental shift in behaviour.

- 4.7 It should be noted that none of the scenarios are 'forecasts', but are grounded/informed by previous forecasts e.g. on future growth linked to planned development etc. The scenarios consider a combination of short-term COVID-19 impacts (framed by when market segments would return to pre-pandemic demand levels) and views on future growth based on returning to or a tempering of previously assumed growth.
- 4.8 It remains the case that due to the uncertainty surrounding future recovery it is not possible to single out a most likely scenario. Steer's view is that they will not be in a position to advise on likely recovery scenarios until more data becomes available. In this regard Steer have started to collate data from a number of cities around the world using available datasets from transit authorities and Google Mobility, at present the trend analysis is not sufficiently robust to draw any conclusions.
- 4.9 In an early draft of the Steer report a fifth 'no growth' scenario was considered assuming that 2019 demand would, from the early 2020s onwards, remain constant over the full period of the financial and economic appraisal (30 and 60-years respectively).
- 4.10 The 'no growth' scenario was developed as an illustrative 'what if' scenario, and the only one not informed by previous forecasts, or supported by evidence of long-term growth (specifically for the air passenger market). While it was developed to be a pessimistic case, it was deemed by Steer to be unrealistic, insofar that no growth at all over an extended period is considered to be highly unlikely. The scenario was therefore not taken forward and scenario 4 is included to represent a grounded and realistic 'downside' case. Further details are included in the Steer report at Appendix 1.

Downside Sensitivity Scenarios

- 4.11 Steer note in their report that some uncertainty remains about the timing of the recovery from COVID-19, and of when social distancing measures will no longer be necessary. The scenarios presented take a current view, informed by the industry, of when this could occur.
- 4.12 However, recognising the uncertainty about the duration of the pandemic and therefore the point at which ‘recovery to 2019 demand levels’ is reached, Steer have undertaken two ‘downside’ sensitivities which show demand by year on the assumption that 2019 demand levels are not reached until 2025, for all segments. These downsides are variants of Scenarios 2 and 3, so have been named 2a and 3a in the Steer report.
- 4.13 It should be noted that there is no equivalent sensitivity presented on Scenario 4, as under Scenario 4 demand does not recover to 2019 levels until 2030.
- 4.14 Scenarios 2a and 3a are presented as downside sensitivities in the financial analysis below.

Economic Assessment

- 4.15 This section of the report considers the impact on the economic performance of the project against each of the demand reduction scenarios set out above. The numbers are presented including sunk costs (costs that have already been spent and are unrecoverable) in Table 2 and excluding sunk costs in Table 3.

Table 2 – Economic appraisal of FBC and scenarios (Including sunk costs)

	FBC	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Benefits factor:	1.00	1.00	0.96	0.92	0.77
Total Benefits (£000)	£395,000	£395,000	£379,000	£364,000	£303,000
Total Costs and Financial Impacts (£000)	- £282,000	-£283,000	-£284,000	-£285,000	-£291,000
Economic performance:					
Net Present Value (£000)	£113,000	£113,000	£95,000	£79,000	£12,000
Benefit Cost Ratio (BCR)	1.40	1.40	1.33	1.28	1.04

Note. Figures have been rounded to nearest 1,000.

- 4.16 The table shows that:
- 4.16.1 The FBC economic appraisal of the project, as presented in the 2019 FBC, shows a benefit cost ratio of 1.40 : 1.
- 4.16.2 The Newhaven opening date of 2023 means that the short-term impact of COVID-19 is limited in the overall assessment results. This means that under Scenario 1 the economic case for the project remains unchanged from the FBC level.

4.16.3 The BCR reduces to around 1.3 : 1 under Scenarios 2 and 3 – a modest reduction from the FBC level of 1.4.

4.16.4 The ‘permanent reduction in demand’ scenario (Scenario 4) results in loss of just under a quarter of benefits (factor of 0.77). Under this scenario the BCR remains above 1.0 : 1.

4.17 It should also be noted that scenarios 2a and 3a would demonstrate a positive benefit to cost ratio.

4.18 The FBC was based on total cost of £207.3m, of which £5.5m had been spent at time of FBC. The FBC costs within the economic appraisal was therefore £201.9m, which excluded the £5.5m ‘sunk’ costs.

4.19 Costs to date (sunk costs), as of June 2020, were £32m. The economic appraisal was therefore updated in June to reflect this sunk cost total, as presented in Table 3. This is presented for the FBC case and each of the demand scenarios.

Table 3 – Economic appraisal of FBC and scenarios (excluding sunk costs)

	FBC	Scenario 1	Scenario 2	Scenario 3	Scenario 4
FBC Costs (FBC & demand scenarios)	1.40	1.40	1.33	1.28	1.04
FBC minus sunk costs (as of June 2020), for each demand scenario	1.51	1.50	1.43	1.37	1.12

4.20 The comparison of the economic appraisal results from the FBC and with the capital cost updated to reflect sunk costs in June 2020 show that excluding current sunk costs of £32m would increase the FBC equivalent BCR to 1.51 : 1, and the BCR would improve under each of the demand scenarios considered.

4.21 Steer have not updated the sunk costs since June 2020. However, as the inclusion of further sunk costs, reflecting spend between June 2020 and September 2020, would have the effect of increasing the BCR’s for the ‘FBC minus sunk costs’ under each of the scenarios presented in the table above, it was not considered necessary.

Financial Assessment

Introduction

4.22 The financial case assesses the project’s affordability. As set out above it is still projected that the project can be delivered within the £207.3 million budget agreed by Council, in March 2019. However, due to COVID-19’s impact on public transport patronage, the affordability of the project is more challenging. To support the updated analysis in relation to the economic and financial case the following work has been undertaken.

4.22.1 Cost assumptions underpinning the 2019 FBC have been reviewed and updated where required;

- 4.22.2 The ongoing assessment and quantification of risk has been factored into the forecast cost to completion;
- 4.22.3 Lifecycle, operating and maintenance costs have been updated in discussion with Edinburgh Trams;
- 4.22.4 Sunk costs have been updated to reflect expenditure on the project to date;
- 4.22.5 Estimated costs to terminate the project have been calculated by Turner & Townsend; and
- 4.22.6 Financing assumptions have been reviewed.

4.23 In addition, the financial impact of cancelling the project has been considered to provide an informed basis for decision-making.

Capital Costs

4.24 The capital cost projection remains within the £207.3m as stated above. In carrying out the analysis the assumptions set out in the FBC have been reviewed as follows:

Table 4 – Assumptions Update

FBC Assumptions	Updated Assumptions
The construction phase plan will be as set out in chapter 7 of the FBC, including traffic management arrangements which allow the opening up of large areas of the site to facilitate a one-dig approach and flexibility to deal with unforeseen underground obstructions	Assumption remains valid and has been broadly adhered to including the opening up of large worksites. However, the construction phase plan was reviewed and amended during Early Contractor Involvement (ECI) stage taking account of contractor input, and further amended in discussion with contractors to mitigate COVID-19 impacts.
Utility works will be broadly in line with the desk top assessment underpinning the utility conflicts schedule described in chapter 7 of the FBC	As anticipated, a number of unknown utility conflicts have been encountered and the costs associated with resolving these are included in the cost to completion. An appropriate risk allowance has been made for further unknown utility conflicts.
No bridge replacements will be required	This assumption remains valid
Road reconstruction and public realm improvements will be limited to those necessitated by the tram project and no	Requests have been made for additional general improvements by Council departments. Where it has been possible to accommodate these

FBC Assumptions	Updated Assumptions
allowance is made for additional general improvements	the project has sought to do so with any changes being formally processed through the project change management procedure, the cost of these is included in the forecast to completion.
The supplementary projects to be delivered in parallel, as set out in chapter 7, are funded from the Place capital programme budget	This assumption remains valid.
No land acquisition costs will be incurred	A single land acquisition payment for £30k was paid to Port of Leith Housing Association and this is included in the forecast cost to completion.
The Council will procure an Owner Controlled Insurance Policy (OCIP) for the construction of the works	This assumption remains valid
Inflation is based on current Building Cost Information Services All in Tender indices rate (BCIS) indices and is applied to elements of the prices that are not contractually fixed	This assumption remains valid
The cost plan is based upon the design layouts finalised following the public consultation carried out during 2018	This assumption remains valid albeit the Traffic Regulation Order (TRO) process is due to commence in autumn 2020 that may give rise to requests for change. These are not included in the forecast cost to completion.

Lifecycle costs

- 4.25 Based on high-level analysis carried out by Edinburgh Trams, the cost and timing of lifecycle replacements is largely unchanged from that included in the FBC. However, a detailed review of the tram maintenance contract has revealed that £0.8m of the annual maintenance charge is in fact life cycle works. This has meant that the cost of the mid-life overhaul anticipated in 2033-34 has been reduced by £6.75m (50%).

Operating & Maintenance Costs

- 4.26 There have been no changes to assumed operating frequencies, so operational and maintenance costs remain the same as reported in the FBC. In reality, should income levels decline, adjustments would be made to services to reduce costs, but this has not been modelled. Similarly, opportunities to reduce the cost of maintenance by renegotiation and re-procurement of maintenance contracts are being explored by the management of Edinburgh Trams.

Revenues

- 4.27 The most significant change to the FBC assumptions is the decline in income as a result of reduced patronage. Modelling has been revised to reflect the impact of COVID-19 based on latest projections from Edinburgh Trams for the period up until the new line is operational. This shows a loss of income of £13.3m compared to FBC assumptions. Beyond this, the four patronage scenarios considered by Steer in the Economic Case (above) have been modelled with the most optimistic only returning to FBC levels of income by the mid-2020s.

Scottish Government has announced funding of up to £6m to address tram income shortfalls in 2020-21. £5.5m of this has been included in the modelling, based on what Edinburgh Trams expect to receive.

Taxation and Dividend Policy

- 4.28 Minor changes have been made to corporation tax rates so that they remain at 19%, based on the most recent UK government budget announcement. In addition, the profitability of group companies has been reviewed to determine the level of loss relief that can be applied.

Lothian Buses

- 4.29 COVID-19 is also having a significant impact on the financial position of Lothian Buses. Lothian has indicated that the extraordinary dividend assumed in the FBC will not be available for the foreseeable future and for this update only the £1.2m paid to date is included.

Developer Contributions

- 4.30 Developer contributions in the FBC assumed a sum of £7.8m which was used to offset capital costs. Since the FBC, a further assessment has been carried out and additional contributions from the existing line have now been included. The revised sum is £33.7m. In addition, developer contributions are now used as revenue in the financial modelling to offset the call on reserves in all scenarios.

Financing Costs

- 4.31 The financing costs in the FBC assumed an interest rate of 4.1%. However, at notice to proceed the Council was able to secure £150m of borrowing at an overall rate of 2.37% and it is now estimated that the remaining borrowing can be secured at 2.25%. The effect of this interest rate reduction has reduced the estimated debt servicing costs from £358m to £302m over the 30 year term.

- 4.32 A review has been undertaken on the suitability of the Council’s current accounting policy for interest in light of the advent of large-scale projects, spanning more than one year of construction, and funded from future revenue streams. The Council currently accounts for interest costs in the year in which they arise, unlike the private sector, where the opportunity to capitalise interest costs is adopted more widely. The Council is considering changing its policy to allow for the capitalisation of assets, which would reduce the project’s impact on revenue budgets, saving £12m (£20m when compared to FBC interest rates) during the construction period at a time when the Council has numerous budgetary challenges associated with COVID- 19.
- 4.33 A further change has been made to assumptions regarding the mid-life tram vehicle overhaul anticipated in 2033/34. At FBC it was assumed that this would be funded by in-year surpluses, whereas it is now assumed that this will be capitalised and repaid over a 10-year period.

Cancellation

- 4.34 To assess the opportunity cost of continuing with the project, the cost of cancellation has been considered, including the costs incurred to date, compensation payments that may become due to contractors and reinstatement costs totalling £60.2m. When considered alongside the £47.2m incurred on the project to 30 September 2020, the cost of cancellation would total £107.4m compared with £207.3 to build the line. Advice provided by Dr Stuart Fair to the Edinburgh Tram Inquiry has been reviewed, enabling prior year expenditure and reinstatement costs to be capitalised.
- 4.35 To fund the cancellation costs, revenues from the existing line have been modelled using the same methodology as for the line to Newhaven set out above.

Results

- 4.36 The table below sets out the total call on Council reserves for both continuing with the project and cancellation. It also sets out the year in which these reserves would be fully repaid.

Table 5 – Results

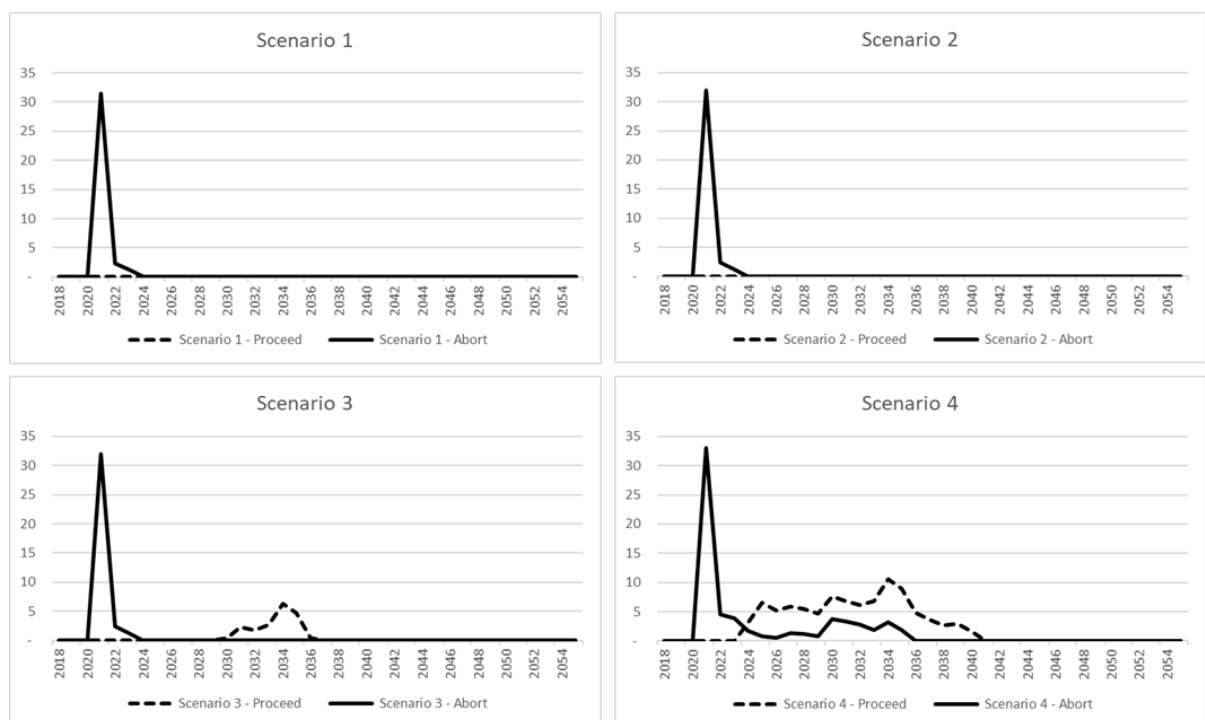
	FBC	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Reserves Requirement (£m)					
Construct to Newhaven	1.9	-	-	18	93
Cancellation	-	35	35	36	65
Year of Payback					
Construct to Newhaven	2027	n/a	n/a	2043	2055 ²

² Estimated date beyond the timeframe of the financial model

	FBC	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Cancellation	n/a	2031	2036	2042	2047

- 4.37 Figure 1 sets out the likely annual call on reserves for each scenario. Under all scenarios there is a £32m requirement in the current financial year, should the Council decide to cancel the project. Should the Council continue with the project there is no call on reserves in any year under scenarios 1 and 2.
- 4.38 Under scenario 3, there is an annual requirement between £2m and £6m in the years between 2030 and 2035. From 2036 onwards, tram revenues are available to replenish reserves.
- 4.39 Under scenario 4, there is an annual requirement of between £6m and £11m in the years between 2024 and 2039. From 2040 onwards, revenues are available to replenish reserves.

Figure 1 – Annual Call of Reserves £m



- 4.40 The result shows that under the first two scenarios, the project continues to be affordable. Moreover, in all but the final scenario project cancellation has a higher cost to the Council than continuing with the project.
- 4.41 Should the Council decide to cancel the project there would be a £32m call on reserves in the current financial year under all scenarios. By contrast, should the Council continue with the project, the annual call on reserves is significantly lower. However, the model is very sensitive to income projections and in the event of a significant fall in demand (scenario 4), the long-term cost of the project would be more costly to the Council than to cancel.

4.42 It should also be highlighted that modelling does not take account of any cost-reduction measures that may be implemented by the management of Edinburgh Trams in the event of reduced patronage, which would reduce the level of reserves required.

Sensitivities

4.43 As all scenarios assessed (other than scenario 4) assume a return to 2019 demand levels by 2023. As described above two further sensitivities have been considered wherein 2019 demand levels are not reached until 2025 (Scenarios 2a & 3a). The results are set out in the table below.

Table 6 – Sensitivity Analysis

	FBC	Scenario 2a	Scenario 3a
Reserves Requirement (£m)			
Construct to Newhaven	1.9	16	47
Cancellation	-	42	38
Year of Payback			
Construct to Newhaven	2027	2039	2048
Cancellation	n/a	2039	2046

4.44 This analysis shows that delay in returning to pre-COVID-19 patronage levels would increase the call on Council reserves.

4.45 In parallel with this downside sensitivity, the potential upside discussed below in relation to policy implementation (paragraphs 4.63 to 4.65) has also been modelled. Rather than showing the full range of possible futures which arise from policy implementation, set out below are examples which give an indication of the impact this may have on the central case.

4.46 Should, for example, patronage increase by 10% beyond that assumed in scenario 4, then the call on reserves would reduce from £93m to £54m. Similarly, if the same upside were applied to scenario 3 this would reduce the call on reserves from £18m to £0m.

Strategic Case

Policy & Strategy

4.47 The FBC noted that the development of transport infrastructure plays a key role in shaping the pattern of future growth and development of the city, and hence in delivering the spatial strategy and the long-term economic growth that this will support.

4.48 The Trams to Newhaven will not only provide a direct link for the people of Leith to the city centre and out to the airport, but also connects residents and visitors to major employment and travel hubs along the route.

- 4.49 Completing the original vision for the first phase of the Edinburgh Trams network unlocks a large swathe of the city for housing development and employment opportunities. It will also help to reduce air pollution by providing an efficient, sustainable transport solution while opening up people-friendly transport links for individuals and communities from all walks of life.
- 4.50 The Strategic Case chapter in the FBC set out the rationale for investment in the Trams to Newhaven project, by reference to existing strategic developments and transport strategies and plans.
- 4.51 Since the FBC, there has been further policy development at the national, regional and city level, specifically the National Transport Strategy 2 (NTS2) was published in February 2020. The overarching vision is to
- “have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”*
- 4.52 At a regional level, the Strategic Development Plan 2, will set out the spatial planning priorities across six authorities (Edinburgh, Midlothian, West Lothian, East Lothian, Fife and Scottish Borders). On 16 May 2019 the South East Scotland Strategic Development Plan (SESplan 2) was rejected by Scottish Ministers on the basis that strategic transport infrastructure issues were not properly considered.
- 4.53 At the city level the City Plan 2030 will set out the development framework for the city up to 2031, while the City Mobility Plan sets out key objectives and transport policy priorities in support of the City Plan 2030 and wider national and city policy priorities.
- 4.54 The City Mobility Plan supersedes the Local Transport Strategy for Edinburgh. It provides a strategic framework for proposed interventions aimed at helping the effective movement of people and goods around Edinburgh whilst seeking to address associated environmental and health impacts. It comprises a series of objectives and policy measures under the headings of People, Place and Movement which will, collectively, achieve the vision that
- “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”.*
- 4.55 There are, in parallel, a number of studies and initiatives that aim to further develop and prioritise proposals for interventions that support the achievement of the policy objectives and outcomes. Examples are City Vision 2050, the STPR2 process at the national and sub-regional level and the development of ECCT at the city level.
- 4.56 Since the FBC was approved the emerging policies and strategies only strengthen the case for high capacity, high quality public transport in the city.
- 4.57 There is also strong alignment across national, regional and local objectives. While the terminology and combination or separation of objectives differs slightly between various policy documents, there are nevertheless consistent objectives across the

themes of sustainable economic growth; equity and social inclusion; tackling climate change; and health, wellbeing and safety. As well as supporting national, regional and local policy and strategy, Trams to Newhaven also contributes significantly to the above objectives as set out in Figure 2.

Figure 2 – Meeting the Policy Objectives

<p>Sustainable Economic Growth</p> <ul style="list-style-type: none"> ✓ Supporting strategic development areas where employment will be focused ✓ Supporting the delivery of new housing / mixed-used development in a sustainable manner. ✓ Expanded labour market catchments giving workers greater access to jobs ✓ Providing capacity and connectivity to encouraging new businesses to invest and locate in Edinburgh ✓ Encouraging modal-shift from cars, increasing the efficiency of the overall transport network and reducing the economic costs associated with congestion, accidents and emissions. 	<p>Equity & Social Inclusion</p> <ul style="list-style-type: none"> ✓ Provide improved access to jobs, education, healthcare and leisure by creating further opportunities for cross-city journeys - for example it will significantly improve accessibility between Leith Waterfront (an area of high deprivation) and employment opportunities in West Edinburgh. ✓ Increase access to high quality public transport. A high proportion of lower income / more deprived residents along the corridor do not own or have access to a car; consequently, access to high quality public transport is key to their ability to access jobs and services.
<p>Tackling Climate Change</p> <ul style="list-style-type: none"> ✓ Encouraging modal shift from single occupancy car journeys to public transport. ✓ Supporting sustainable housing and employment development such as increased density in urban areas and the development of brownfield sites. Higher density urban development reduces the need to travel and encourage shorter journeys and more walking, cycling and public transport usage. ✓ The carbon costs associated with providing associated infrastructure and services (electricity, waste, broadband etc) are also lower for higher-density urban development. 	<p>Health, Wellbeing & Safety</p> <ul style="list-style-type: none"> ✓ Complements and ties into the city centre, where the overall CCT strategy is focused on improving facilities for pedestrians and cyclists, hence supporting healthier lifestyles. ✓ Provides a safe means of transport with good levels of security through use of customer service officers and CCTV at stops. ✓ Facilitates accident reduction through modal shift and reduced car kilometres travelled, and through integrated design.

- 4.58 The FBC analysis did also not take full account how tram could support the delivery of transport-related policy outcomes in delivering the ECCT.
- 4.59 The vision of the ECCT project is to create a city centre for all, a place for people to live, work, visit and play. The vision also aims for a city centre that is a place that is at the heart of Edinburgh’s communities, its cultural life, the focal point for its economy and one of Scotland’s most iconic and important locations.
- 4.60 The ECCT strategy proposes a wide range of interventions to provide a more liveable city centre in terms of active travel, public transport, traffic reduction and quality of open space. The strategy is supported by a ten-year delivery plan.
- 4.61 To deliver the emerging strategy, there is a requirement for a mode shift to public transport to help deliver a 10-15% reduction in city centre car traffic in the medium term and a 25-30% reduction in the longer term. The City Mobility Plan and accompanying Action Plans will provide helpful policy / strategy support but won't be sufficiently detailed with regards to individual schemes.
- 4.62 ECCT recognises the importance of tram in delivering a step-change in public transport provision, and being a fundamental enabler of providing the cross-city connectivity whereby Trams to Newhaven would provide both the service and capacity to enable an associated reduction in bus volumes, especially along Princes St. Indeed, the ECCT proposals also included the potential for a second cross-city route and south-east Edinburgh route.

Enhanced Network and Policy Intervention

- 4.63 It is clear that the policy context and the City's stated policy priorities has evolved since the FBC forecasts were prepared. The direction of travel in terms of policy priorities (climate change, sustainable growth, health and wellbeing) and the supporting interventions (better integrated public transport, priority for public transport and walking / cycling, city centre transformation, car demand management measures) will, other things being equal, lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC.
- 4.64 Steer have therefore undertaken two sensitivities to reflect the potential scale of this impact. These are a 10% demand uplift and a 15% demand uplift, informed by network integration and policy scenario tests undertaken as part of previous Edinburgh Tram work. The uplift has been graduated over time, such that the increase builds up between 2025 and 2030 – this reflect the time taken for interventions and policies to be adopted and implemented, and for the behavioural responses of individuals to manifest themselves.
- 4.65 These tests apply equally to all the scenarios presented, so are not presented in full within the Steer report. Examples of the possible impact these increases in demand may have on the central case have been included in the financial section above.

5. Next Steps

- 5.1 The Transport and Environment Committee notes this report, approves the continuation of the project in line with recommendation 1.1.10 and refers the potential use of reserves to Council for approval.

6. Financial impact

- 6.1 The report recommends continuing with the construction of the Tram to Newhaven project which is still projected to be within the project budget of £207.3m as set out in the Final Business Case for the project and approved by Council.
- 6.2 While at FBC it was assumed that the financing costs associated with the project could be met from tram fares and a one-off extraordinary dividend from Lothian Buses, the impact of COVID-19 has made this more challenging. It is too early to know the long-term impact, but based on scenarios presented herein, the call on Council reserves could range from £0m to £93m.
- 6.3 In the event of a decision to cancel the project, the cost is estimated to total £107.4m, taking in account of expenditure to date and anticipated compensation and reinstatement costs. While the financing of these costs would be met from fare revenues over the longer-term, the call on reserves could range from £35m to £65m based on the scenarios modelled. Moreover, £32m would be required in the current financial year and would need to be funded through the cancellation and/or delay of projects in the Council's capital programme.

7. Stakeholder/Community Impact

- 7.1 The recommendations set out in this report have been discussed with representatives of the Capital Coalition, Opposition Groups, Transport for Edinburgh, Edinburgh Trams, as well as between relevant services within the Council.

8. Background reading/external references

- 8.1 This paper should be read in conjunction with the Trams to Newhaven Final Business Case approved by Council in March 2019.
- 8.2 It should also be read in conjunction with the Steer report entitled *Edinburgh Tram - C19 Demand Scenarios* included at Appendix 1.

9. Appendices

- 9.1 Appendix 1 - Steer Report *Edinburgh Tram - C19 Demand Scenarios*

Edinburgh Tram - C19 Demand Scenarios



Edinburgh Tram - C19 Demand Scenarios

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1 Introduction

Preamble

- 1.1 This report represents an update to the draft report prepared in June 2020 on behalf of the City of Edinburgh Council (CEC).
- 1.2 This report does cite further evidence that provides further context and rationale for the scenarios presented. This evidence is limited, and generally in the form of other industry organisations who have independently set out potential post-covid-19 scenarios. As is the case with the scenarios we have developed, the scenarios developed by others are not forecasts – they are intended to postulate a range of outcomes that could occur as we emerge from the current ‘pandemic’ phase. This evidence suggests that the scenarios we set out in this report are reasonable and provide a plausible range estimate to inform decision-making. The scenarios presented in this report are the same as those in the June 2020 report, but in the light of the further evidence the ‘no growth’ scenario is not presented as it is deemed unrealistic. The reasons for this are explained in more detail later in this report.
- 1.3 Our review of evidence since our June draft does not suggest that the scenario definition (with the exception of the ‘no growth’ scenario) and associated demand estimates should be revisited at this point.

Background and Context

Background

- 1.4 Edinburgh Trams (ET) has been operating successfully since May 2014, running between the Edinburgh International Airport and York Place in the city centre.
- 1.5 In 2019 the City of Edinburgh Council (CEC), herein after referred to as “the Council”, approved funding for the ‘Tram Completion Project’, whereby the route would extend to Newhaven, thereby completing the original Phase 1a section of the planned network. This was subsequently renamed the Trams to Newhaven Project.
- 1.6 The case for the Trams to Newhaven Project. was set out in the Full Business Case (FBC). Within the FBC, the Economic Case set out the economic performance of the Project and the Financial case set out the funding and financing approach. Both the Economic and Financial Cases are informed by forecasts of Edinburgh Tram demand and revenue.
- 1.7 It should be noted that the Economic Case for the Project only takes account of the demand, revenue and benefits on the York Place to Newhaven section. Whereas the demand and revenues from the existing system, between Airport to York Place, do inform the overall Financial / Funding Case, they are treated within the ‘Do Minimum’ within the economic appraisal of the Trams to Newhaven Project.

Context

- 1.8 Earlier this year an outbreak of the virus known as COVID-19 spread throughout the world. It has been defined by the World Health Organization as a “pandemic”. As of the date of distribution of this report, the COVID-19 outbreak and Government responses in the form of ‘lockdown’ and / or restrictions on movement have had material impacts on the global and national economy, including having a significant impact on the transport industry where, in particular, passenger volumes have rapidly fallen.
- 1.9 The situation remains dynamic and rapidly evolving and is subject to further changes, and while the initial lockdown restrictions are being eased and the economy is beginning to ‘re-emerge’, the extent to which the recent increase in infections leads to further restrictions being imposed (locally or nationally) remains uncertain. There remain restrictions on certain activities, guidance to undertake activities locally as much as possible and think carefully whether to use public transport or not, and for public transport passengers to adhere to distancing guidelines, as well as wear face masks when travelling¹. These restrictions affect the demand and effective capacity (supply) of public transport.
- 1.10 Since March, Edinburgh Trams has reduced the service frequency to 4 tph (from 8tph), or one service every 15 minutes, as a result of a significant reduction in demand, while maintaining a level of service that allows to keep one of Scotland’s Critical National Infrastructures operational for key workers and those who need to make essential journeys. Frequency after 7.30pm was reduced in April to a service every 30 minutes and increased back to a service every 15 minutes in June.

Purpose of this Report

- 1.11 The purpose of this report is twofold.
1. To assess the potential impacts on COVID-19 on near, medium and longer-term demand scenarios on the Economic and Financial Cases for the Project.
 2. To use these demand scenarios to inform updates to the Financial and Economic analysis developed as part of the 2019 Full Business Case Trams to Newhaven Project.²
- 1.12 The basis for the analysis by Steer is that it is:
- Relatively high-level and contemporary
 - Guided by emerging insights from the industry across the sectors
 - Based on annual demand forecasts based on original FBC forecasts
 - An analysis of key drivers and the ongoing uncertainty that has led to the development of a number of plausible scenarios

¹ <https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/guidance-on-travelling-within-scotland/>

²

https://democracy.edinburgh.gov.uk/Data/Transport%20and%20Environment%20Committee/20190228/Agenda/item_71_-_edinburgh_tram_-_york_place_to_newhaven_final_business_case.pdf

Disclaimer

The outbreak of the virus known as COVID-19 has spread throughout the world and has been defined by the World Health Organization as a “pandemic”. As of the date of distribution of the Note, the COVID-19 outbreak is having a material impact on global economic and political affairs including having a significant impact on all the transportation industries, including Edinburgh Tram traffic, where in particular passenger volumes have fallen in response to quarantine and self-care measures that governments have imposed including in United Kingdom. The situation remains dynamic and is subject to significant change. In this challenging context, Steer has supplemented the base forecasts (directly produced from the models using a pre-COVID-19 view) with a view on a possible scenario for the demand forecasts based on an assumption of recovery from the COVID-19-related traffic decrease.

However, it is important to note that Steer’s post-COVID-19 analysis is only one view, and there continues to remain uncertainty as to the short-term, intermediate or prolonged effects of and responses to the COVID-19 pandemic on this project. All of these effects could impact the COVID-19-related assessments in this Note. While the COVID-19-related assessments in this Note were prepared in good faith and Steer believes them to be reasonable, no assurance can be provided by Steer that the scenarios and assumptions Steer has identified will prove to be accurate. Given the uncertainty described here and inherent in this unprecedented pandemic, Steer advises that the Council consider the Note in the context of its assessment of the COVID-19 outbreak its likely impact before making final decisions related to this project.

2 Scenario Development

Introduction

2.1 In this chapter we describe and present the scenarios that have been developed as part of this commission.

Potential COVID-19 Impacts

2.2 COVID-19 has and continues to have a profound impact worldwide. It is affecting the way in which our cities work, the way in which people live and travel and the longer-term impacts remain to be seen.

2.3 In the short-term, demand for public transport is a fraction of its previous level during the period of lockdown. Government has insisted that services continue to ensure that key frontline workers can travel to and from work and home during the pandemic.

2.4 In terms of framing the uncertainty, there are many unknowns. For example, we

- do not know whether or when there will be a medical resolution to COVID-19. There is no guarantee of an effective vaccine or treatment in the short-medium term;
- do not know whether surviving COVID-19 grants immunity and thereby whether herd immunity will build in populations;
- do not know whether COVID-19 will be seasonal with potentially stronger waves in e.g. winter months; and
- know most policy/behavioural response will therefore be incremental and tactical as the situation continues to evolve.

2.5 There are two most important and inter-related drivers of future uncertainty as a result of COVID-19. These are:

- **The Economy**, while the economy is now in recession (two quarters of negative growth), the scale and timing of future recovery is uncertain. In broad terms, there is a positive relationship between economic activity and travel demand.
- **Medical COVID-19 Drivers (COVID-19 resolution and social distancing)**, whereby the extent, nature and management of the coronavirus will affect advice and behaviour on who, when, where, for what purpose, how and how often people travel. Scenarios range from 'lockdown' (no effective treatment, no vaccine) to 'unrestricted movement' (e.g. effective treatment and successful vaccine) with mid-range scenarios where more effective treatment / management of coronavirus allows for managed / regulated movement. Any scenario which entails restrictions on, and management of, movements will almost certainly have a disproportionate effect on public transport demand.

- 2.6 Medical scenarios will have a direct bearing on the economic uncertainty, as much transport demand is a ‘derived demand’ stemming from economic activity (commuting, shopping, business trips etc.). However, as movement is restricted people and businesses will increasingly seek to maintain economic activity by means that avoid travel where possible (working from home, internet shopping, virtual meetings etc.).
- 2.7 There is clearly uncertainty about whether COVID-19 transport demand responses (e.g. home working, video conferencing) are temporary, have accelerated existing trends, or will fundamentally change the nature and location of economic activity.
- 2.8 The timing, scale and nature of societal change (and therefore potential demand responses) will be affected by the success, or otherwise, of the transition to normality.

Implications for Edinburgh Tram – Impact on Key Drivers of Demand

- 2.9 The above will have implications on the drivers of future demand (and revenue) for Edinburgh Tram in the medium to long-term. Specific drivers/ segments we have considered in developing scenarios consider are:
- **Airport demand**, informed by:
 - Industry-wide perspectives on likely impacts on air travel demand
 - Airline capacity and supply
 - Implications for Edinburgh Airport given the specific passenger composition (e.g. significantly higher inbound tourism demand compared to most UK airports, but also strong domestic market).
 - **Future development** – housing and jobs growth, and future land use
 - Planning-led perspective – what is in current pipeline.
 - Response-led perspective, i.e. uncertainty about how COVID-19 will affect business location decisions and people’s choice of where to live/ work. This, in turn, could affect the timing and viability of future development.
 - **Future travel patterns / demand** (overall trip rates)
 - Implications of greater home working, on-line shopping etc, and implications for commuting, business and leisure trips.
 - **Future modal preferences**
 - Will temporary increase in cycling and walking translate into a more permanent increase in usage of active modes?
 - Will people view public transport differently in the longer-term?

Approach to Developing Scenarios

2.10 The key steps in the approach to developing scenarios are set out below.

Step 1 – Take FBC Forecasts as starting point

- 2.11 The FBC forecasts formed the basis for the economic and financial case presented for the Trams to Newhaven Project FBC. The FBC forecasts were underpinned by an established modelling and forecasting framework. This framework was used to forecast demand for the existing system, where actual (out-turn) demand closely reflects forecast demand. The forecasting framework and FBC forecasts were independently audited on behalf of CEC, and the approach found to be appropriate and consistent with guidance, and the forecasts to be plausible and reasonable.
- 2.12 The FBC forecasts therefore represent, and remain, the appropriate forecasts for a ‘business as usual’ scenario. The emergence of COVID-19 clearly means the ‘business as usual’ has been superseded in the near-term with potential longer-term implications.
- 2.13 The FBC forecasting framework includes a representation of the key drivers of demand outlined from paragraph 2.9. The ‘base year’ forecast includes representation of existing land uses, transport network and trip patterns and trips by mode, while ‘future year’ forecasts represent planned / assumed future development and population growth and changes to the transport network and forecast future transport demand.
- 2.14 The FBC forecasts therefore reflect how the combination of key drivers interact to inform future demand. From this, we have derived the overall demand growth rate (expressed as percentage increase in annual demand) from the demand forecasts and used these as the key input variables for the demand scenario analysis. The relative importance of different drivers varies by demand segment such that, for example, the annual growth in airport demand within the FBC is higher (being underpinned by forecast airport passenger demand) than for the Newhaven extension.

Step 2 – Establish Key Parameters for Scenario Development

- 2.15 The construction of scenarios is based on looking at annual demand over a period of 60-years (this is the length of the economic appraisal). Within this, each scenario is constructed based on a consideration of:
- **Key Demand segments**, comprising:
 - Airport demand – demand to / from Edinburgh Airport
 - Corridor demand – demand on the remainder of the existing system (i.e. Ingliston P&R to York Place).
 - Newhaven demand – demand on the Newhaven extension, from its planned opening in 2023.
 - **Near, medium and long-term growth assumptions**
 - Near-term, is broadly defined as the period affected by COVID-19 and recovery from COVID-19. This covers the period from 2020 to between 2022 and 2025 (depending on the assumed recovery period). The near-term assumptions were informed by Edinburgh Trams’ assumptions and expectations about how demand would recover, under different scenario assumptions, in the period from 2020 to 2022.
 - Medium-term covers the time horizon that is consistent with the ‘planning horizons’ that informed the FBC demand forecasts. For the Airport the FBC forecasts were

- informed by the Airport Masterplan (to 2045), and those for the corridor and Newhaven up to 2032 (aligned with the City’s Development Planning assumptions).
- Longer-term growth covers the period though to the end of the economic appraisal.

Step 3 – Develop Scenario Definition

- 2.16 We have used our understanding of the potential impacts that COVID-19 has on demand drivers, and an appreciation of Edinburgh context to inform our thinking on scenario development. The scenarios developed are intended to provide a range of possible outcomes related to the short and longer-term impacts of, and demand response to COVID-19.
- 2.17 The key principles of the scenarios were proposed by Steer and agreed with the client during the study definition phase. The application of the scenarios within the study has used the growth rates derived from the FBC forecasts (which reflect the combination of underlying demand drivers) and flexed or tempered these growth rates to align with the principles of the scenario definition.

Status of Scenarios

- 2.18 While the scenarios should not be considered as ‘forecasts’ the confidence in the FBC forecasts (as a reasonable business as usual ‘comparator’ case), and the derivation of implied FBC growth rates for specific demand segments does provide internal consistency within and across the scenarios and is therefore considered a sound and reasonable basis upon which to develop and apply scenarios.

Scenario Definition

- 2.19 We have developed estimates of future Edinburgh Tram demand based on four scenarios in addition to the FBC baseline. These were each discussed and agreed with the Council and its advisors. The scenarios are:
- **FBC Baseline**
 - Forecasts as per 2018 FBC
 - Provides ‘comparator’ case
 - **Scenario 1: ‘Return to Business as Usual’.** Near-term impact; followed by return to ‘business as usual’ (BAU) level of demand by 2025
 - Short-term demand impact of COVID-19 in 2020 and 2021
 - Return to 2019 demand levels by 2022 (2023 for Airport)
 - Return to FBC forecast by 2025 (recovery from 2022 to 2025)
 - **Scenario 2 ‘Return to Business as Usual’ in terms of FBC growth (post recovery period),** but not a full return to full FBC demand in absolute numbers.
 - Short-term demand impact of COVID-19 in 2020 and 2021
 - Return to 2019 demand levels by 2022 (2023 for Airport)
 - Thereafter, return to BAU growth rates, but from a lower base
 - **Scenario 3: ‘Lower future Growth’.** Near-term impact; long-term demand growth fulfilled but at much slower rate.
 - Short-term impact of COVID-19 in 2020 and 2021
 - Return to 2019 demand levels by 2022 (2023 for Airport)
 - Thereafter Long-term demand growth rate at lower rate than previously assumed level
 - **Scenario 4: ‘Permanent Reduction in Demand’.**
 - Short-term impact of COVID-19 in 2020 and 2021

- Return to only 80% of 2019 demand levels by 2022 (2023 for Airport). Thereafter, return to BAU growth rates. In this scenario long-term demand permanently 20% below that of Scenario 2.

- 2.20 The detail of how these scenarios were developed, based on each demand segment, is outlined in Table 2-2.
- 2.21 In the earlier (June 2020) draft of this report Steer considered a fifth ‘no growth’ scenario. This ‘no growth’ scenario assumed that 2019 demand would, from the early 2020s onwards, remain constant over the full period of the financial and economic appraisal (30 and 60-years respectively).
- 2.22 The ‘no growth’ scenario was developed as an illustrative ‘what if’ scenario, and the only one not informed by previous forecasts, or supported by evidence of long-term growth (specifically for the air passenger market). While it was developed to be a pessimistic case, it is also deemed unrealistic, insofar that no growth at all over an extended period is considered highly unlikely.
- 2.23 While none of the scenarios are ‘forecasts’, the four scenarios considered in this report are grounded/ informed by previous forecasts, e.g. on future growth linked to planned development etc. The scenarios considered a combination of short-term COVID-19 impacts (framed by when market segments would return to pre-pandemic demand levels) and industry views on future growth based on returning to or a tempering of previously assumed growth. The No Growth scenario was not grounded in the previous forecasts, nor informed by available views and evidence on potential future demand.
- 2.24 A ‘No Growth’ scenario is not considered realistic for the Airport demand segment, which accounts for almost half of current tram revenue. While short-term impacts on air travel are significant, there is no industry expectation that air travel will not return to pre-pandemic levels and then increase over time.
- 2.25 On this basis, and in with the agreement of the Council, it was decided that the ‘No Growth’ option be removed.
- 2.26 Scenario 4 represents a grounded and realistic ‘downside’ case.

Near-Term Impacts

- 2.27 Near-term impacts reflect the timescale over which the short-term recovery in demand from COVID-19 could take place. We have considered this separately for airport tram demand and other non-airport tram demand, reflecting the fact that there are discrete factors that affect each. The near-term impacts are framed in terms of considering when demand will recover to pre-COVID-19 (i.e. full year 2019) levels.

Edinburgh Trams Near-Term Scenarios

- 2.28 Edinburgh Trams is currently forecasting a recovery of 2019 actual demand figures in 2-3 years’ time, with a central scenario that demand will effectively recover to 2019 levels by 2022. This assumption has been employed in each scenario. The Edinburgh Trams assumptions also include an assessment of the proportion of 2019 demand that is assumed for the current year (2020) and 2021 – which represents around 40% of 2019 demand in 2020 and just under 90% in 2021 (the 2021 figure assumes a resumption of the normal (pre-COVID-19) timetable).

- 2.29 In addition to the core scenario described and shown in the figure above, Edinburgh Trams has also produced additional near-term forecasts, with a 'low' scenario recovering just 80% of 2019 demand levels by 2021 and 2022, which has been used in Scenario 4 (described later in this Chapter).
- 2.30 As part of this updated report Edinburgh Trams has confirmed that the near-term assumptions remain current.

Aviation Demand – Informing Near-Term Aviation Demand Scenarios

- 2.31 In 2019 the total Edinburgh Tram Demand was 7.45 million passengers, which represented a 2.1% increase from 2018 levels. While the demand related to airport accounted for 19% of the trips, the impact in revenue was significantly higher, at 49%, due to the premium fare airport users pay compared to the standard fare for the rest of the corridor. These figures demonstrate the relevance of the airport demand segment for ET.

The Industry Perspective

- 2.32 The industry views on the impacts of the COVID-19 pandemic on air traffic are evolving. The International Air Transport Association (IATA's) latest forecasts suggest that overall passenger volumes will recover to 2019 levels by 2024³. This is a year later than the IATA's view at the time of the June draft.
- 2.33 It is noted that significant capacity has been taken out of the market since spring as a result of the reduction in demand and the travel restrictions imposed worldwide. As an example, British Airways, Virgin Atlantic and easyJet have reduced capacity by 30% while other airlines, like FlyBe, have ceased operations and have gone into administration. In the current context of international impacts to the aviation industry, most airlines will not fly their Summer 2020 schedule, although it is expected that the summer season in 2021, starting from March that year, will be closer to normality.
- 2.34 It is less clear when 'supply' from the airlines come back, with the current views being that in 2021 60% will have returned, with an additional 30 to 40% returning by 2022.

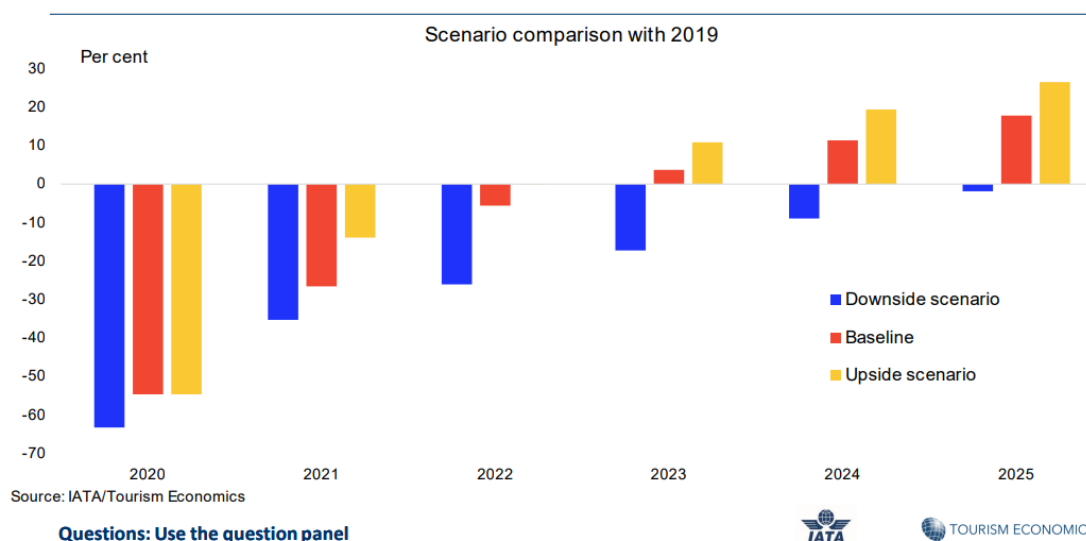
Demand Scenarios

- 2.35 In terms of aviation 'demand' the recovery profile (to 2019 for aviation sectors) is assumed to last 2 to 4 years. The latest available estimates by IATA and Standard & Poor⁴ both suggest that overall passenger demand will return to 2019 levels by 2024. The IATA view (reported in analysis prepared by Tourism Economics and the IATA) is informed by scenario analysis which included both upside and downside scenarios, as shown in Figure 2-1⁵.

³ <https://www.iata.org/en/pressroom/pr/2020-07-28-02/>

⁴ S&P Global Ratings is an American credit rating agency and a division of S&P Global that publishes financial research and analysis on stocks, bonds, and commodities.

⁵ While the 'baseline' estimate shows demand recovery to 2019 levels by 2023, the IATA's stated view that demand recovery is 'expected' by 2024 reflects the fact that the downside risk is greater than the upside risk.

Figure 2-1: Estimates for global air traffic volumes (from IATA/ Tourism Economics)

2.36 The recovery is subject to further uncertainties, such as:

- Duration of or renewed lockdowns due to or related to a potential second infection peak;
- Domestic vs. international travel, where the current view that domestic will recover faster as less impact of quarantine measures and need for bi-lateral protocols;
- Airline capacity and profitability, which affects supply-side (likely to impact smaller and regional airports to greater extent);
- Passenger behaviour. Changes attitudes to business travel and tourism may affect the propensity to travel by air; and
- The economy, as economic growth will affect the underlying drivers of air travel demand.

Aviation Scenario for Edinburgh Airport Tram Demand

2.37 We have not, as part of this study, looked at EDI demand segments (domestic, international, etc.) to inform ‘bottom-up’ scenario development. The current position is too uncertain, and a detailed exercise would be inherently speculative and could deliver spurious results. The scenarios presented in the above figure (industry views) are at an industry-level, and do not reflect the specific nature of EDI or of its market.

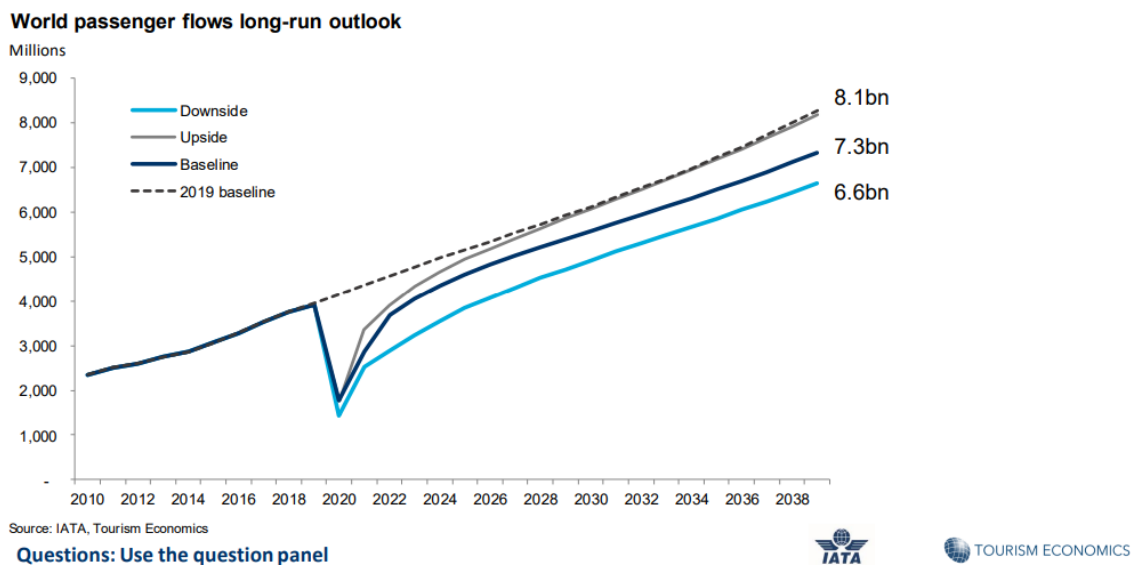
2.38 The FBC included the assumption that Edinburgh Trams airport demand growth would increase in proportion to airport demand growth. This was considered prudent at the time (as tram share had the potential to further increase mode share vs. bus and car over time due to its quality and reliability). COVID-19 may affect users’ modal preferences (e.g. private vs public transport) and / or operators’ response (incl. EDI parking supply / pricing). Our approach is therefore to develop ‘what if’ scenarios that reflect current uncertainty.

2.39 As noted above, since our June draft report the latest industry view is that passenger demand will return to 2019 levels by 2024 rather than 2023. We have not updated the scenarios to reflect this as part of this update, given it represents a relatively marginal change and is implicitly reflected within the scenario ranges presented. Specifically, Scenario 4 (outlined below) represents the effect of Airport passenger demand not returning to 2019 levels until 2030 – implicitly allowing for a further six years to ‘recover’ to 2019 levels above that reflected in the latest IATA view.

Aviation Demand – Longer-Term Demand Scenarios

- 2.40 Tourism Economics / IATA has also prepared a set of air passenger scenarios up to 2039, which comprise both the short-term scenarios (as outlined above and based on the point at which demand recovers to 2019 levels) and scenario projections from that point. Again, the analysis is industry-wide and international so is used to inform our Edinburgh Airport scenarios rather intended to be directly applicable.
- 2.41 That said, the analysis provides useful insight to help frame the Edinburgh Airport scenarios, specifically:
- The IATA downside case represents a return to 2019 levels by 2025, and 2023 in the baseline.
 - The Edinburgh Airport scenarios 1 to 3 assume a return to Edinburgh Airport tram patronage by 2023 (as per the IATA baseline), and Scenario 4 by 2030.
 - In all scenarios, growth post short-term recovery (i.e. beyond the ‘V’ shaped recovery that reflects the sharp dip from early 2020, and sharp rise from the lowest point) is assumed to be robust, at around 3.5% per annum across the scenarios – and essentially a return to trend growth.
 - The Edinburgh Tram growth is around 3% per annum for Scenarios 1, 2 and 4 (representing ‘return to trend’) and 2% per annum for Scenario 3 (low growth).

Figure 2-2 Estimates of long-run global air traffic volumes (from IATA/ Tourism Economics)



- 2.42 While there clearly remains significant uncertainty about future air passenger demand, the analysis above supports the view that Scenarios developed (specifically Scenario 4 where airport demand only recovers by 2030, and Scenario 2 with a prudent longer-term growth assumption) represent prudent downside scenarios.

Public Transport (non-Airport) – Longer-Term Demand Scenarios

- 2.43 There is less evidence or industry views on the longer-term outlook for passenger transport. This reflects two things. First, the focus on immediate commercial and financial impacts (and related negotiations with Government) – whereby the demand reduction due to the pandemic combined with the retention of most passenger transport services at near normal levels,

results in a significant revenue shortfall. Second, that the level of uncertainty is such that it is only sensible to consider broad-based scenarios of the kind we have developed for this study.

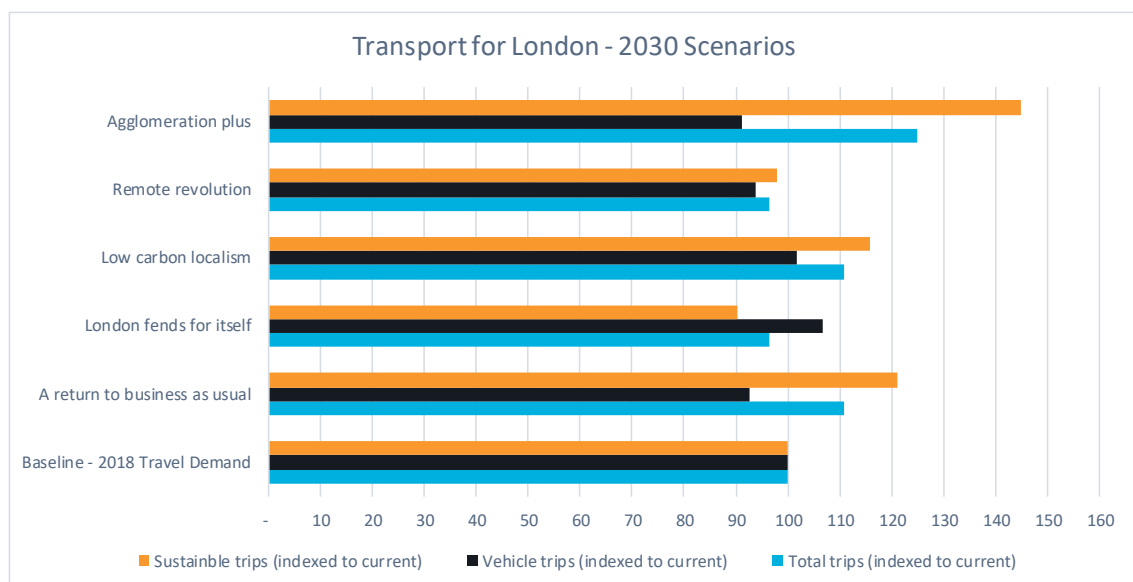
2.44 Transport for London is, as far as we are aware, the only transport authority to have published longer-term demand scenarios⁶. These are explicitly scenarios rather than forecasts but do provide a view on how overall trips and trips by mode could be affected under a range of scenarios.

2.45 The scenario definitions are shown in Table 2-1 and the associated total London-wide trips under each scenario in Figure 2-3.

Table 2-1 Transport for London Future Demand Scenarios - Definition

Scenarios	Scenario Definition
Baseline - 2018 Travel Demand	Current
A return to business as usual	The story of a London which has bounced back quickly from the crisis and looks quite similar to the Draft London Plan.
London fends for itself	The story of a lower growth London, having to cope with the fallout from the virus and a diminished status in the UK and the wider world
Low carbon localism	The story of a more sustainable London, which has been impacted significantly by the virus and become more local as a result
Remote revolution	The story of a successful but quite different city, where technology has changed how people live, work and travel
Agglomeration plus	The story of an expanding but still unequal London, where virus related changes to the economy enhance its global competitive advantage

Figure 2-3 Transport for London Future Demand Scenarios – Trips (indexed to 2018)



⁶ <http://content.tfl.gov.uk/board-20200729-agenda-papers.pdf>

2.46 The scenarios are based on London, but they also capture some of the potential uncertainties and impacts that are germane to Edinburgh. By expressing the demand in future scenarios to the base level (indexing to 2018, where 2018 = 100), it allows for easier comparison.

2.47 Some key points from the scenarios are:

- Sustainable trips (which include public transport and active modes) vary from between a reduction of 10% compared to 2018 levels (under the worst case) to an increase of over 40% in the best case – with the return to business as usual having an increase of around 20%.
 - The level of increase to 2030 under the TfL BAU scenario is similar to that for Edinburgh (Scenario 2 ‘Return to Business As Usual’).
 - The level of demand under the two worst case scenarios (‘London fends for itself’ and ‘remote revolution’) is, at between 90% to 100% of 2018 demand by 2030, comparable with the demand under the Edinburgh Tram Scenario 4 (represents around 94% based on composite ‘corridor’ and Newhaven demand).

2.48 While the TfL and Edinburgh scenarios have been developed wholly independently, and will differ in several respects (reflecting city and modal focus), they do suggest that there is a degree of comparability in terms of both the thinking used to inform the scenarios and the scenario outputs in terms of the implied change in future public transport demand.

Scenario Assumptions

2.49 As part of the study we developed the scenario assumptions and forecasts based on the agreed scenario definition (the key principles of each scenario) and the application of those principles based on the approach outlined earlier in the Chapter. The assumptions for each Scenario are presented in the Table below.

Table 2-2: Scenario Near-term and Medium-Term impacts

Scenario	Near-term impact	Medium-term	Notes
Scenario 1: 'Return to Business as Usual' (return to full FBC demand)	<ul style="list-style-type: none"> Return to 2019 levels by 2022 for corridor and Newhaven, based on ET analysis. Return to 2019 levels by 2023 for Airport 	<ul style="list-style-type: none"> Return to full FBC level by mid-2020s⁷. 	Optimistic view of growth post recovery (i.e. recovering 'lost' growth from 2019 – 2023)
Scenario 2: 'Return to Business as Usual' (return to FBC growth)	<ul style="list-style-type: none"> As per Sc 1 	<ul style="list-style-type: none"> FBC growth rates applied post recovery. <ul style="list-style-type: none"> c 3% p.a. for airport segment c 3% p.a. for 'existing' corridor & c 1.4% p.a. for Newhaven 	<p>Better proxy for economic impact, i.e. recessionary effect to early 2020s then recovery.</p> <p>Implicitly assumes same relationship between economic and demand growth as FBC.</p>
Scenario 3: 'Lower future Growth'	<ul style="list-style-type: none"> As per Sc 1 	<p>Lower medium-term growth:</p> <ul style="list-style-type: none"> 1% p.a. for corridor and Newhaven 2% p.a. for Airport 	Lower growth reflects a permanent change in travel behaviour, moderating future growth.
Scenario 4: 'Permanent Reduction in Demand'	<ul style="list-style-type: none"> 80% of ET's central case near-term forecast. 	<ul style="list-style-type: none"> Ramp up of demand but to reach 80% of BAU by mid-2020s Long-term demand growth rate at FBC level (at 80% demand of Scenario 2) 	Reflects a 'what if' scenarios. Implicitly reflects fundamental shift in behaviour.

2.50 All scenarios assume that the service frequency assumed in the FBC forecasts would be maintained. Scenarios also implicitly assume that, beyond the near-term impacts, there would be a return to normal in that social distancing and its impacts on effective capacity would not constrain future demand.

⁷ The FBC growth assumptions for each market segment are set out in Chapter 3, alongside those for each of the scenarios.

3 Scenario Analysis - Tram Demand

Introduction

- 3.1 In this Chapter we present the Edinburgh Tram demand, by demand segment, for the scenarios presented in the previous Chapter. We deal with each demand segment in turn and consider the FBC demand and scenario demand. The assumptions made in each are also presented and discussed.

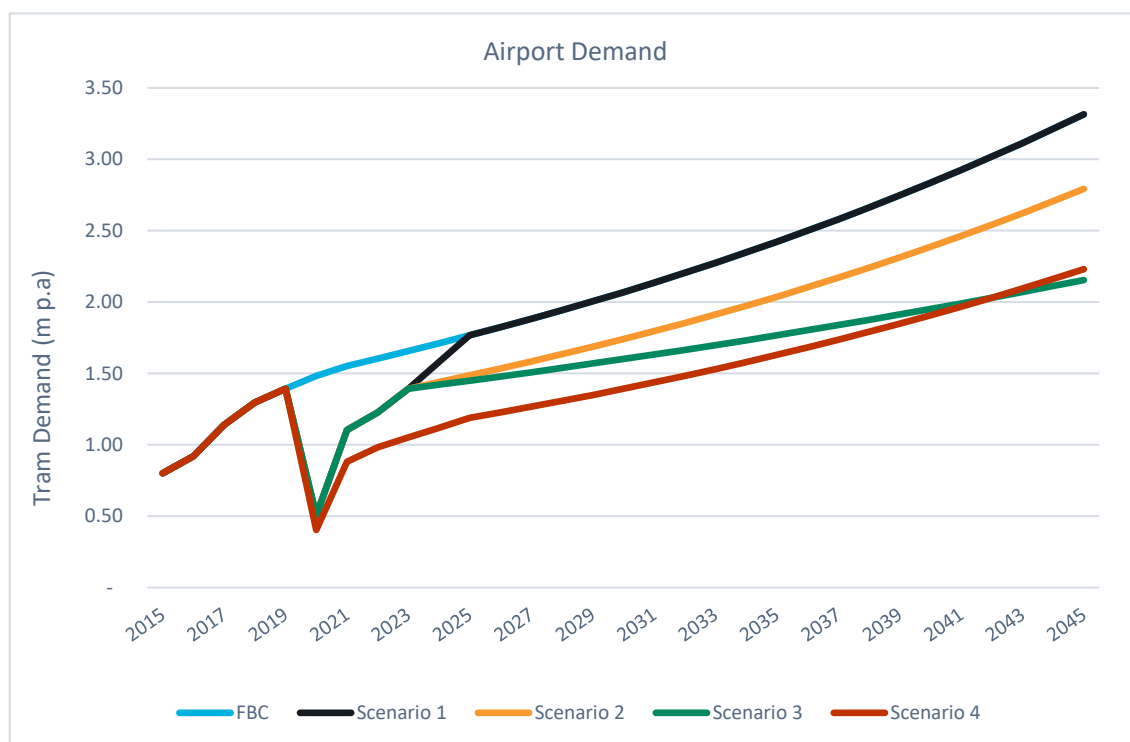
Airport Demand

FBC Demand

- 3.2 The tram demand forecasts for the FBC were based on:
- Actual airport tram demand (2019 estimate based on part year demand)
 - Growth in demand consistent with the growth assumptions underpinning the Edinburgh Airport Masterplan up to 2045. The Masterplan assumes air passenger growth of 6.9%, 5.8% and 4.5% in the years 2019, 2020 and 2021, before reducing to a growth rate of around 3% thereafter.
 - Demand growth of 1% per annum was assumed from 2045 up to a 'demand cap' year of 2049.
- 3.3 Full year 2019 actual airport tram demand was slightly higher than the 2019 estimated figure. For the purposes of our Scenario analysis, we have constrained scenario demand for future years such that it doesn't exceed the FBC level (i.e. by applying FBC growth to a higher actual base).

Scenario Demand

- 3.4 The demand for each of the Scenarios is presented in Figure 3-1.

Figure 3-1: Airport demand segment forecasts

3.5 The key points from the Airport demand scenarios are:

- All scenarios except Scenario 4 (and the FBC comparator case) assume a dip in demand such that recovery to 2019 levels occur in 2023.
- Scenario 1 assumes that all 'lost' growth (from FBC) is recovered in full, by 2025, with demand forecasts equal to FBC from that point onwards.
- Scenario 2 assumes FBC growth rates from 2023, the point from which 2019 demand levels are assumed to be recovered. This is considered a more reasonable view than Scenario 1 given the recessionary effect will mean economic activity may be lower than that implicit within FBC.
- Scenario 3 takes a more conservative view of future Airport growth, assuming a growth of 2% p.a. (closer to GDP and lower than historic / pre-COVID-19 industry forecasts).
- Scenario 4 assumes that short-term impacts result in a long-term shift in behaviour such demand is 20% lower than that previously forecast over the short and longer-term.

Existing Corridor (non-airport) Demand

FBC Demand

3.6 The tram demand forecasts for the FBC were based on:

- Actual corridor tram demand (2019 estimate based on part year demand)
- Growth of just over 3% per annum to 2032. This was consistent with Edinburgh Trams business plan to 2022, and the forecast demand growth from 2022 to 2032 based on the JRC⁸ demand modelling.
- Demand growth of 1% per annum was assumed up to a ‘demand cap’ year of 2049.

Scenario Demand

3.7 The demand for each of the scenarios is presented in Figure 3-2.

Figure 3-2: Existing Corridor (non-airport) demand segment forecasts



3.8 The key points from the corridor (non-airport) demand scenarios are:

- The demand forecast for the scenarios is based on the same principles as for the airport demand segment.
- All scenarios except Scenario 4 return to 2019 levels by 2022 (a year sooner than the airport demand).

⁸ JRC (Joint Revenue Committee) was the previous entity that provided technical support to the Council on Matters related to the development of Edinburgh Tram. The JRC work was undertaken by a team comprising Steer and Jacobs. The JRC contract expired in June 2019, but the Jacobs-Steer team are currently providing advice through the ongoing transport planning and modelling framework, which covers tram-related advice.

- Scenario 1 returns to actual FBC demand by 2025, whereas Scenario 2 assumes a return to FBC annual growth rates from 2022.
- Scenario 3 assumes a growth rate of 1% per annum from 2022. This is much lower than historic demand or FBC forecast to 2032.
- Scenario 4 assumes that short-term impacts result in a long-term shift in behaviour such demand is 20% lower than that previously forecast over the short and longer-term. At this level, demand only recovers to 2019 levels by 2030.

Newhaven Demand

FBC Demand

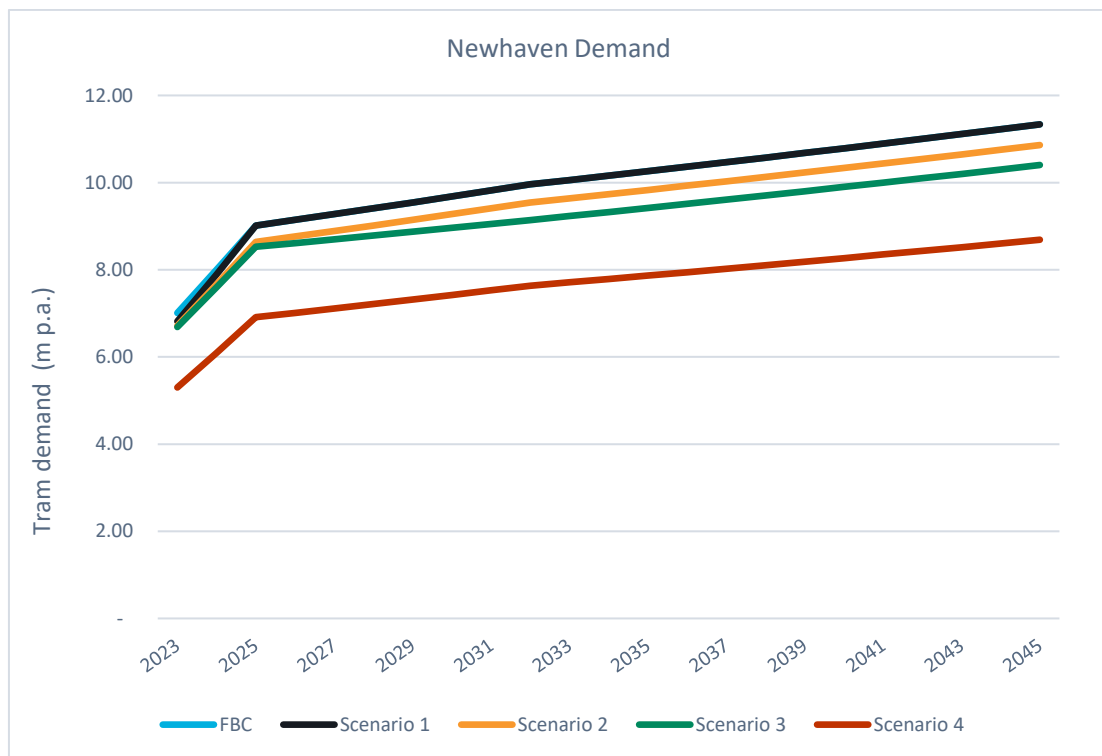
3.9 FBC forecasts of demand for the Newhaven section were based on the JRC modelling suite.⁹

- The FBC demand forecasts for the Newhaven corridor showed a forecast demand of 7.0m in 2023 (this includes an 80% build-up factor) increasing to 9.9m by 2032. After accounting for build-up, the implied annual growth over the period was 1.4% per annum.
- Further demand growth of 1% per annum was assumed up to a 'demand cap' year of 2049, with no growth assumed thereafter.

Scenario Demand

3.10 The demand for each of the scenarios is presented in Figure 3-3.

Figure 3-3: Newhaven demand segment forecasts



⁹ The key model inputs related to demand, network, journey times and planning assumptions were reviewed and, where appropriate, updated as part of the FBC. The model inputs, assumptions and outputs were also subject to independent audit and deemed reasonable and plausible. The fact that the modelling suite that has been shown to forecasts demand for the existing system at levels very close to actual (pre-COVID-19) also lends confidence the its application for the Newhaven section.

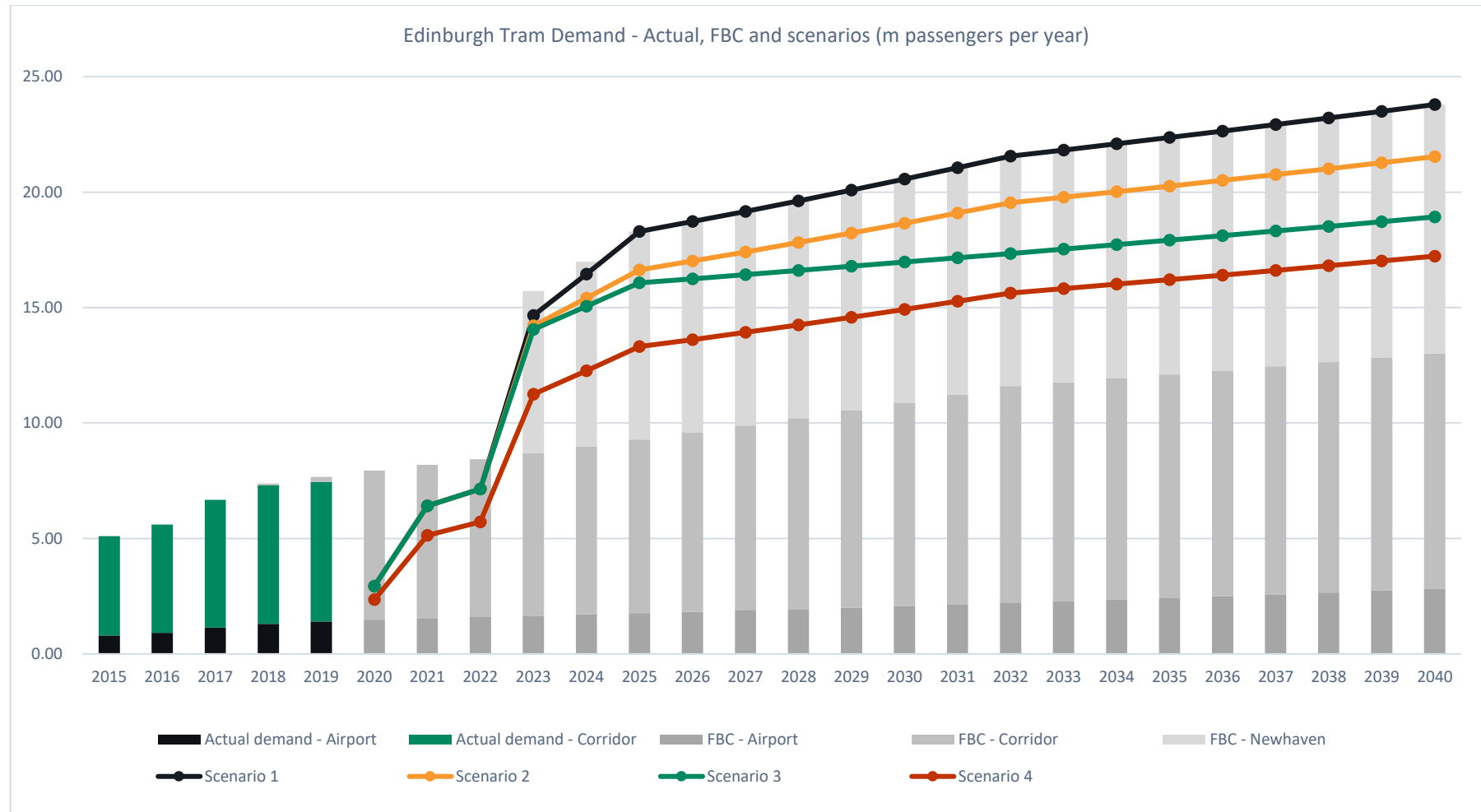
3.11 The key points from the Newhaven demand scenarios are:

- The demand forecast for the scenarios is based on the same principles as for the Airport and corridor demand segments.
- The Newhaven opening date of 2023 means that the impact of COVID-19 is more limited than for the Airport and corridor segments.
- We have 'backcast' FBC forecast demand to proxy 2019 demand, to enact the assumption that demand recovers to 2019 levels. All scenarios therefore have a lower starting point demand than the FBC.
- All scenarios assume a 'build-up' (80% in Year 1, 90% Year 2, 100% Year 3)
- The lower annual growth (within FBC forecasts) mean that the range of outcomes under the scenarios considered is narrower than for other demand segments.

Combined Scenarios

3.12 The combined demand for all segments presented by scenarios is shown in Figure 3-4.

Figure 3-4: Edinburgh Tram Demand- Actual, FBC and Scenario



Sensitivity Testing – Extended COVID-19 Recovery

- 3.13 There remains some uncertainty about the timing of the recovery from COVID-19, and of when social distancing measures will no longer be necessary. Our scenarios take a current view, informed by the industry, of when this could occur.

Downside Sensitivities

- 3.14 However, recognising the uncertainty about the duration of the pandemic and therefore the point at which ‘recovery to 2019 demand levels’ is reached, we have undertaken two ‘downside’ sensitivities which show demand by year on the assumption that 2019 demand levels are not reached until 2025, for all segments. These downsides are variants of Scenarios 2 and 3, so have been named 2a and 3a, with the scenario specification as set out in Table 2-2.

Table 3-1: Sensitivity Analysis – Scenario Description

Scenario	Near-term impact	Medium-term
Scenario 2: ‘Return to Business as Usual’ (return to FBC growth)	<ul style="list-style-type: none"> Return to 2019 levels by 2022 for corridor and Newhaven, based on ET analysis. Return to 2019 levels by 2023 for Airport 	<ul style="list-style-type: none"> FBC growth rates applied post recovery. <ul style="list-style-type: none"> c 3% p.a. for airport segment c 3% p.a. for ‘existing’ corridor & c 1.4% p.a. for Newhaven
Scenario 2a: Extended Recovery, then ‘Return to Business as Usual’ (return to FBC growth)	<ul style="list-style-type: none"> Return to 2019 levels by 2025 	<ul style="list-style-type: none"> As per scenario 2
Scenario 3: ‘Lower future Growth’	<ul style="list-style-type: none"> As per Sc 1 	Lower medium-term growth: <ul style="list-style-type: none"> 1% p.a. for corridor and Newhaven 2% p.a. for Airport
Scenario 3a: Extended Recovery, then ‘Lower future Growth’	<ul style="list-style-type: none"> Return to 2019 levels by 2025 	<ul style="list-style-type: none"> As per scenario 3

- 3.15 There is no equivalent sensitivity presented on Scenario 4, as under Scenario 4 demand doesn’t not recover to 2019 levels until 2030.
- 3.16 The results of Scenarios 2a and 3a, presented alongside those of Scenario 2, 3 and the FBC scenarios are presented in Figure 3-5 (Airport segment) Figure 3-6 (Existing corridor) Figure 3-7 (Newhaven) and Figure 3-8 (combined).

Figure 3-5: Airport demand scenarios – Sensitivity

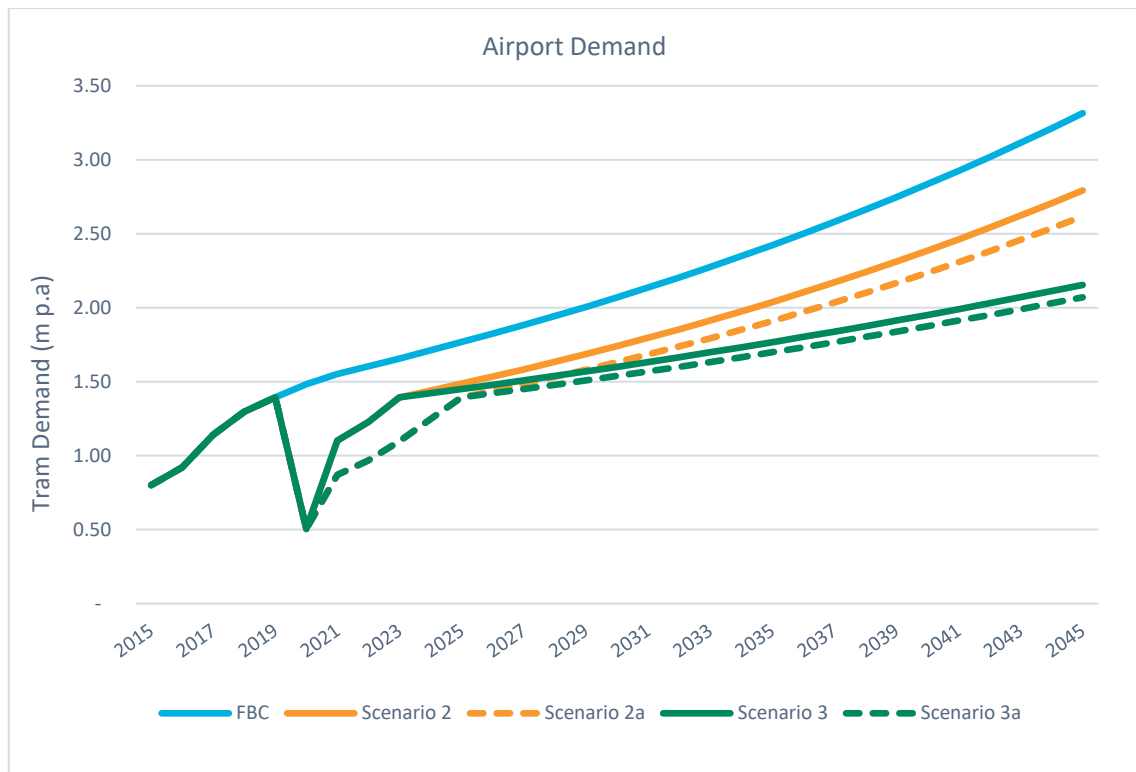


Figure 3-6: Existing Corridor (non-airport) demand scenarios – Sensitivity



Figure 3-7: Newhaven demand scenarios – Sensitivity

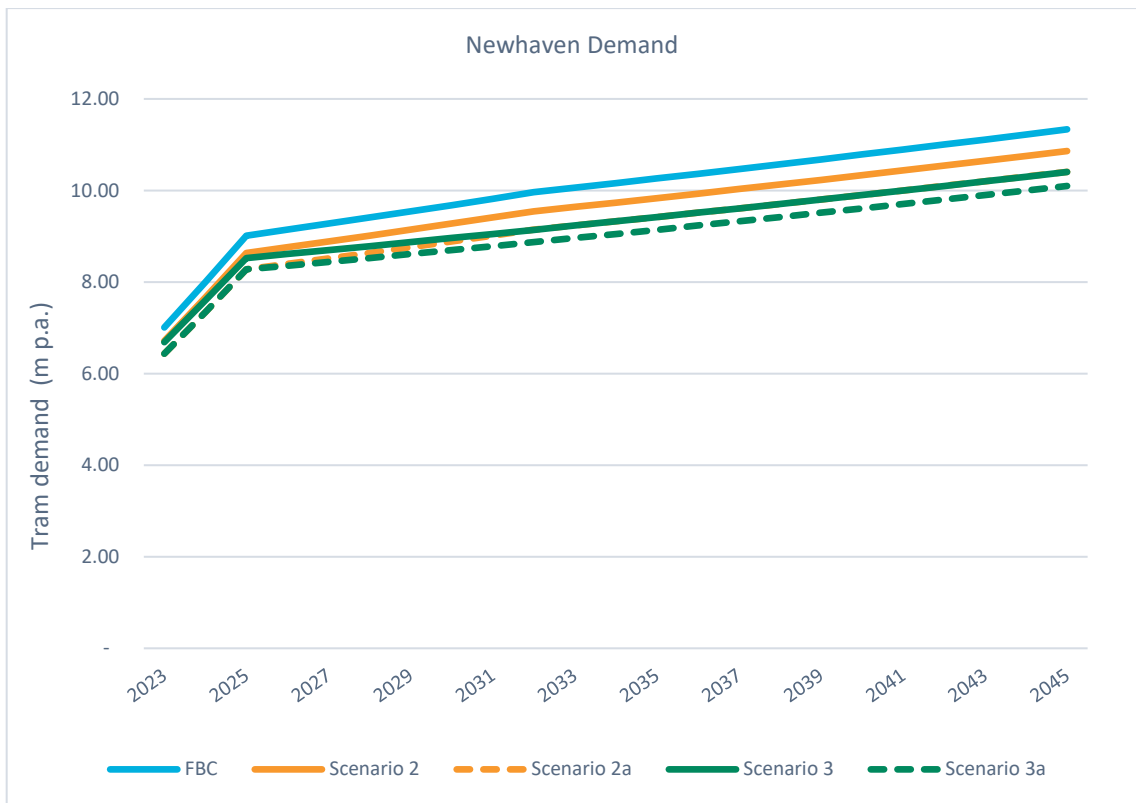
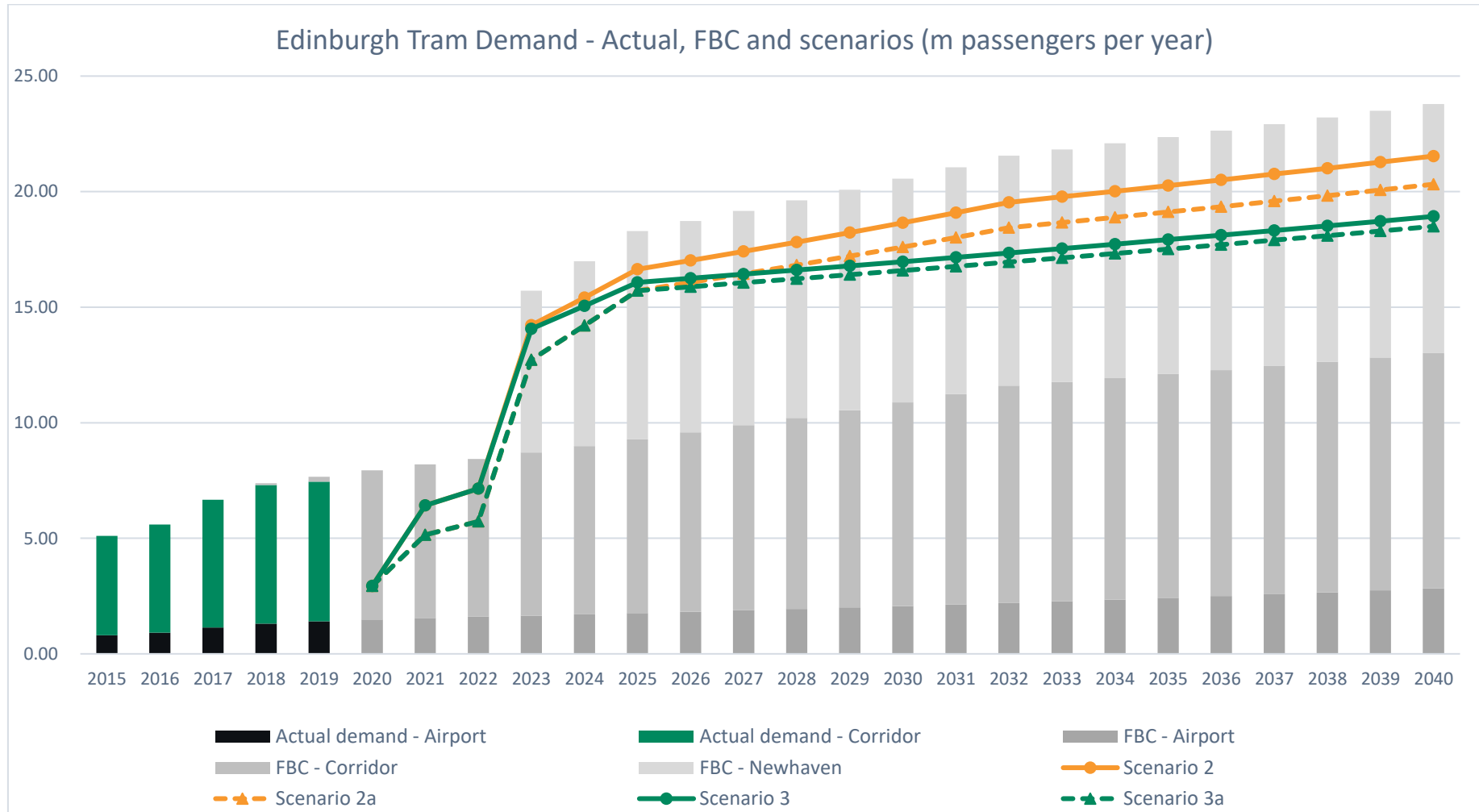


Figure 3-8: Edinburgh Tram Demand- Actual, FBC and Scenarios 2, 2a, 3 and 3a



Policy-Based Sensitivities

- 3.17 The policy context and the City's stated policy priorities has evolved since the FBC forecasts were prepared. This context is described further in Chapter 5.
- 3.18 What is evident, however, is that the direction of travel in terms of policy priorities (climate change, sustainable growth, health and wellbeing) and the supporting interventions (better integrated public transport, priority for public transport and walking / cycling, city centre transformation, car demand management measures) will, *other things equal*, lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC.
- 3.19 We have therefore undertaken two sensitivities to reflect the potential scale of this impact. These are a 10% demand uplift and a 15% demand uplift, informed by network integration and policy scenario tests undertaken as part of previous Edinburgh Tram work. The uplift has been graduated over time, such that the increase builds up between 2025 & 2030 – this reflect the time taken to interventions and policies to be adopted and implemented, and for the behavioural responses of individuals to manifest themselves.
- 3.20 These tests apply equally to all the scenarios presented, so these are not present in full within this report. The figures have, however, been supplied to CEC to inform their financial analysis.

4 Scenario Analysis – Economic Performance of Trams to Newhaven Project

Introduction

- 4.1 This chapter considers the impact upon the Trams to Newhaven Project, taking account of two separate effects:
- First, the impact on the economic case of the demand reduction scenarios set out in the preceding Chapters.
 - Second, to update the economic case to take account of the additional sunk costs (costs that have already been spent and are irrecoverable) incurred since the FBC.
- 4.2 The economic appraisal of the Trams to Newhaven Project only takes account of the incremental demand / revenue / benefits on the Newhaven section. Whereas the revenues from the existing system (Airport to York Place) do inform the overall financial / funding case, they are treated as within the ‘Do Minimum’ within the economic appraisal.

Economic Case under Demand Scenarios

Approach

- 4.3 We have represented the impact on the economic case through the following:
- Using the Trams to Newhaven Project demand for each demand scenario as presented in Figure 3.4.
 - Assuming that tram revenues and benefits change in direct proportion with annual demand – this is a logical and reasonable assumption.
 - Applying appropriate economic appraisal assumptions to the annual demand over the 60-year appraisal period. This includes the application of a discounting factors and value of time growth applied to annual demand to represent how appraisal treats demand and benefits over time.
 - The steps above are used to develop a ‘demand / benefits’ factor (representing the ratio of demand and benefits over 60-years for each scenario, compared to that of the FBC case), that is applied to the overall FBC benefits, and the benefits are scaled accordingly.

Scenario Results

- 4.4 The results of the economic appraisal for the FBC, alongside the demand scenarios, are presented in Table 4-1.

Table 4-1 Economic appraisal of FBC and scenarios

	FBC	Scenario 1 - return to BAU (to full FBC demand)	Scenario 2 - return to BAU (to FBC growth)	Scenario 3 - Lower future growth	Scenario 4 - permanent reduction in demand
Benefits factor:	1.00	1.00	0.96	0.92	0.77
Total Benefits (£000)	£395,000	£395,000	£379,000	£364,000	£303,000
Total Costs and Financial Impacts (£000)	-£282,000	-£283,000	-£284,000	-£285,000	-£291,000
Economic performance:					
Net Present Value (£000)	£113,000	£113,000	£95,000	£79,000	£12,000
Benefit Cost Ratio	1.40	1.40	1.33	1.28	1.04

Note. Figures have been rounded to nearest 1,000.

4.5 The table shows that:

- The FBC economic appraisal of the Trams to Newhaven Project., as presented in the 2019 FBC, shows a benefit cost ratio of 1.40 : 1.
- Under each of the scenarios, the benefits have been scaled by the demand / benefits factor shown in the table, and described above. The adjustment has also been applied to scheme revenues, which are included within the 'costs and financial impacts'.
- The Newhaven opening date of 2023 means that the short-term impact of COVID-19 is limited in the overall assessment results. This means that under Scenario 1 the economic case for the project remains unchanged from the FBC level.
- The BCR reduces to around 1.3 : 1 under Scenarios 2 and 3 – a modest reduction from the FBC level of 1.4.
- The 'permanent reduction in demand' scenario (Scenario 4) results in loss of just under a quarter of benefits (factor of 0.77). Under this scenario the BCR remains above 1.0 : 1.

Economic Case Excluding Sunk Costs

4.6 The FBC was based on total cost of £207.3m, of which £5.5m had been spent at time of FBC. The FBC costs within the economic appraisal was therefore £201.9m, which excluded the £5.5m 'sunk' costs.

4.7 Costs to date (sunk costs), as of June 2020, are £32m. The economic appraisal has therefore been updated to reflect the current sunk cost total, as presented in Table 4-2. This is presented for the FBC case and each of the demand scenarios, in Figure 3.4.

Table 4-2: Benefit Cost Ratio with cost sensitivities

	FBC	Scenario 1	Scenario 2	Scenario 3	Scenario 4
FBC Costs (FBC & demand scenarios)	1.40	1.40	1.33	1.28	1.04
FBC minus sunk costs (as of June 2020), for each demand scenario	1.51	1.50	1.43	1.37	1.12

4.8 The comparison of the economic appraisal results from the FBC and with the capital cost updated to reflect sunk costs show that excluding current sunk costs of £32m would increase the FBC equivalent BCR to 1.51 : 1, and the BCR would improve under each of the demand scenarios considered.

4.9 We have not updated the sunk costs from the June draft of this report. The inclusion of further sunk costs, reflecting spend between June 2020 and September 2020, would have the effect of increasing the BCR's for the 'FBC minus sunk costs' under each of the scenarios presented in Table 4-2.

Costs of Termination

4.10 In addition to £32m sunk costs (non-recoverable costs already incurred), if the scheme were not progressed there would be additional costs of termination and reinstatement of around £50m.

4.11 In economic terms, the decision to proceed or terminate would be assessed by comparing:

- A termination option, whereby a cost of £50m would be incurred and none of the economic benefits (or ongoing costs of operation etc.) would accrue¹⁰.
- A proceed option, at a capital cost of £175m, delivering appraisal benefits and costs, and a BCR as per Table 4-2.

4.12 The economic case would consider the incremental case for proceeding (incurring the remaining £175m capital costs, and delivering all future appraisal benefits, and future costs) against the termination option incurring £50m costs. Under this construction, the incremental economic case for proceeding (compared to a termination option) would improve to around 1.6 : 1 for the FBC / Scenario 1 cases, to around 1.5 : 1 for Scenarios 2 and 3, and to around 1.2 : 1 for Scenario 4.

¹⁰ As there are no 'benefits' associated with the termination option, there is no associated benefit cost ratio for this option. The termination option is compared to the 'proceed' option – whereby the BCRs presented represents the benefits of proceeding, against the incremental costs (i.e. capital costs minus termination) of proceeding.

5 Strategic Considerations / Wider Narrative

Introduction

- 5.1 Edinburgh Tram was developed in the 2000s as a network concept to meet the wider policy objectives of the City, and to align with national policy priorities. Through the development of the existing line and the Trams to Newhaven project the role of tram in meeting wider policy objectives has been reassessed and validated to ensure alignment with the prevailing policy position. In this vein, the strategic case for the Full Business Case for the Trams to Newhaven Project articulated how tram would support economic, environmental and social objectives.

Current Policy Framework

- 5.2 Since the FBC, there has been further policy development at the national, regional and city level, specifically:

- The National Transport Strategy 2 (NTS2) was published in February 2020.¹¹ The overarching vision is that:

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

- At a regional level, the Strategic Development Plan 2, will set out the spatial planning priorities across six authorities (Edinburgh, Midlothian, West Lothian, East Lothian, Fife and Scottish Borders). On 16 May 2019 the South East Scotland Strategic Development Plan (SESplan 2) was rejected by Scottish Ministers on the basis that strategic transport infrastructure issues were not properly considered.
 - At the city level, the City Plan 203012 (Choices for City Plan consultation took place January to April 2020) will set out the development framework for the city up to 2031, while the City Mobility Plan¹³ sets out key objectives and transport policy priorities in support of the City Plan 2030 and wider national and city policy priorities.
- 5.3 The City Mobility Plan supersedes the Local Transport Strategy for Edinburgh. It provides a strategic framework for proposed interventions aimed at helping the effective movement of

¹¹ <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

¹² <https://www.edinburgh.gov.uk/cityplan2030>

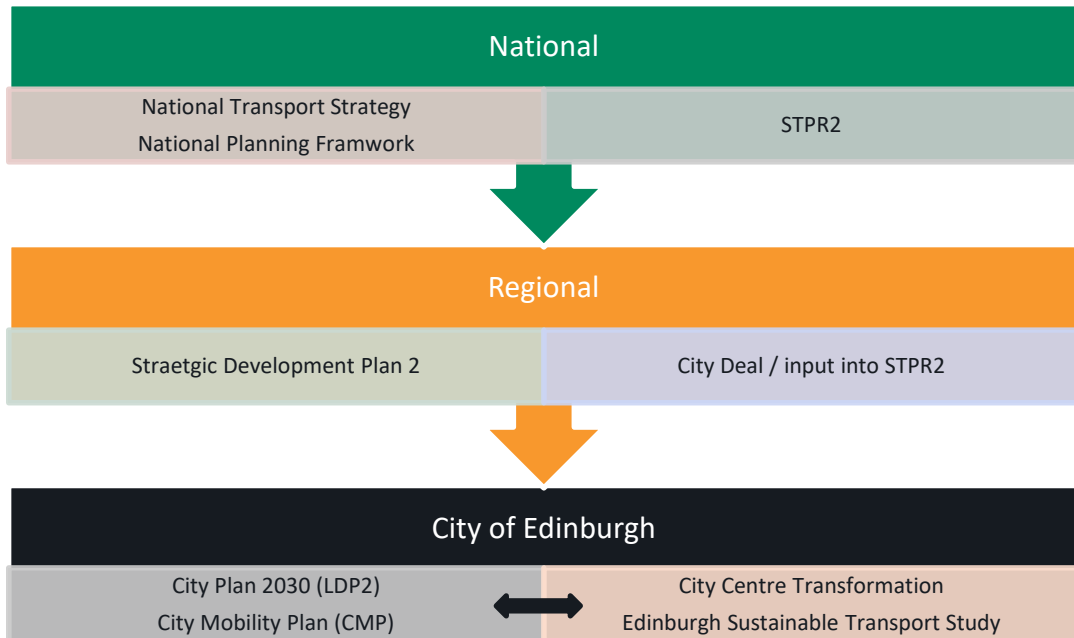
¹³ https://consultationhub.edinburgh.gov.uk/sfc/city-mobility-plan/user_uploads/city-mobility-plan-february-2020.pdf

people and goods around Edinburgh whilst seeking to address associated environmental and health impacts. It comprises a series of objectives and policy measures under the headings of People, Place and Movement which will, collectively, achieve the Vision for the 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".

5.4 There are, in parallel, a number of studies and initiatives that aim to further develop and prioritise proposals for interventions that support the achievement of the policy objectives and outcomes. Examples are the STPR2 process at the national and sub-regional level and the development of City Centre Transformation (CCT) at the city level. The current policy framework is summarised in Figure 5-1.

Figure 5-1 Policy Framework



5.5 The Trams to Newhaven Project was, following the Council’s 2019 decision to approve the project, assumed to be committed and an integral component within the development of the City’s spatial development and transport policies.

Policy Objectives and Outcomes

5.6 There is strong alignment across national, regional and local objectives. While the terminology and combination or separation of objectives differs slightly between various policy documents, there are nevertheless consistent objectives across the themes of:

- Sustainable economic growth;
- Equity and social inclusion;
- Tackling climate change; and
- Health, wellbeing and safety.

5.7 This is illustrated by Table 5 1.

Table 5-1: Objective Mapping

NTS 2019	STPR 'Themes'	City Plan 2030	City Mobility Plan
<p>Helps our economy prosper</p> <ul style="list-style-type: none"> • Will get us where we need to get to • Will be reliable, efficient and high quality • Will use beneficial innovation 	<ul style="list-style-type: none"> • Enabling Economic Growth 	<ul style="list-style-type: none"> • A city where everyone shares in its economic success 	<ul style="list-style-type: none"> • to support inclusive and sustainable economic growth
<p>Promotes equality</p> <ul style="list-style-type: none"> • Will be affordable for all • Will be easy to use for all • Will provide fair access to the services we need 	<ul style="list-style-type: none"> • Tackling Inequality 	<ul style="list-style-type: none"> • A city in which everyone lives in a home which they can afford • A city where you don't need to own a car to move around 	<ul style="list-style-type: none"> • Improved equity & social inclusion
<p>Takes climate action</p> <ul style="list-style-type: none"> • Will adapt to the effects of climate change • Will help deliver our net-zero target • Will promote greener, cleaner choices 	<ul style="list-style-type: none"> • Greener and Healthier 		<ul style="list-style-type: none"> • to protect and enhance our environment and respond to climate change
<p>Improves our Health and wellbeing</p> <ul style="list-style-type: none"> • Will be safe and secure for all • Will enable us to make healthy travel choices • Will help make our communities great places to live 	<ul style="list-style-type: none"> • Delivering Safe and Resilient Transport 	<ul style="list-style-type: none"> • A sustainable city which supports everyone's physical and mental wellbeing 	<ul style="list-style-type: none"> • Improved health, wellbeing & safety

Alignment of Trams to Newhaven Project with Objectives

Sustainable Growth and Development

- 5.8 The concept of tram (initially as a 3-line network) was developed explicitly to support the city's spatial planning policies. The City Plan 2030 reaffirms the **established spatial priority areas** such of the city centre, West Edinburgh, South East Edinburgh and the Waterfront. These are shown in Figure 5-2.
- 5.9 Support **sustainable development** through:
- **Supporting Edinburgh's strategic development areas** where employment will be focused, including – the city centre, West Edinburgh, and Newhaven / Waterfront.
 - Supporting the delivery of **new housing / mixed-used development in a sustainable manner**. Tram can increase the scale, rate, density and value (and hence viability) of development, by providing the accessibility, connectivity and capacity for growth.
- 5.10 Supporting **sustainable economic growth** through:
- **Expanded labour market catchments**, enabling businesses to recruit from a larger labour pool and giving workers greater access to jobs.
 - **Increasing the clustering effects of key sectors** (e.g. banking and finance, bio-science, legal and business services). Providing capacity and connectivity to encouraging new forms to invest and locate, further support the success of Edinburgh's high-value economy.
 - Encouraging **modal-shift from cars**, increasing the efficiency of the overall transport network and reducing the economic costs associated with congestion, accidents and emissions.

Figure 5-2: Spatial Vision (from City Mobility Plan draft, 2020)



Equity and social inclusion

5.11 The Trams to Newhaven Project would:

- Provide improved access to jobs, education, healthcare and leisure by creating further opportunities for cross-city journeys - for example it will significantly improve accessibility between Leith Waterfront (an area of high deprivation) and employment opportunities in West Edinburgh.
- A high proportion of lower income / more deprived residents in the Newhaven corridor do not own or have access to a car; consequently, access to public transport is key to their ability to access jobs and services.
- The affordability of public transport is an issue for many. Alongside future development of transit, consideration of a more integrated ticketing system which operates across public transport modes will support social inclusion.

Tackling climate change

5.12 The Trams to Newhaven Project can assist in tackling the causes of climate change by:

- Encouraging modal shift from single occupancy car journeys to public transport.
- Supporting sustainable housing and employment development such as increased density in urban areas and the development of brownfield sites. Higher density urban development reduces the need to travel and encourage shorter journeys and more walking, cycling and public transport usage. The carbon costs associated with providing associated infrastructure and services (electricity, waste, broadband etc) are also lower for higher-density urban development.

Health, wellbeing and safety

5.13 The Trams to Newhaven Project has been developed as part of a corridor solution delivering enhanced public realm and active mode provision.

- The city centre, where the overall City Centre Transformation (CCT) strategy is focused on improving facilities for pedestrians and cyclists, hence supporting healthier lifestyles.
- Safety and security through use of conductors and CCTV at stations.
- Accident reduction through modal shift and reduced car kilometres travelled, and through integrated design.

Network Integration and the Role of Tram in the Delivery of Policy Outcomes

- 5.14 The FBC analysis did not take full account of how tram could support the delivery of transport-related policy outcomes through enhanced network integration and support for delivering the City Centre Transformation (CCT).
- 5.15 Enhanced network integration, as described below and which reflects existing and emerging policy, would have a positive impact on tram demand and revenue, support a more efficient overall transport network, and combine to deliver against key objectives.

City Centre Transformation

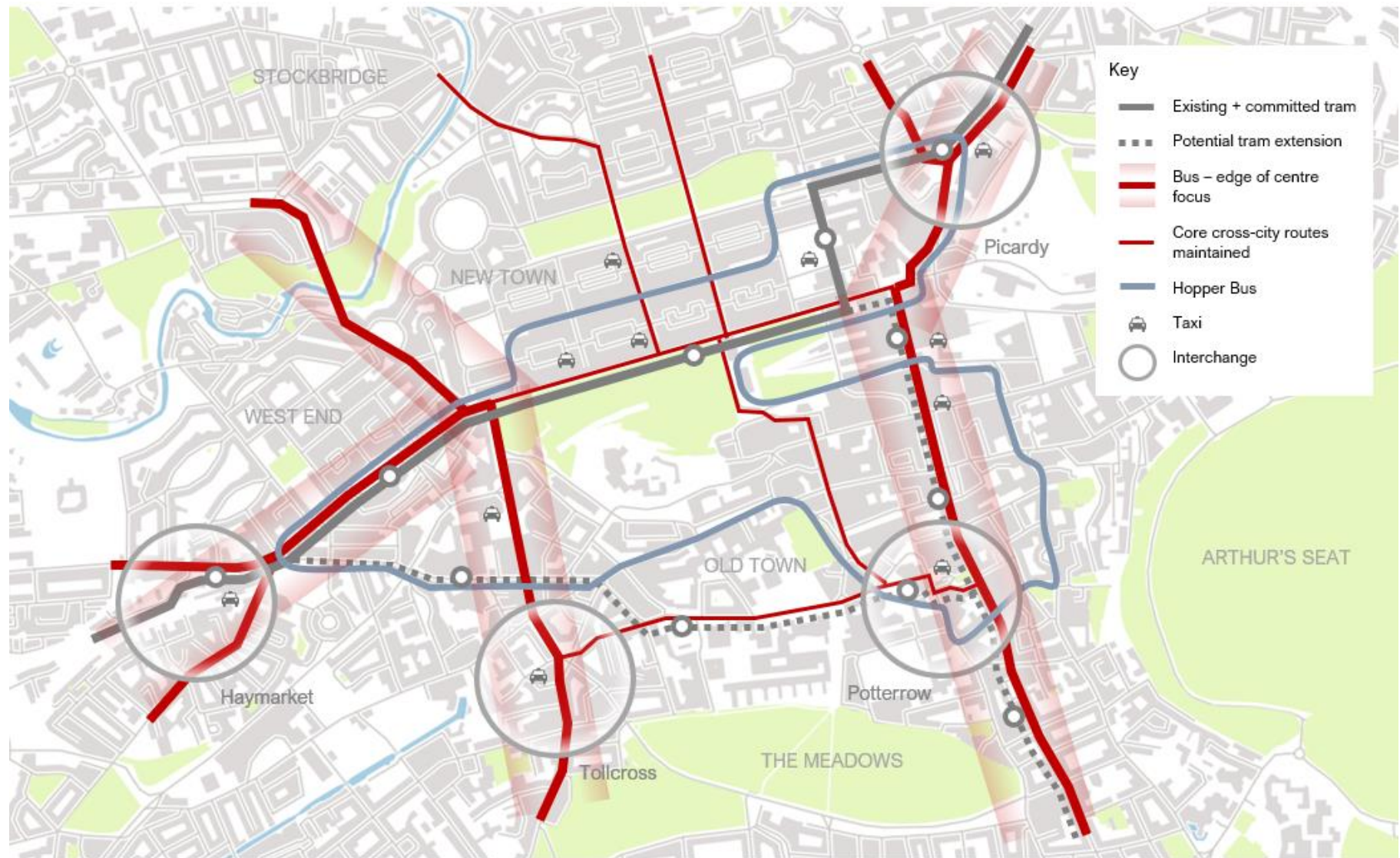
- 5.16 The vision of the City Centre Transformation Project has been to create a city centre for all, a place for people to live, work, visit and play. The vision also aims for a city centre that is a place that is at the heart of Edinburgh's communities, its cultural life, the focal point for its economy and one of Scotland's most iconic and important locations.
- 5.17 The CCT strategy proposes a wide range of interventions to provide a more liveable city centre in terms of active travel, public transport, traffic reduction and quality of open space. The strategy is supported by a ten-year delivery plan.
- 5.18 Across the whole of the city centre, the strategy will seek to deliver:
- A **walkable city centre** core right at the heart of the World Heritage Site, enabled by a **pedestrian priority zone** and a network of connected, high-quality, car-free streets;
 - **High-quality streets and public spaces** where improvements allow for people to be inspired by the city's unique heritage while they interact, relax or play;
 - A connected network across the city centre of **new segregated and safe cycle routes** to link communities and destinations, including the potential provision of a **new walking and cycling bridge connecting the Old Town and the New Town**; and
 - A **free city centre hopper bus** to support people moving around a city without a car, linking city centre communities.
- 5.19 The strategy seeks to promote public transport through improved journey times and service reliability. Options explored include limited bus stop rationalisation, improved traffic signal sequencing and the rerouting of selected bus routes to improve core performance. Instead of all routes crossing the city centre via Princes St, some would instead 'kiss' the centre as shown in Figure 5-3.

The Role of Tram

- 5.20 To deliver the emerging strategy, there is a requirement for modal shift to public transport to help deliver a 10-15% reduction in city centre car traffic in the medium term and a 25-30% reduction in the longer term..
- 5.21 City Centre Transformation recognises the importance of tram in delivering a step-change in public transport provision, and being a fundamental enabler of providing the cross-city connectivity whereby the Trams to Newhaven Project would provide both the service and capacity to enable an associated reduction in bus volumes, especially along Princes St. Indeed, the CCT proposals also included the potential for a second cross-city route and south-east Edinburgh route.

- 5.22 Tram vehicle capacity is between two and three times that of bus, which means that tram can provide public transport capacity through the city centre with significantly fewer vehicles which, in turn, enables an improved city centre environment for pedestrians and cyclists.
- 5.23 Under the outline CCT proposals, the Trams to Newhaven Project would serve to provide integration with the proposed 'hopper bus', and other bus services (which would serve the edge of the centre rather than running through the centre) at Picardy Place and Haymarket.
- 5.24 Without the through capacity offered by Trams to Newhaven and the network integration (essential to enable a reduction in through bus services), the CCT strategy may need to be fundamentally reconsidered.

Figure 5-3: CCT Public Transport Map



Bus Network Integration

Principles of Developing an Integrated Tram and Bus Network

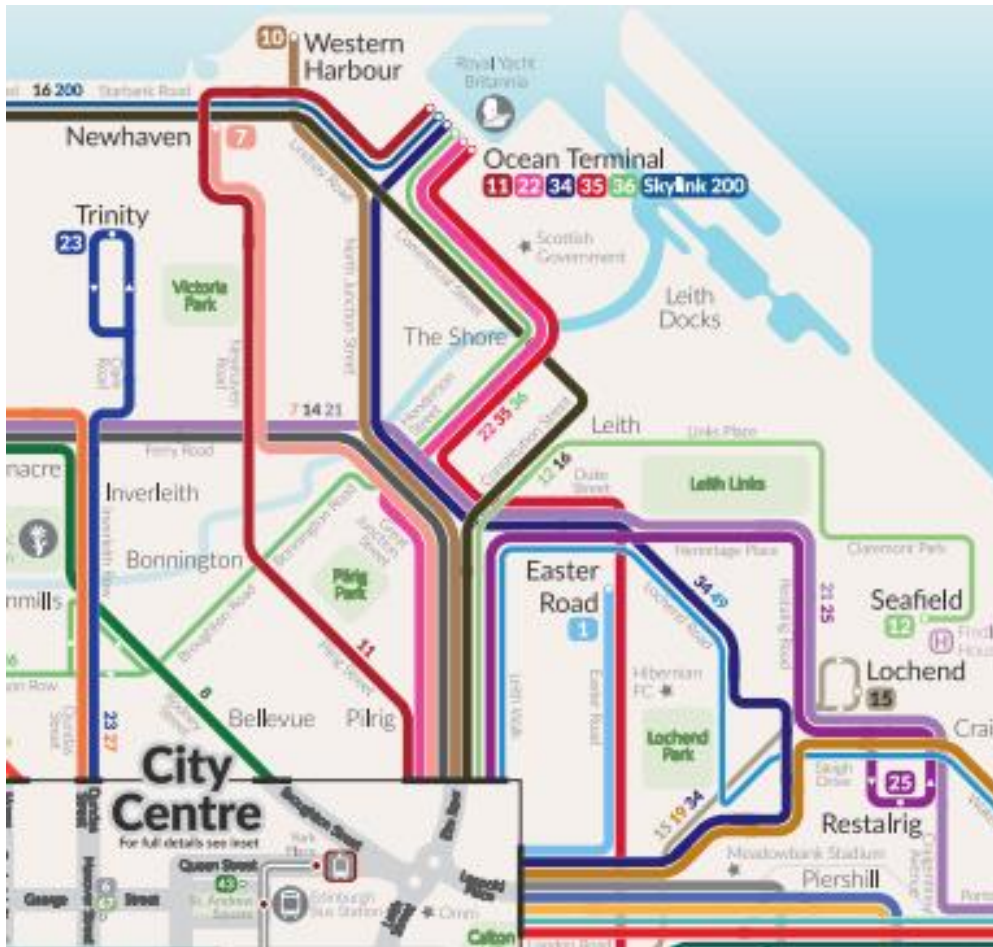
- 5.25 Lothian Buses, though majority owned by CEC, is a commercial entity in a competitive market acting at arms-length from its major shareholder. This has various consequences:
- Any assumed bus changes cannot be guaranteed to take place
 - Another bus operator may commence services in the area, potentially in direct competition with Lothian Bus and/or Edinburgh Tram
 - Lothian Buses has a competitive incentive to provide highly comprehensive services including in the Leith area
- 5.26 With that said, the Project provides an opportunity for Lothian Buses to recast parts of its network to complement and work with Edinburgh Tram.
- 5.27 The Project would provide a new high quality, high capacity public transport service operating on the Leith / Newhaven corridor. As such, this affords the opportunity to reconfigure the bus network to ensure that bus and tram services are better integrated with the aim of:
- Maintaining good overall public transport accessibility throughout the corridor
 - Rationalising bus services where there is a duplication of bus and tram provision
 - Realising bus operating cost savings where services can be rationalised¹⁴.
 - Ensuring the operational efficiency of both bus and tram within the Leith Walk / Newhaven corridor. A reduction in the number of bus services will support the delivery of faster journey times on both bus and tram, compared to those possible at higher frequencies, due to reduced bus congestion. This is achievable while increasing the overall public transport capacity of the corridor, due to the higher passenger capacity of a tram.
- 5.28 The bus network recast options also support the wider objectives of the City in respect of:
- **Promoting the integration of bus, tram and other modes.** The City Mobility Plan (CMP) identifies the role of network and service integration, enhanced and new modal interchange, integrated ticketing and travel information in supporting this.
 - **Enhancing the quality of the environment and public realm within the city centre,** in the manner set out in the CCT proposals.

FBC Bus Network Recast Assumptions

- 5.29 The bus corridor between the city centre and Leith/ Newhaven is shown in Figure 5-4.

¹⁴ For the purposes of the FBC these cost savings are included within the economic appraisal. In practice, the buses 'saved' could be redeployed on other parts of the bus network to provide new routes and services that support the City's wider objectives to support sustainable growth and encourage public transport mode share.

Figure 5-4 Current Bus Route Map



5.30 The peak level of service of bus services towards the southern (busiest section) end of the Leith corridor is shown in Table 5-2.

Table 5-2 Current Peak Bus Route Service Frequencies

Service	7	10	11	12	14	16	22	25	49	Total
Buses per Hour (bph)	5	6	6	3	5	6	8	6	4	49

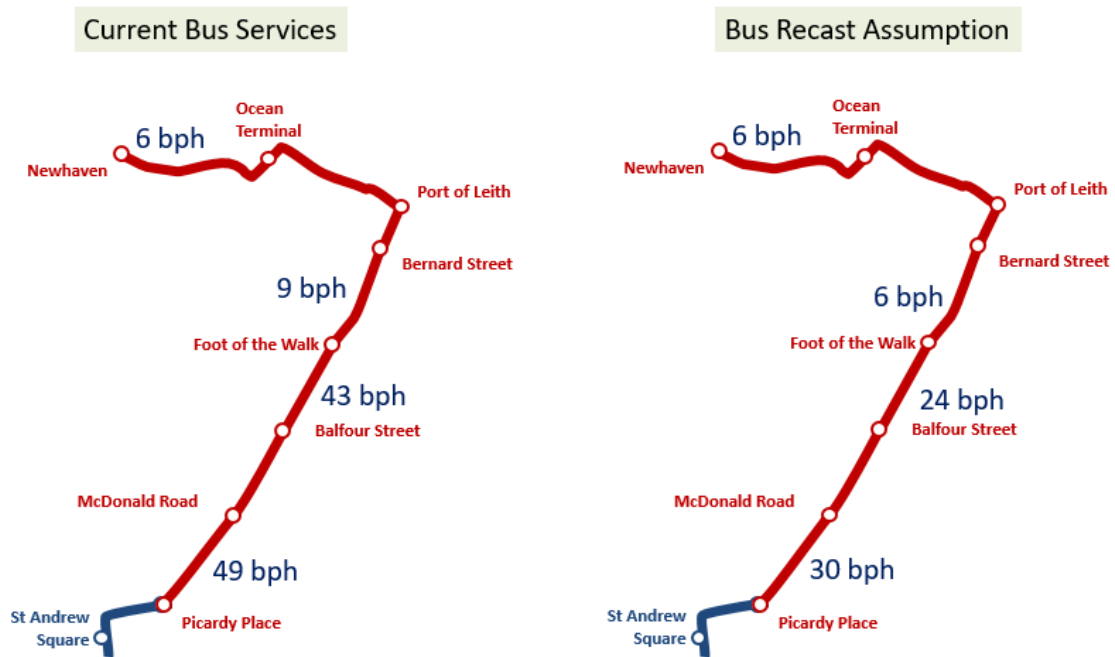
5.31 Within the FBC the 'Central Case' bus recast option was based on Lothian Buses 'with Tram' bus recast proposals, originally supplied as part of our earlier Project Option Assessment work in 2015. There has been no material change to the services provide on Leith corridor. These are shown in Table 5-3.

Table 5-3 FBC 'with Tram' Bus Recast

Central Case Recast	
•	Route 1 extended from Easter Road to Seafield (to replace route 12)
•	Route 10 diverted via MacDonald Rd and Bonnington Rd away from Leith Walk
•	Route 12 cancelled between St Andrew Square and Seafield
•	Route 16 diverted via The Shore and Henderson St away from Constitution St replacing route 22
•	Route 22 cancelled between Leith St and Ocean Terminal
•	Route 25 diverted via Constitution St and The Links part replacing routes 12 and 16

5.32 The resulting changes in bus service frequencies resulting from the assumed recast are summarised in Figure 5-5.

Figure 5-5 Bus Service Frequencies on Project under Bus Recast Scenarios



5.33 Under the recast the service frequency on the section south of Foot of the Walk reduces from 43 bph to 24 bph.

Scope for further Bus Service Review

5.34 Under the FBC recast the overall increase in public transport capacity is in the order of 30% on the section south of Leith Walk (where the most buses are removed) in 2022, and the capacity increase in 2032 (with 16 trams per hour) would be closer to 60%. This suggests that:

- From a capacity perspective there is further potential to consider bus service reductions on the corridor. This would allow services to be reduced through the city centre, aligned with the proposal in the CCT.
- Accessibility and connectivity could be maintained and / or enhanced through integration of ‘feeder’ services serving the tram corridor, and between tram and the city centre ‘Hopper’ proposals suggested in CCT.

5.35 While the FBC recast was based on transport planning-led judgement, there has been no detailed testing, refining and optimisation the bus recast options. As such, it would be reasonable to assume that, with further refinement, the overall performance of the integrated tram and bus network (based on the trade-offs between coverage, frequency, capacity, and cost) could be enhanced through further detailed service planning in advance of opening.

5.36 This has the potential to enhance the overall financial performance of tram (and the public transport network as a whole) and support the wider objectives of CEC through reducing the volume of buses within the city centre.

Integration with Walk and Cycle

5.37 In addition to the CCT, which is focused on improving the quality of provision and the wider environment for cyclists and pedestrians, there are opportunities for further enhancements in active travel provision to integrate with and complement the existing system and Trams to Newhaven Project. For example, key corridors where cycle enhancements are proposed include:

- The Waterfront, starting from Newhaven and along to Portobello / Musselburgh, where enhanced integration with tram at Leith Waterfront could be provided and promoted.
- An active travel corridor serving West Edinburgh and major developments along the Glasgow Road Corridor. Again, West Edinburgh provides a key potential cycle-tram hub.

Demand Management

5.38 The overall policy priority is to promote modal shift from car towards active travel and public transport. The enhancement of active travel and public transport provision can be complemented and reinforced by the adoption of different forms of demand management. Demand management already exists in the form of city centre parking charges, the adoption of city-wide 20mph zones and the allocation of road-space to public transport and cycling in the form of dedicated or shared lanes.

5.39 The CCT proposals include additional forms of physical restraint, where some car movements are restricted or banned to reprioritise space for walking, cycling and public realm.

5.40 The Council also plan to assess the potential for user-charging mechanisms to further encourage modal shift. An example would be a workplace parking levy (WPL), which has been successfully implemented in Nottingham, whereby revenues from the WPL were hypothecated (revenue raised was dedicated to the funding and financing of public transport improvements – mainly tram) towards the development of Nottingham’s tram network.

Summary of Network Integration and Impact on Edinburgh Tram Demand

5.41 Each of the network integration options outlined above reflect current and emerging policy. Each of the measures, on a stand-alone basis, would enhance the potential demand for tram on the existing and planned (Trams to Newhaven Project) network. Moreover, the combined impact of the above measures, developed as an integrated and planned network, would have a further positive impact.

5.42 It is not possible to quantify this impact at this stage, other than that they represent an upside compared to any of the scenarios presented in this report.

5.43 More fundamentally, the Project is part of a long-term strategy which seeks to deliver the key policy outcomes related to sustainable economic development, tackling climate change, promoting equity and supporting health and wellbeing. Tram is integral to delivering this wider strategy through supporting spatial development priorities and integrating with and being a fundamental enabler of city centre transformation.

Policy Levers

- 5.44 The FBC analysis (and by extension the demand scenarios that are based on FBC demand) are based on a 'fixed' set of assumptions across a range of areas including tram service patterns and frequency, fares and equivalent assumptions for all other modes (e.g. bus network and fares).
- 5.45 In practice, the Council (and by extension Edinburgh Tram, Lothian Bus) has a range 'levers' that can be deployed to respond to changes in demand. For example, since opening Edinburgh Trams has increased service levels across the route and provided additional peak services to accommodate demand. In response to COVID-19 services have been reduced.
- 5.46 While there is considerably more uncertainty about future demand related to COVID-19, the demand and economic analysis take account of the range of levers and actions that CEC could deploy to respond to demand change and / or mitigate downside risk. The policy levers available in the shorter term could cover change to tram services/ fares, changes to other modes e.g. improving network integration or scaling services in response to demand. In the longer-term changes to wider planning and transport policy can ensure the potential of tram in delivering wider policy goals is realised, which would also have a positive impact on demand.

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21 October 2020

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Reform of Transport Arm's Length External Organisations

Executive/routine	Executive
Wards	All
Council Commitments	21

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 note the progress that has been made regarding development of options for reform of the Council's wholly and partly owned Transport Arm's Length External Organisations (Transport for Edinburgh Limited, Edinburgh Trams Limited and Lothian Buses Limited) (the Transport ALEO's);
 - 1.1.2 Note the summary of responses received so far from West Lothian Council (one of the minority shareholders in Lothian Buses), the Transport ALEOs and Unite;
 - 1.1.3 Agree that a short term working group, made up of Council officers and representatives from the Transport ALEOs, be established to further appraise the options presented against the responses received and to agree a delivery plan for the chosen option; and
 - 1.1.4 Agree that engagement should continue with the minority shareholders and with Unite, in parallel with the short term working group.

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Executive Director of Place

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Reform of Transport Arm's Length External Organisations

2. Executive Summary

- 2.1 This report updates committee on the engagement undertaken to date on the reform of the Transport ALEO's and requests approval to enter a phase of detailed engagement with the Boards of the Council's Transport ALEO's, Minority Shareholders and employee representatives.

3. Background

- 3.1 A report to Policy and Sustainability Committee dated [9 July 2020](#) set out the current arrangements for the management of the Council's Transport ALEO's and highlighted challenges in continuing to manage existing arrangements.
- 3.2 At paragraph 4.6 the report noted objectives for reform of the Transport ALEOs. Three options for reform were proposed, an initial assessment made of these and a preferred option identified based on that initial assessment. The need for a new public transport strategy was also identified to be prepared in parallel with the creation of the new structure.
- 3.3 Council officers undertook to conduct initial engagement with each of the regulated Transport ALEOs, the minority shareholders in Lothian Buses Limited and the trade unions recognised by the Transport ALEOs, with feedback to be brought to this committee.
- 3.4 Council officers were also asked to include an evaluation of the proposed integration on the delivery of the 2030 Carbon Neutral Edinburgh targets and on equalities. Council officers were also asked to provide a timetable for the creation of a new plan for public transport, and to consider within that plan the contribution of rail services.
- 3.5 This report updates committee on the engagement undertaken to date and seeks approval to progress with a proposed delivery plan.

4. Main report

- 4.1 In the period since the report of 9 July 2020 Council officers have engaged with the boards of each of the Transport ALEOs along with representatives of Unite, the union formally recognised by the Transport ALEOs and the Minority Shareholders in Lothian Buses.
- 4.2 Each of the key stakeholders were asked to give feedback on the proposals made in the report of 9 July 2020.
- 4.3 Responses have been received from each of the Transport ALEOs and Unite. Each Transport ALEO and Unite support the principle of integrated delivery. The responses can be summarised as follows:
- 4.4 Transport for Edinburgh
- 4.4.1 Particularly considering COVID-19, Transport for Edinburgh supports the principle of and recognises the benefits of integration of public transport delivery and consequently does not support the option to 'do nothing'.
- 4.4.2 Transport for Edinburgh expressed concern that COVID-19 represents additional risk to transformation, but recognised the complexity of existing arrangements and supports simplification and streamlining them.
- 4.4.3 Transport for Edinburgh do not support the 'do nothing' option. Broadly, the Board supports further exploration of Option 2, albeit with considerable refinement of existing structures and arrangements, and Option 3 going forward; and
- 4.4.4 Transport for Edinburgh considers that the reform proposals should recognise the considerable importance of regionalisation, impact on customers and delivery of mobility as a service.
- 4.5 Lothian Buses
- 4.5.1 Lothian Buses note that they have been supportive of reform of the governance of the Transport ALEOs since early informal engagement commenced and are not in favour of the 'do nothing' option. Their view is that the reform proposals must now be progressed in a smooth and timely fashion.
- 4.5.2 It is the view of Lothian Buses that Option 2 (adapting the existing governance model) will not achieve the objectives set out in the report of 9 July. Lothian Buses agrees with the view expressed in the 9 July report that this approach would result in a sub-optimal outcome. In considering how the Council's public transport reform objectives could best be achieved, Lothian Buses' current thinking has focussed on the single company option.
- 4.5.3 While they suggested a new governance model for a single operating company in their written response, Lothian Buses have acknowledged a need for input from various parties if Option 3 (single operating company) is to be delivered. They have underlined the need for effective engagement with

the Transport ALEOs, Minority Shareholders and Unite. They state that what needs to be avoided is the impression that the Council is imposing change on its transport companies. Successful transition implementation from a current state to a future state will always be more likely if the transition process is co-owned amongst the participants along with agreed unanimity regarding the desired outcome.

4.6 Edinburgh Trams

- 4.6.1 Edinburgh Trams also agree that the 'do nothing' option should not be developed further.
- 4.6.2 They agree that with any of the options there would be a desire for a unified Board to oversee the activities of its modal components. They consider that the one board solution is appropriate to drive the integration agenda. An integrated board would also have a vital accountability and governance role ensuring the companies work together to deliver the policy outcomes set by the Council.
- 4.6.3 Edinburgh Trams believe that greater consideration should be given to development of Option 2, and have noted a number of concerns about Option 3 (a single operating company) as follows:
 - 4.6.3.1 Given the complexity and size of a single company, the opportunity to realise efficiencies in back office functions is likely to be limited;
 - 4.6.3.2 Whether the differing needs of a large established "steady state" company and a younger organisation seeking growth, alongside new initiatives such as bike hire can be met within the same organisation;
 - 4.6.3.3 They have also raised the discrete safety management systems required by each mode and, specifically under Rail and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), that it is good practice to have separation between owner and operator/maintainer, due to the differences in terms of duties (and consequent liabilities) under legislation. They are concerned that the separation between owner and operator could become blurred in a single company structure;
 - 4.6.3.4 Possible industrial relations issues from a change to a single operating company. Experience suggests that harmonisation of terms and conditions can be contentious, and that there could be attendant additional cost. In addition, there is greater potential impact across the city arising from possible future industrial action with a joint workforce; and
 - 4.6.3.5 Continuing good operational reputation is key to future growth of the network and concerns that risk of moving to a single operating company could impact that.

- 4.6.4 They acknowledge that their concerns about a single company structure could be mitigated by moving in the interim to a three company structure with a unified board, from which point delivery of a single company structure could be developed and implemented.
- 4.6.5 Edinburgh Trams made clear the need for engagement with all parties as the process is progressed.

4.7 Unite

- 4.7.1 Unite recognise that cost savings could be made from merging operations but have concerns that a drive to save money could result in diminution of services. Unite make clear that it would not support a process which leads to redundancies or a diminution of bus services, nor privatisation of the companies.
- 4.7.2 Unite agrees that a new board structure is required. It seeks representation at board level for employees and an understanding of how the board would engage with the workforce of both companies. They also consider that care must be taken in appointment of directors to the board to ensure a combination of experience and skills and a commitment to delivery of public transport in Edinburgh.
- 4.7.3 Unite also considers that governance arrangements within the Council should be strengthened, with a stronger role in oversight, responsibility and accountability.
- 4.7.4 Unite would wish to see cost savings delivered through efficiencies at senior management level. They also seek protection of workers terms and conditions, job security and parity of pay and terms and conditions, using Lothian Buses terms and conditions as the benchmark.

4.8 West Lothian Council

- 4.8.1 As a minority shareholder, West Lothian Council agree that the strategic objective of the review sounds sensible but note that more work is required to fully understand the proposed governance structure and role of the minority shareholders within any reformed structure.
- 4.8.2 They also raised a concern that company reform, particularly considering other pressures on local authorities as a result of COVID-19, will be time consuming and complex. Therefore, they ask that realistic timescales be agreed.

4.9 East Lothian Council

- 4.9.1 As a minority shareholder, East Lothian Council agree that the strategic objective of the review is sensible, but reinforced the comments made by West Lothian Council that more work is required to fully understand the proposed governance structure and the role of minority shareholders within that.

4.9.2 They also raise concerns around the complexity of company reform, particularly in light of COVID 19.

4.9.3 In addition, they wish to have representation on any project board that might be constituted and they would wish to see their dividend rights preserved.

Further Engagement

- 4.10 The initial engagement clearly supports reform of the governance of the Transport ALEOs, with further development of the Council's preferred option, Option 3, alongside refinement of Option 2.
- 4.11 The engagement responses also offer close working and support to design an optimal governance structure. In light of these responses and noting that further time is required to receive responses from East Lothian Council and Midlothian Council.
- 4.12 It is proposed to establish a short-life working group comprising Council officers and non-Executive Board members from the Transport ALEOs to develop an optimal governance model for future operations. A draft Terms of Reference for this working group is attached in Appendix 1.
- 4.13 In addition, separate engagement will take place with the minority shareholders and Unite. This engagement will be led by Council officers, and will ensure that the minority shareholders and Unite are appraised of progress from the working group and engaged in the development of the proposals emerging from the working group and on the final preferred governance and operating structure in advance of this being presented to Committee.
- 4.14 This approach takes advantage of the offers made in the engagement responses and maximises the opportunity for detailed and constructive development of a final proposal for the Council.
- 4.15 Appropriate further legal (including regulatory, competition and procurement law) and financial advice continues to be sought noting that, as issues are identified, further examination and discussion with the Transport ALEOs will be required.
- 4.16 In the report approved by Policy and Sustainability Committee on 9 July 2020 a key objective of reform is identified as: Delivery of public transport that takes account of wider public policy drivers, particularly in delivering anti-poverty and pro-sustainability strategies.
- 4.17 This objective is contained within the Terms of Reference for the working group, which will be tasked with appraising the options and initial engagement responses received to identify and plan for the delivery of the option which best allows Council policy delivery to be supported by public transport delivery, building on the Council's commitment to net zero by 2030 and the Council Coalition commitments.
- 4.18 It is recognised that the need for a new public transport plan, considering the contribution of rail services as well as bus and tram needs to move quickly. Discussions are on-going about the timetable and funding for this and will continue in parallel to the engagement on reform.

5. Next Steps

- 5.1 If the report recommendations are approved, the development and delivery of this phased approach will require:
 - 5.1.1 The working group to be established in line with the Terms of Reference attached as Appendix 1;
 - 5.1.2 Additional detailed engagement to take place with:
 - 5.1.2.1 Minority Shareholders (East, West and Mid Lothian Councils);
 - 5.1.2.2 The public transport company boards and executive management teams of Lothian Buses and Edinburgh Trams;
 - 5.1.2.3 employee representatives and trade union stakeholders, through Unite; and
 - 5.1.2.4 Any other stakeholders that may be considered necessary.

6. Financial impact

- 6.1 A small funding allocation has been made in the Place directorate budget to develop the implementation plan for this approach.
- 6.2 The cost of financial and legal advice to the project can be met from the Place budget for the 2020/21 financial year.

7. Stakeholder/Community Impact

- 7.1 Engagement with the Transport ALEO's, the minority shareholders and Unite has identified a need for continued engagement throughout the process of reform and therefore effective discussion and consultation throughout a period of reform should be established at officer level and reported through the committee process. The proposed way forward maximises the consultation required to inform the final structure.
- 7.2 Initial assessments have been made on the likely positive and negative impacts of the potential reforms. However, it is proposed that the Working Group develop a full interim Integrated Impact Assessment on the preferred option in advance of reporting back to Committee.
- 7.3 An early draft Risk Management Plan has been prepared, which sets out the four key risk themes emerging from the earlier report. These were identified as:
 - 7.3.1 Project Governance;
 - 7.3.2 Stakeholder Engagement;
 - 7.3.3 Design and Implementation; and
 - 7.3.4 Project Delivery.
- 7.4 It is proposed that the Working Group develop a detailed Risk Management Plan from the outset of their activities, detailing and assessing the risks under each of the above themes.
- 7.5 Early assessment of a single integrated company which fully adopts the 2030 net zero carbon target into its service level agreement indicates that it will have a

significantly positive impact on the city's carbon emissions. The Working Group will be asked to set targets for this and once this is done a quantitative assessment of the carbon impacts will be produced.

8. Background reading/external references

8.1 None.

9. Appendices

9.1 Appendix 1 – Terms of Reference for Working Group

Appendix 1 – Stakeholder Working Group Terms of Reference

Name: City of Edinburgh Council Transport ALEO Reform Working Group

Purpose: To develop a preferred governance and operating structure for delivery of Council owned public transport that takes account of wider public policy drivers, particularly in delivering anti-poverty and pro-sustainability strategies

Objectives:

- The continued development of high quality regional public transport services across Edinburgh and the Lothians, catering for the needs of all passengers;
- The efficient mobility of the passenger is a key factor in infrastructure and investment decisions, enabling increased movement between modes;
- Efficiency and value for money must be optimised;
- Strategic planning across public transport in Edinburgh and the wider region should anticipate and respond to future development and demographic needs;
- Public transport arrangements must be fit for the post COVID- 19 operating environment;
- Dividend performance is a key issue and must be factored into any new arrangements;
- Any reform should enable and maximise collaboration between public transport delivery and local, regional and national policy;
- Compliance with all relevant transport, employment, competition and regulatory requirements; and

- Any industrial relations and HR risks due to unnecessary transition complexity should be mitigated.

Membership:

- Two Officer Representatives from City of Edinburgh Council;
- Two Non-Executive Representatives from the Board of Edinburgh Trams Limited;
- Two Non-Executive Representatives from the Board of Lothian Buses; and
- Two Non-Executive Representatives from the Board of Transport for Edinburgh.

Specialist Advisers:

Legal and Financial Advisers, appointed by City of Edinburgh Council, as required.

Accountability and Decision Making:

This is not a decision making working group. The group will report initially to the Executive Director of Place for City of Edinburgh Council and a report bringing forward recommendations will be prepared for the Council's Transport and Environment Committee for decision.

Additional Considerations:

The Working Group should explore:

- service integration, route optimisation and fare/ticketing optimisation;
- the maintenance of a competitive and inclusive fare structure that can encourage and maximise public transport utilisation;
- all relevant policies including Edinburgh city centre, transformation, LEZ implementation and wider net zero carbon objectives;
- supporting the transport policies of the minority shareholders and wider regional transport objectives;
- developing options which assume zero-subsidy contribution from all shareholder councils;
- maintaining financially and operationally viable bus and tram service provision that meets the mobility needs of customers across Edinburgh and the Lothians; and
- the interaction of reforms with other modes such as cycling, walking, wayfinding, commuter clubs and bike hire schemes

Meeting Arrangements:

The meetings will initially take the form of workshops. It may be possible that sub-groups will be formed to progress individual themes emerging through engagement. Any sub-groups will be

comprised of representatives from the Working Group and any specialist advisers required.

Initial Timeline: It is expected that initial outputs from the Working Group will be delivered by 31 January 2021.

Outputs: The initial outputs could include but will not be limited to:

- A preferred governance structure for the future delivery of public transport services owned by City of Edinburgh Council and the other minority shareholders;
- A plan for continuity of service through implementation of an optimal governance structure, minimising the impacts of change which will include but not limited to:
 - Detailed interim Integrated Impact Assessment to include equalities, sustainability and economic impacts arising from the preferred option; and
 - Detailed risk management plan which includes appropriate controls to address all risks identified arising from the preferred option;
 - Initial plans for delivery of Council policies, in particular anti-poverty and sustainability.

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Waste and Cleansing Service Policy Assurance Statement

Executive/routine	Executive
Wards	All
Council Commitments	23, 25, 27

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note that the current policies detailed in this report (Appendix 2) have been reviewed and are considered as being current, relevant and fit for purpose; and
 - 1.1.2 Approve the new policy relating to managed student accommodation.

Paul Lawrence

Executive Director of Place

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Waste and Cleansing Service Policy Assurance Statement

2. Executive Summary

- 2.1 The report reviews and updates the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures to ensure that these remain accurate and relevant and continue to support the efficient and equitable delivery of the front-line services.

3. Background

- 3.1 This report reviews and, where appropriate updates, the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures.

4. Main report

- 4.1 The Waste and Cleansing Service's policies were last formally reviewed and approved by Transport and Environment Committee in May 2018, however the development of the garden waste service led to a review and changes to that policy in June 2019. Those changes are formally captured here.
- 4.2 Changes to the policy for household waste recycling centres were approved by Committee in [February 2020](#), and the policy has been updated to reflect these changes. Other amendments clarify aspects of site operation and which types of vehicle are not allowed.
- 4.3 Criteria and parameters for the siting of communal recycling and household waste bins were updated as part of the communal bin enhancement project and were approved by Committee in [February 2020](#). Those changes have been reflected in the Policy Assurance Statement.
- 4.4 Appendix 1 provides a summary of the changes to the Waste and Cleansing policies, while Appendix 2 outlines the policies themselves.
- 4.5 There have been some other minor changes to wording, e.g. because the Council no longer sends waste direct to landfill so this stream is now referred to as "non-

recyclable waste”, to improve the clarity of the policies and to prevent misuse of services.

Student Accommodation Policy

- 4.6 A new policy has been developed on provision of services to managed student accommodation. Student accommodation is typically profit-making during term-time but is also operated as profit-making short term lets at other times.
- 4.7 These premises receive a household waste collection as they are the main residence for their tenants outwith the three month summer vacation, but the Council receives no income from either the tenants’ or the operators’ towards the provision of waste collection services. This is increasingly problematic due to the growth in such property types.
- 4.8 This new policy clearly establishes a maximum service which can be provided, together with clear rules which will be applied. It protects the Council from providing further unpaid services particularly when the building is effectively operating as a hotel with significantly greater volumes of waste being generated, and clearly sets out the operators’ responsibilities.
- 4.9 This provision will continue to be kept under review and may change as the Council continues to develop its policies and procedures towards other types of short term lets.

Other Arrangements

- 4.10 The use of the special uplift service as an alternative to skip hire services has recently caused a number of problems and led to complaints. Due consideration will be given to whether the collection policy needs to be amended further to deal with those situations and a separate report would be brought forward in due course should this prove necessary.
- 4.11 Temporary changes are in place to the policies relating to the operation of household waste recycling centres and the special uplift service for bulky waste, because of COVID-19, and reference is made to these in the relevant policies.

5. Next Steps

- 5.1 Committee is asked to note the contents of the report. Any service changes resulting from the changes outlined here will be applied reactively in response to issues which arise, or as otherwise required.

6. Financial impact

- 6.1 There are no direct financial impacts resulting from this report.
- 6.2 Measures such as those outlined which support only appropriate.

7. Stakeholder/Community Impact

- 7.1 There are unlikely to be any significant further community impacts resulting from the changes outlined in this report, as most of the changes are relatively minor or have already been agreed elsewhere. In general terms, though, the policies as outlined are designed to support the delivery of efficient and equitable front line services.
- 7.2 Measures to avoid misuse of services support compliance with regulatory requirements as well as protect the Council's reputation. They also support the Council's objectives of preventing inappropriate disposal of waste and therefore encourage better management of resources and a reduction in carbon emissions.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1: Waste and Cleansing Services Policies Review 2020: Summary of Main Changes
- 9.2 Appendix 2: Waste and Cleansing Service Policies Guidebook (February 2020)

Appendix 1 Waste and Cleansing Services Policies Review 2020: Summary of Main Changes

Policy	Changes	Pages
All policies	Landfill now referred to as “non recyclable waste” or energy recovery as appropriate.	
Kerbside Waste Collection Policies	<p>Various minor changes e.g. to wording or to make reference to separate garden waste policy. Most policies are not changed but those which have been are highlighted in yellow shade.</p> <p>Substantive changes:</p> <ul style="list-style-type: none"> • Removed charge for larger green kerbside bin; now available on request; • Removed charge for additional caddies, boxes etc; • Missed collections: extended the period during which customers can report. 	2-8
Communal Bin Collections	Updated to accommodate the planned development of the communal bin enhancement project and the siting parameters approved by Transport and Environment Committee, February 2020.	9-12
Special Uplift Policy	<p>Changed as follows:</p> <p>Introduced</p> <ul style="list-style-type: none"> • 5 working day booking; • Clarifies that service is available to places of worship and charities but emphasises it is chargeable, following questions which have arisen in relation to the similar garden waste charge; • Emphasises this is a household waste only service and we will decline commercial uplifts; • Refers potential customers to the website regarding which items might not be accepted for uplift; • Temporary changes to service related to COVID-19. 	13-14
Garden Waste Collection Policy	<ul style="list-style-type: none"> • Introduces collection for bowling clubs, etc. (Committee previously agreed this change) and notes the responsibility to remove bins from the street between collections; • Introduces requirement to notify of missing permits within 28 days of service commencement date to prevent abuse. 	15-18

Household Waste Recycling Centres	<p>Updated to reflect introduction of data capture measures to control abuse, and other changes agreed by Transport and Environment Committee in February 2020. Also improves clarity on types of vehicles NOT allowed and other generally minor changes.</p> <p>Highlights reuse as well as recycling on site.</p> <p>Temporary changes to service related to COVID-19.</p>	20-21
Collection and Disposal of Waste from Places of Worship	Introduced paragraph to deal with situations where the Council cannot provide a free service. This is to prevent abuse of communal bin service; previously raised by Enforcement staff that policy was unclear.	22
Collection and Disposal of Waste from Charities	Introduced paragraph to deal with situations where the Council cannot provide a free service. This is to prevent abuse of communal bin service; previously raised by Enforcement staff that policy was unclear.	23
Trade Waste Collections	No changes	24
Managed Student Accommodation	New policy to deal with commercial abuse of service while wider policies on short term lets are developed.	25
Waste from Council Premises	Not changed	25
Provision of Service to New Housing Developments	Minor text change.	26-27
Litter Bin Siting Policy	Updated recycling section to deal with impact of Deposit Return Scheme (DRS) for drinks containers and subsequent changes to waste streams.	28-31

Appendix 2 Waste and Cleansing Service Policies Guidebook (February 2020)

The following information summarises the Waste and Cleansing Service policies which we use to operate our services.

These will be reviewed and, where appropriate, updated annually.

Domestic Waste Policies

	Page
Kerbside Waste Collection Policies (Household Waste)	2
Communal Bin Collections (Household Waste)	9
Special Uplift Policy	13
Garden Waste Collection Policy	15
Household Waste Recycling Centres	19

Other Policies Related to Household Waste

	Page
Collection and Disposal of Waste from Places of Worship	21
Collection and Disposal of Waste from Charities	22

Trade Waste Policies

	Page
Trade Waste Collections	23
Managed Student Accommodation	23
Waste from Council Premises	24

Other Policies

	Page
Provision of Service to New Housing Developments	25
Litter Bin Siting Policy	27

KERBSIDE WASTE COLLECTION POLICIES (Household Waste Only)

The following policies all relate to the collection of waste and recycling at the kerbside. These assume provision of the mixed bin recycling and recycling box service alongside separate facilities for residual (non recyclable) waste and food recycling.

Policy on the Provision of Kerbside Waste Containers

The standard kerbside collection service provided will consist of:

- 240 litre GREEN bin for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil);
- 33 litre BLUE box for segregated recyclable materials (glass, batteries, textiles, small electricals);
- 23 litre GREY bin for food recycling;
- 240 litre BROWN bin for garden waste recycling (this is a chargeable service and provision of this bin is optional);
- 140 litre GREY bin for residual (non recyclable) waste.
- Smaller (140 litre) green and brown bins are available on request.
- Food collections take place weekly;
- Mixed recycling and residual (non recyclable) bins are collected two weekly.
- Blue recycling boxes are collected two weekly;
- Garden waste bins are collected as outlined in the Garden Waste Collection Policy;
- Larger green and grey bins are available only in specific circumstances outlined below.

Alternative services will only be offered where the standard kerbside or communal collection systems cannot be provided.

All containers (including bins and recycling boxes) are the property of the Council; if a bin or other container is lost or requires replacement, and you request a replacement by phone or online, we aim to replace this within 10 working days. We may in some circumstances request additional information to support your request.

Please note that if the bin is damaged we reserve the right to carry out a repair of the existing bin where this is possible. If the bin is lost or stolen we may require you to provide a Crime Report number from Police Scotland.

ADDITIONAL CAPACITY

GREY (NON RECYCLABLE WASTE) ONLY:

The grey non recyclable waste bin is provided for the disposal of household waste which cannot be recycled. The standard capacity provided is 140 litres per household. A larger 240 litre bin is available where there is a genuine need, i.e.:

- 5 or more permanent residents in household;
- 2 or more children aged 3 years or under;
- A medical condition which results in the generation of additional waste;

- Other households are required to use the standard 140 litre bin.
- **THE LARGER BIN IS 240 LITRE; A 360 LITRE BIN MAY ONLY BE PROVIDED IN EXCEPTIONAL CIRCUMSTANCES**

GREEN (MIXED RECYCLING)

- A larger (360 litre) green mixed recycling bin is available on request

BLUE BOXES AND FOOD CADDIES

- Up to two food bins and blue boxes can be uplifted from each household.

BROWN (GARDEN WASTE RECYCLING):

A larger garden waste bin is NOT available due to the weight of the materials. Additional garden waste bins are available on request. There is no charge for supplying the additional bins, but there is a charge for the garden waste collection service itself so additional bins do cost more. Please refer to the separate Garden Waste Collection Policy.

Shared Recycling Bin Policy

In some blocks of flats, and other properties, there may be insufficient space to accommodate the full range of individual waste and recycling bins. This should only apply to older buildings- all new buildings should be designed to accommodate the full range of services.

Where this is the case we may offer shared bins.

In some cases we may offer each resident their own non recyclable waste bin, and offer shared recycling bins. In other cases it may be necessary to offer shared bins for both services.

The examples below show how officers assign bins to blocks of flats which previously had green bins under the red and blue box recycling service, but may not have enough space to accommodate the full range of bins under the new service. This list is not intended to be exhaustive, and other options may be offered.

A typical household will be receiving 240.5 litres per week on the new service (excluding garden waste). The previous service was 198 litres per household per week.

In every case shown the capacity provided each week has increased compared with the previous situation. However two options are provided for 6 in a block to minimise the drop off in capacity.

Standard Service (Per Property for comparison of litres provided):

	Grey 140l Non Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	1	1	1	1		
Litres/hh/wk	70	120	27.5	23	240.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block Of 4 (Sharing):

It is assumed that in most cases blocks of 4 will **NOT** be sharing. The following is provided only for situations where this resolution cannot be achieved.

	Grey 140l Non Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	4	3	4	4		7+8 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 6 (Sharing):

This provides 2 options depending on the amount of space available. In each case, residents have 1 non recyclable waste bin each (as well as recycling boxes and food bins) but share either 5 or 4 recycling bins.

	Grey 140l Non Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	5	6	6		11 +12 boxes
Litres/hh/wk	70	100	27.5	23	220.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

	Grey 140l Non recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	4	6	6		10 +12 boxes
Litres/hh/wk	70	80	27.5	23	200.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 8 (Sharing):

	Grey 140l Non Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per fortnight)	TOTAL (Bins)
Bins (+boxes)	8	6	8	8		14

						+16 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Contamination Policy

- The kerbside recycling bin (green) is provided for the collection of the following specific materials only:
- Paper and cardboard, clean plastic bottles, pots, tubs and trays, clean cans, tins, foil and EMPTY aerosols. All items must be placed clean and loose in the bin. Plastic bags are not accepted.

- The kerbside recycling box (blue) is provided for the collection of the following specific materials only:
- Glass bottles and jars, small electrical items such as toasters, kettles, etc, small batteries (in a clear bag) and textiles (presented in a bag in or beside the box- black bags are not accepted).

- The food bin (23 litre grey bin) is provided solely for the recycling of cooked and uncooked food. Materials must be wrapped in a compostable liner, old newspaper or a plastic bag inside the food bin (e.g. a bread bag; black bags are not accepted).

- The garden waste bin (brown) is provided solely for the recycling of compostable garden waste. All items must be presented loose in the bin. Bins containing plastic bags and other materials will not be collected. **Please refer to the separate Garden Waste Collection Policy.**
- The non recyclable waste bin (140 litre grey) is provided solely for the disposal of household waste which cannot be recycled in one of the recycling collections.
- Other items presented in these containers will result in them not being collected. In this event it is the responsibility of the householder to remove the incorrect items, and present the bin or box on the next collection day.

Where genuine mistakes are made we will seek to engage with the householder and resolve this.

Where a householder continues to contaminate a recycling bin, and does not engage with staff to resolve this, the recycling service will be withdrawn and enforcement action may result in some circumstances.

Excess Waste Policy

All bins must be presented at the kerbside with lids closed and no extra waste presented alongside, with the following exceptions:

- Large cardboard boxes which do not fit in the recycling bin (e.g. television boxes) may be presented alongside the recycling bin. All such boxes should be empty of all other materials and presented flat in such a way that they do not blow away, e.g. between the bin and a fence or hedge.
- Textiles should be presented in a sealed clear or coloured plastic bag - black bags are not collected; textile bags may be presented in or beside the recycling box.
- No other loose or bagged waste will be collected.
- Glass, household batteries and small electrical items must be presented in the recycling box, with the lid provided securely attached.

Presentation of Waste Policy

- All waste must be presented in the containers provided, or in line with the excess waste policy.
- Waste bins and containers must only be presented on the day of collection and should be removed as soon as possible after collection.
- Collection may take place at any time between 6 AM and 10 PM. Bins presented after 6 AM may not be collected and will not be covered by the Missed Collection Policy (below).
- All containers should be presented on the pavement outwith your property (except where an assisted collection has been arranged) and must be removed no later than 12 noon on the day following collection.
- On some occasions it may be necessary to agree a presentation point with you. This is a special location where it is agreed that you will present your bins – this will be employed in specific circumstances such as limited access, unsurfaced rural roads, etc.
- Our crews will endeavour to return bins and other containers to the point they take it from.

Assisted Collection Policy

- Assisted collections are available where all members of a household are unable to present their bins due to a disability or medical condition.
- If you request an assisted collection we will visit you within 10 working days; if you are eligible for an assisted collection we will specify a collection point which is accessible to you and the collection crews.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- Collection crews will collect your bins from this point and return them to this point after collection.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary assisted collection has been agreed for a shorter period.

Missed Collection Policy

- We will seek to collect all materials on the scheduled collection day.
- Where a collection is delayed as a result of severe weather, vehicle breakdown, etc, we will advertise this on our website and advise when the collection will take place (usually the following day).
- Where a collection is missed in error and this is reported by phone or webform we will ask that the customer leaves the bin out.
- You can report a missed collection from 10pm on the day of collection, for up to three working days after the collection was due. Reports after this time cannot be accepted as a missed collection.
- We will come back within two working days, (excluding Saturday, Sunday and some public holidays).
- Where the crew has reported a recycling bin as being contaminated, the bin will be tagged to advise the householder. In these circumstances, we will not return to collect the bin until the next collection.
- Where the crew records that the bin has not been presented, it must be presented on the next scheduled collection day. Crews will not return to collect the bin prior to this.

COMMUNAL BIN COLLECTIONS (HOUSEHOLD WASTE)

Communal bins may be provided as an alternative to individual bins where the design of the property makes the issuing or collection of household waste bins impractical.

- Bins are provided only for the disposal of general household waste and separated recyclable items.
- Large items such as furniture should be disposed of via Special Uplift or Household Waste Recycling Centres; where practicable reusable items should be donated to charity (more information is available from the National Reuse Hotline).
- Bins must be stored off street within the bin store, car park, etc. at all times, unless the bin has specifically been sited on the street by the Waste and Cleansing Service (e.g. in “traditional tenement” areas where there is no off street storage of waste).
- Bins will normally be provided for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil); glass, food and residual (“non recyclable”) waste.
- Bins will be emptied on a frequency that seeks to ensure they are not overfilled.
- Bins may be emptied on any day (including Saturday and Sunday) between the hours of 6 AM and 10 PM. Seven day access must be maintained. Safe access must be maintained at all times.
- Bins will be maintained regularly as required.
- Where bins are sited on private property it is the responsibility of the landowner to ensure that the property presents a safe working environment.
- The Waste and Cleansing Service will not be responsible for the upkeep and maintenance of any property where bins are sited, or any bin lift mechanism, etc.
- Where properties are not maintained to an adequate and safe standard, the Waste and Cleansing Service may in exceptional circumstances suspend collections until the defect is rectified. In these circumstances it will be the responsibility of the landowner or factor to arrange and pay for any additional collections which are required.

COMMUNAL BIN ENHANCEMENT PROJECT

During 2020 and 2021, a project is taking place to improve the siting of communal bins, realign the service to improve recycling performance and enhance the streetscape overall. This means that many on street bin sites will change. To support this new siting parameters have been agreed by the Transport and Environment Committee (February 2020).

As far as possible these will be applied to all locations, albeit there may be occasions where the layout of the street prevents these being met in full.

The **key priority** criteria which will be used are:

- Range of materials collected
- Capacity provided
- Walking distance to bins
- Road safety requirements and streetscape

Other parameters which will be used are:

- parking optimisation

- siting of bins versus properties

Capacity

The following table provides an outline of the capacities to be provided for properties serviced by communal bins. These will be used as the basis for siting decisions and numbers of bins.

	Proposed capacity per property per week	Kerbside service capacity per property per week	Code of Practice capacity per property per week
Non-recyclable waste	140/170L	70L	70L
Mixed recycling	140/170L	120L	120L
Glass	5-20L	20L	20L
Food waste	5-20L	23L	23L

(The service standard set out in the Scottish Code of Practice for Household Recycling and Waste Collection is also included for reference.)

In the case of the bulkier streams (non-recyclable waste and mixed recycling) the aim is to match or exceed the capacity provided to a householder receiving the kerbside collection service. More flexibility is designed into the service for glass and food waste taking into consideration the less bulky nature of these materials as well as the impact of the Deposit Return Scheme for drinks containers. However, the aim would still be to provide glass and food waste containers at each bin location.

The mixed recycling capacity represents an increase compared with the current capacity provided in most areas. The non-recyclable waste capacity is reduced to reflect this but is still significantly more generous than would be provided under the kerbside service, taking into account the particular characteristics of flatted properties (i.e. transient population, less ownership of a particular bin, lack of storage etc.).

Those two factors combined enhance the ability for residents to recycle conveniently while reducing the risk of overflow of non-recyclable waste when there is less engagement in the service.

Walking distance

One of the aims of the project is to reduce the number of bin locations while at the same time ensuring that the full range of waste and recycling services are provided at each location.

Reducing the number of locations in this way will mean that many people will need to walk further to dispose of waste and recycle.

There is a risk that in making people walk further there might be a barrier to segregating waste even with the increased recycling capacity and there is a risk for people with reduced mobility being able to use the service.

A balance therefore needs to be struck between these risks and the enhancement which the project will bring to the visual environment.

As far as possible bins will be sited in accordance with the “Mobility Component of the Personal Independence Payment” which is used by the Government to assess Mobility e.g. for Blue Badge access. This applies where a person cannot walk more than 50m.

Examples of circumstances where this might not be possible include main arterial routes, where bins have to be sited on side streets, however this would still be an improvement in most cases compared to the current situation.

For new developments, the present maximum walking distance for householder (from home to bin) must be no greater than 30 metres as per “Waste and Recycling - Instructions for Architects and Developers” and this will be maintained. This complies with:

- British Standard Waste Management in Buildings – Code of practice, BS5906:2005
<https://www.rbkc.gov.uk/pdf/BS5906-2005.pdf>
- “Making Space for waste – Designing Waste management in New Development – A practical guide for Developer and Local Authorities – Adept
http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf

Road Safety Requirements and streetscape

A range of parameters are used to site bins which ensure that road safety is not compromised. These include but are not restricted to:

- placing bin in locations where driver or pedestrian **visibility** is not affected. Bins should be positioned ideally 10 metres away from any junctions and pedestrian crossings.

- bins should preferably be located on the **roadway** not the footway. At some locations this is a significant change which takes into account the requirements of the Edinburgh Street Design Guidance which seeks to prioritise pedestrians over vehicles e.g. by reducing clutter and impediments on the footway. In addition, it seeks to declutter the visual environment and streetscape e.g. through the use of bin clusters at a smaller number of locations.

However, if this is not possible bins can still be sited on the pavement subject to factors such as width of pavement and distance left for wheelchair and pushchair users which should be a minimum of 2 metres.

- bin users should preferably not be required to cross a road to dispose of their waste and recycling. Every effort should be made to provide bins on the same side of the road as the users’ properties, unless a safe crossing place is nearby.

- bins should not be sited over manhole covers or other street furniture including gullies and other drains.

- bins should be located in such a way that the user is not required to stand in the flow of traffic in order to access the bin aperture.

Other parameters

Where a location is identified on the roadway where there is parking, as far as possible multiples of 5 metre stretches of parking will be used to guide the bin location to minimise any loss of parking spaces where that cannot be avoided.

ASSISTED COLLECTION STATEMENT (for communal bin areas)

- Assisted collections are available where all members of a household are unable to access their communal waste collection due to a disability or medical condition.
- If you request an Assisted Collection we will visit you within 10 working days; if you are eligible for an Assisted Collection we will specify a collection point which is accessible to you and the collection crews (e.g. at door to tenement on ground floor).
- We are NOT able to enter your property or communal stair
- We may need to visit you to confirm this.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary Assisted Collection has been agreed for a shorter period.

SPECIAL UPLIFT POLICY (HOUSEHOLD WASTE)

Special uplifts are available only for household waste to uplift larger or other items not dealt with by routine waste collection services, such as mattresses, furniture and large household items. A charge is levied for these services.

We aim to offer you an initial appointment within 5 working days (Monday- Friday). There may be exceptions when this is not possible such as periods of very high demand or during the festive period when this service is suspended. If this appointment is too soon, we can offer a later one.

Where the premises are a place of worship, or a charitable premises in line with our separate policies on those properties, you can still use this service as outlined below, but will be required to pay the full amount.

Where we believe the service is being used to dispose of commercial waste we reserve the right to decline to provide the service; in this event any charges which have already been made for that uplift will be refunded.

Charges will be set annually and advertised on our website.

Where practicable arrangements should be made to **allow items to be reused. Support for this is available from the National Reuse Helpline, and further information is available from our website:**

www.edinburgh.gov.uk/bulkyuplifts

Additional charges:

There is a charge for each individual item uplifted. Up to 10 items will be collected per uplift.

Additional charges will apply for garden waste, rubble, tiles and plasterboard.

NOTE: As a result of COVID-19, there are additional temporary restrictions to this service. A maximum of 5 items can currently be uplifted. We are not currently able to provide collections of garden waste and building materials (rubble, tiles and plasterboard).

Items not covered by this service:

This service is provided for commonly disposed of large household items. Sometimes we might not be able to accept bookings for items due to size, what they're made of or because they need specialised treatment. More information about items we can't accept will be published on our website.

Presentation of items for Special Uplift:

Waste must be on the pavement in front of property by 7am on the specified day of collection. Waste must not be presented at any other time. Staff will not normally be able to enter any property or building to uplift waste. Only those items specified at the time of booking will be uplifted.

Special Uplift assisted collections are available where all members of a household are unable to present their items due to a disability or medical condition but must be requested at the point of booking the uplift.

NOTE: Assisted collections for this service are temporarily suspended as a result of COVID-19.

Garden Waste Collection Policy Updated February 2020

Provision of Garden Waste Collection

- Our aim is to make the garden waste collection service available to as many households as is practicable, provided we are able to operate an efficient collection route and that it is operationally feasible to provide the service.
- This is not a statutory service; there is an annual charge for providing this service.
- The charge does not include the cost of composting the material collected.
- The service will operate every two weeks, and the collection dates will be advertised on our website. The service will cease for a period of 4 weeks (i.e. two collection cycles) in winter.
- A variation of the service is available on defined streets in the Colinton area. This service is provided by Tiphereth/Colinton Community Compost. Residents in those streets who register to receive a garden waste collection will receive the sack based service as provided by Tiphereth, and not the standard brown bin service provided by the Council.

Eligibility

- This service is provided for the collection of household waste.
- **The Council does not operate a commercial waste collection service and commercial premises are not eligible to receive the service. Separate arrangements for bowling, lawn tennis and some other clubs are in place. We will contact you directly regarding these.**
- Ambassadorial and other embassy premises may be eligible to receive the service but will be required to register and pay for it in the normal way.
- Places of worship premises may be eligible to receive the service but will be required to register and pay for it in the normal way
- Council premises who request the service will be able to do so but must register and pay for the service.
- Organisations who operate community gardens on Council premises may receive the service but must arrange this through the Council service (e.g. libraries, housing, etc.) who are responsible for that land, and they will be required to pay for the service.

Exemptions from Payment

- Some people do not have to pay to use the garden waste service, however they must still register to use the service using either their mygov account or one of the other registration routes.
- People who need to register for the service but **do not** have to pay for it are:
 - People who are in receipt of the welfare benefit Council Tax Reduction (previously called Council Tax Benefit)

- People who live in a household where someone is registered with Council Tax as being Severely Mentally Impaired
- People who receive the Council's Garden Aid service AND are also exempt from paying for it.

Paying for the service

- The annual charge covers a full 12 month period which runs from October to September. Collections will be suspended for a 4 week period (2 collections) in winter.
- The registration period for the year will take place in June/ July. If you subsequently join the service during a later registration period, you will still be required to pay the full annual charge.
- **Permits are issued prior to the advertised service commencement date. If you have not received your permit please notify us within 28 days of the advertised service commencement date.**
- You may register and pay for the service on behalf of someone else, e.g. a relative.
- We are not able to accept householders who wish to join the service outwith a defined registration period.
- The charge will apply per bin – you may sign up more than one bin. We will only empty bins which carry the relevant sticker to show that they have been registered.
- The chargeable service may be transferred to a new property subject to the new property being eligible to receive the service. It will be the responsibility of the customer to provide a minimum of six weeks notice of the change; the customer will be responsible for transferring the bin to the new location.
- If your new property does not receive the service (or is outwith the Council boundary) please leave the bin at the current address so that the new residents can use it for the remaining period.
- If you wish to share a bin with a neighbour, or neighbours, only one person should sign up to the scheme and make payment, and ensure that the bin is properly presented on the correct days.
- The bin will be registered to that property (e.g. their flat) and all correspondence, enquiries or complaints relating to the service must be directed through that person.
- There is no discount for the smaller size bin.
- Residents that qualify under the Council Tax Reduction scheme (previously Council Tax benefit), or where someone at the address is registered as severely mentally impaired, will be exempt from paying for the service.

http://www.edinburgh.gov.uk/info/20127/benefits_and_grants/43/claim_a_council_tax_reduction

Use of the service

- It is important that your brown bin is only used to collect the correct materials as outlined below. All materials must be loose, and not in a bag. We do not accept any kind of bag or liner in the brown bin.

- Bins which contain other materials will not be collected and we will not issue refunds for these collections
- You must present your bin by 6AM on the day of collection and remove it as soon as possible after collection.
- The bin must be presented at the kerbside outwith your property (except where an assisted collection has been arranged) with the lid fully closed, and in line with our normal policy on the Presentation of Waste.
- Our normal Assisted Collection Policy will apply to this service.
- All bins must display the garden waste collection scheme sticker for the appropriate year.
- Where the service is provided to a Council building or land, (e.g. a community garden), or to another organisation, such as a bowling club, etc, it is the sole responsibility of the group responsible to arrange for the bin(s) to be presented for collection and then removed from the street on the correct days.
- Should this prove to cause conflict with the Council's policies on the presentation of waste (e.g. if this means that bins are left out in an area where the other premises are commercial) it may be necessary to review or remove the service.

Collection of garden waste

Collections will take place from 6am on the collection day.

Failed collections

- Collection crews will record instances where bins are not presented or where the contents are contaminated with other types of waste or are too heavy to lift. Those bins will not be uplifted, and no refund will be issued.
- You should remove any contaminants or reduce the weight of the bin, and present the bin again by 6 AM on the next collection date.
- We regret that we are not able to collect garden waste when the contents are frozen due to weather conditions. We will collect on the next scheduled collection; we will not issue a refund in these circumstances.
- Where we are not able to collect your bin due to circumstances outwith our control (such as roadworks or no access) crews will record this and we will seek to return as soon as possible. We will not issue a refund.
- Where we are not able to collect your bin due to circumstances within our control (such as vehicle failure) crews will record this and we will return to collect it within two working days.
- Where we fail to collect your bin as a result of our error, we will return to collect it within two working days of being notified. (Please refer to the operational days for the service).

Materials accepted in brown bins

- You can put these in your brown bin:
- Flowers, plants and weeds
- Grass cuttings and leaves
- Hedge clippings, twigs and small branches
- Christmas trees (all decorations must be removed; Christmas trees may also be presented beside the bin in January only; (please cut trees in half)
- You can't put these in your brown bin:
- Food
- Animal waste and bedding
- Plant pots
- Soil and turf
- ANY TYPE OF BAG (including bags labelled compostable, degradable or biodegradable)

HOUSEHOLD WASTE RECYCLING CENTRES

Household Waste Recycling Centres are solely provided for the recycling and disposal of household waste generated by households in Edinburgh. Commercial waste is NOT accepted at these sites.

This service is currently subject to some restrictions, additional to those below, as a result of COVID-19. In particular site visits must be booked in advance. The current arrangements, and any changes to these, will be advertised on our website

Opening Hours

Our sites are open 7 days per week. We will publish our opening hours on the website.

The sites may be closed on any or all of 25, 26 December each year and 1, 2 and 3 January each year. Closures may vary between sites.

In exceptional circumstances (e.g. extreme weather) it may also be necessary to close sites at other times; in this event, the closure will be advertised via social media.

Vehicle Access

Trailers carrying household waste are only permitted on any site if they measure less than 6ft by 4ft (excluding the frame, tow hitches, etc).

The following vehicles are not permitted in any household waste recycling centre:

- any vehicle greater than 3.5 tonnes;
- trailers greater than 6x4 ft, excluding frames or two hitches, but including horse boxes;
- Luton vans
- liveried vehicles
- flat bed tipper style or transit style vehicles

Hire vans carrying household waste are only permitted on any site if they are hired for a period not exceeding 5 days. The hire documentation must be shown, along with two forms of identification (one photographic), both showing the driver's home address. This must be within the City of Edinburgh Council area. Appropriate forms of identification will be listed on the Council's website. Vehicles hired for longer than 5 days will not be permitted on site.

Commercial waste is not allowed at any site.

We will take steps to prevent misuse of the sites and to that end reserve the right to use a variety of methods including, but not restricted to: physical barriers; automatic number plate recognition systems; permits. Where data is collected as a result of these measures, any information collected will be stored and managed in line with data protection principles and any relevant legislation.

Council staff have the right to refuse entry or deny tipping to any person they suspect of trying to deposit commercial waste, whether for disposal or recycling.

Council staff have the right to require suspected traders or carriers of commercial waste to complete a "Household Waste Declaration" form to state that the waste is from their own domestic property. Appropriate photographic identification may be required to be shown to site staff when completing this form.

Council staff have the right to inspect the contents of any load.

Council staff have the right to visit any customer's address if they are suspected of bringing in commercial waste, to establish the origin of the waste.

Council staff have the right to ban, from all sites, any vehicle or customer suspected of ongoing illegal deposit of commercial waste.

Behaviour on site

Householders using the site must always follow the site rules and the instructions of our staff. This is for their safety, and that of others. These will be advertised on site, and on our website. You must follow instructions given by site staff for your safety.

- Children and animals must remain in your vehicle at all times.
- Only Edinburgh residents with their own household waste can use the site.
- Commercial, trade or business waste is not allowed.
- You must observe speed limits and traffic flow signs. Reversing is not allowed.
- All waste must be sorted and deposited only in the correct container.
- Only authorised contractors may remove materials from this site.

The Council will prosecute anyone who threatens or assaults our staff.

Items which can be accepted on site.

We accept a wide range of household waste, but there are some items we are not able to accept. Our objective is to divert as much as possible for reuse or recycling. Items which can and cannot be accepted will be advertised on our website.

From time to time we may need to make changes to the materials we can accept. These will be advertised on our website.

Collection and Disposal of Waste from Places of Worship

Places of worship which are treated as exempt from commercial rates under the Valuation and Rating (Scotland) Act 1956 will be treated as households for the purposes of waste collection and disposal.

Where multiple properties exist as separate addresses on the same site, e.g. a residential dwelling and a church, each is entitled to its own collection.

Where practicable we will provide the following services; where the location or design of the building prevents us from providing these services, it will be the sole responsibility of the person(s) responsible for the facility to put in place a commercial waste collection.

The following services will be provided at no cost:

240 litres non recyclable waste per fortnight;

360 litre mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays);

Two glass boxes per fortnight;

Two food collection boxes per week;

The capacities provided are significantly greater than those provided to a standard household.

Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Any waste arising from a specific commercial activity such as a café or a crèche must not be placed in the household waste stream, and a commercial contract must be put in place to manage this.

Collection and Disposal of Waste from Charities

Waste and Cleansing Services collects waste from charities but requires that as a minimum waste is segregated to allow recycling of dry mixed recyclate (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays); glass (where produced); food waste (from food premises).

Where practicable we will provide the following services; where the location or design of the building prevents us from providing these services, it will be the sole responsibility of the person(s) responsible for the facility to put in place a commercial waste collection.

The following COLLECTION services are available free of charge:

240 litres non recyclable waste per fortnight

360 litres mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays)

Two glass boxes per fortnight

Two food collection boxes per week

Where multiple properties exist as separate addresses on the same site, e.g. a charity headquarters and a separate charity shop, each is entitled to its own collection (however any office which is simply part of the shop would not be covered by this).

Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Trade Waste Collections

- Trade waste is any waste or recycling produced by a business, regardless of size.
- Whether you operate out of a shop, office, restaurant, van or your home, it's the law that your waste is collected by a licensed waste carrier. This is called your Duty of Care.
- The Waste and Cleansing Service does not operate a commercial waste collection service or accept Trade Waste at Household Waste Recycling Centres or in household waste and recycling bins.
- If you seek to dispose of your waste as household waste the Council may seek to take enforcement action against you.
- The Waste (Scotland) Regulations require you to sort certain waste streams and arrange for these to be collected separately for recycling.
- Waste must not be stored on the street and can only be collected at agreed times.
- Information on complying with your Duty of Care, recycling your waste, and our policy on presenting waste only at set times is available on our website at: www.edinburgh.gov.uk/tradewaste

Where the property is in shared domestic use, e.g. a bed and breakfast with the owner or family living on site the following rules will apply:

- Where the property is assessed for rateable value as being 20% or less domestic, this will be treated as a business and the Trade Waste policy must be followed, and a trade waste contract be put in place to manage all waste;
- Where the property is assessed for rateable value as being 21% or more domestic, the standard provision for household waste and recycling will be provided; the Trade Waste policy must be followed, and a trade waste contract be put in place to manage any waste additional to this.

Managed Student Accommodation

Managed student accommodation in terms of this policy refers to purpose built self catering accommodation solely for the use of students which comprises rooms for one or more persons, forms the main residence for the tenants during term time, and is used at one or more other times of year for short term lets or other commercial purposes.

A household waste collection will be provided as directed by the Council's Waste and Cleansing Service. This will require the provision of a fully integrated recycling and waste management service. The volumes of containers and frequency of collection will be directed by that service.

It is the sole responsibility of the site operator to:

- Ensure that site design for new premises correctly follows the policy "Provision of Service to New Housing Developments" and all departmental procedures in particular so that all bins are stored off street, that there is adequate provision for a fully integrated recycling and waste collection service, and that the service is able to operate safely.
- Ensure the correct management and segregation of materials within the premises so that recycling is not contaminated and bins do not overflow;

- Ensure that bins do not overflow as a result of any commercial activity, and where this occurs, ensure that commercial contracts are put in place to remove any such excess;
- Ensure that commercial contracts are in place to manage any other excess arising at the site.
- Where any of the above are not followed, the service will not be provided, or will be withdrawn. In this event it will be the sole responsibility of the site operator to put in place commercial waste contracts for the management of all materials arising from the site's operations.

Waste From Council Premises

- It is the Council's policy that all of its premises must comply with the internal Resource Use Policy, as well as the Waste (Scotland) Regulations and all other relevant legislation.
- The Resource Use Policy requires the waste hierarchy to be applied, to reduce, reuse and recycle, and in addition as a minimum to ensure that facilities are in place to recycle: paper, card, cans, plastics, glass and food, as well as to collect non recyclable waste for energy recovery.
- Procedures must be put in place to manage specialised waste streams not covered by general household waste provision (e.g. engine oil).
- It is the responsibility of building managers, in partnership with the Facilities Management team covering that building, to ensure compliance on a site by site basis, and to arrange collection of the above materials by the Waste and Cleansing Service.
- All steps must be taken to maximise use of the recycling services and prevent their contamination with other materials, through the use of adequate signage, the use of correct coloured sacks, and staff training.
- It is expressly forbidden to mix separately collected and mixed waste streams.

Provision of Service to New Housing Developments

This **policy is designed** to support and work in tandem with the more detailed document “Instructions For Architects and Developers” setting out the more detailed instructions to developers and architects which cover types and numbers of bins, access, health and safety, defensible space and other operational requirements.

The Council’s policy is that all new build or converted properties must be specified to allow:

- The provision of the full range of waste and recycling collections as specified by the Council’s staff, which must be fully integrated, e.g. each bin store must have provision for the full range of materials collected for disposal and recycling;
- Safe and efficient access for waste collection teams to collect waste and recyclable materials;
- Provision for the disposal of bulk items as well as general household waste and recyclable materials.

It is the responsibility of the developer or architect to:

- Engage the Waste and Cleansing Service at the earliest point of the development process, and prior to the submission of any plans to the Planning Service, to agree a waste management plan for the property;
- If this does not take place, the Waste and Cleansing Service may not be able to adopt the property, requiring residents to make their own arrangements for the disposal of waste at their additional cost.

The waste management plan must comply with the Waste and Cleansing Service’s Instructions to Developers and Architects. It must cover:

- The types and capacities of bins to be used and the range of materials for which provision will be made, including the full range of recyclable materials;
- Access arrangements to empty bins, including turning circles, interactions with pedestrians, etc;
- The arrangements going forward to service and maintain bin housings, bin stores, bin lifts, etc as appropriate (which will not be managed by the Waste and Cleansing Service)
- The decision as to whether a development will receive a kerbside or communal bin collection service will rest solely with the Waste and Cleansing Service.
- The standard kerbside waste collection service provision (per property) is formed of one non-recyclable waste bin, one mixed recycling bin, a recycling box and a food caddy. In some cases a garden waste bin may also be provided.
- In larger blocks it may be more appropriate to utilise communal bins rather than individual containers and the Waste and Cleansing Service may require this as part of the planning process.
- The developer may source their own bins provided these are compliant with the collection arrangements (including types and colours) operated by the Waste and Cleansing Service;

- The Waste and Cleansing Service can also source bins, but will recover these costs from the developer.
- The Waste and Cleansing Service will be responsible for the subsequent maintenance and replacement of the bins, but not for any bin housing or lift mechanism associated with the property or development.

Litter Bin Siting Policy

Background

This policy is designed to

- outline the principles which will be followed in selecting and reviewing where litter bins are located across the city;
- inform decision making for future litter bin sites; and to
- assist with decision making around existing litter bin sites with the ultimate objective of locating the correct size and type of right bins in the right place, reflecting demand.

The Council's capacity to provide litter bins is finite. It is likely that the demand for litter bins will, at certain times or locations, exceed the capacity to provide the service.

It is expected that the criteria outlined in the policy should assist with managing litter bin provision. In addition, no review process currently exists to ensure that litter bin locations continue to match the expectation when it was sited, taking into account changes to usage patterns, and external factors such as vandalism, etc.

A range of bin types may be deployed across the city taking into account the following:

- Available litter bin stocks;
- Size of litter bin versus usage and demand;
- Type of location.

It is intended that future litter bin sites will be selected by using guiding principles. These will include (but are not restricted to):

- Operational efficiency;
- Usage patterns;
- Health and safety considerations associated with the servicing of the litter bins;
- Links to other policies, e.g. planning and streetscape issues including in particular Edinburgh Street Design Guidance.

The type, size and location of litter bins are all linked to how litter bins are used by the public, and in particular how frequently they require to be emptied, and how much litter is collected. These are the key determinants which need to be matched to service delivery and flexibility in terms of servicing frequency and the ability to route services effectively and efficiently.

Usage and efficiency

Changes to the ways in which litter bins are managed will be governed by two factors: how they are used by the public, and how efficiently they can be serviced.

The use of routing software, coupled with resident feedback and potentially litter bin sensors will help to improve the efficiency and responsiveness of Waste and Cleansing services, but will also be used to better target the siting of the bins to maximise their efficiency.

Prioritisation Criteria

It is not possible to define specific sites which will and will not receive litter bins.

The following areas will **normally** be viewed as high priority to receive litter bins:

- Main arterial routes and other high footfall and through route areas;
- Main areas of commerce and retail;
- Key routes in relation to secondary schools;
- Near fast food and takeaway retailers;
- Public transport hubs (e.g. Bus stops and similar areas) where large numbers of people stand for periods of time, particularly in central areas;
- Entrances to parks and significant public spaces.

The following areas will **not normally** be viewed as high priority for litter bin placements, or may in some cases be ruled out for litter bin placement:

- Exclusively residential areas, except where these become high priority due to one of the reasons above;
- Locations where the litter bin would be sited in close proximity to a household waste bin (i.e. the communal bins which are sited on street in tenemental areas, and are provided for the disposal of household waste AND litter);
- Locations where the litter bin is being abused, including: inappropriate disposal of household or commercial waste which has not been resolved by engagement or enforcement; sites which are subject to arson or vandalism.

Other Siting Criteria

Siting with regard to pedestrians

Care must be taken to ensure that litter bins do not impede pedestrian flows and take into account the particular needs of people who use wheelchairs and prams. A minimum footpath width of 1.5m must be maintained.

Public events

The provision of temporary litter bins may be considered at specific locations to reflect increased pedestrian flows and litter generation at certain times, e.g. during public events.

Other criteria with regard to safe siting, or whether or not to provide a separate recycling service should be taken into account when siting these bins. Litter bins must **not** be provided to collect commercial waste and it must be made clear that events organisers must put in place separate arrangements for the segregation of commercial materials for recycling and disposal of commercial waste in compliance with the Waste (Scotland) Regulations and other pertinent legislation.

Parks and other similar public spaces

The siting of bins in public parks and greenspaces presents some particular challenges in terms of efficiency, capacity and safety. It is usually viewed as beneficial to encourage park users to take their waste to strategic locations, usually at entrances and exits, so that the litter bin can be serviced safely without having to drive into or around the greenspace.

Therefore, as facilities are upgraded the following principles will be adopted:

- Litter bin locations will be moved from throughout the park or public space, to key locations e.g. Leith Links;
- The maximum capacity must be provided;
- The facilities should be designed to take account of the usage of the sites, with dedicated facilities being provided as appropriate for barbecue waste, specific appropriate recycling streams, etc.

Recycling

Scottish legislation, and the Council's Waste and Cleansing Strategy, both assume or require that waste should be segregated and separately collected as close to source as possible to maximise recycling and the recovery of materials.

The Council also takes a pragmatic view of the effectiveness and efficiency of such measures, and the Council's strategy acknowledges the particular challenges associated with collecting litter as a segregated stream for recycling while maintaining the relevant high standards of quality **required, as well as the small quantities involved and the likely impact of the Deposit Return Scheme for drinks containers which is being introduced in Scotland.**

Therefore:

- Recycling bins for litter are NOT required at every location, but **can** be considered at key locations where there are sufficient quantities of **the relevant** recyclates;
- Any segregated litter bins MUST consider following;
 - How the bins will be emptied- under no circumstances can segregated recycling bins be mixed with other waste;
 - Which materials it is most appropriate to target (e.g. cans and plastic bottles in parks, newspapers on main arterial routes and bus stops and termini?);
 - Bins must be labelled appropriately for specific target materials, and not labelled just "recycling";
 - Contamination risks (which can be offset by appropriate design);

Specific Waste Streams

Barbecues: consideration will be given to the siting of dedicated litter bins or containers for the safe disposal of hot waste at locations where there is a history of barbecue usage during good weather, etc.

Dog waste: the Council's policy is to maximise efficiency by collecting bagged dog waste alongside general waste. No dedicated dog waste bins will be provided. This will be reviewed should it undermine the separate objective of sorting mixed waste for recycling.

Litter Bin Siting Policy Appendix 1: Factors for consideration:

- Cost
- Bin density (how far do people have to walk?) Bin size
- Bin type?
- Land ownership- owned or adopted land only
- Location type (e.g. high priority areas as outlined in the policy)
- Usage/ demand
- Safety (public and staff)
- Bins creating litter (whether due to capacity, misuse or location).
- Vandalism and arson
- Terrorism
- Evaluation
- Design for recycling
- Proximity to household waste (communal) bins which can perform same function.
- Parks, greenspaces, civic areas, squares, plazas, etc.

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Spaces for People Update – November 2020

Executive/routine Wards Council Commitments	Executive 1, 3, 4, 5, 9, 10, 11, 13, 14, 17
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note this update on the Spaces for People programme;
 - 1.1.2 Approve the specific scheme changes noted in paragraph 4.5;
 - 1.1.3 Approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 for:
 - 1.1.3.1 South Bridge – Town Centre Measures;
 - 1.1.3.2 Lanark Road, Longstone Road and Inglis Green Road;
 - 1.1.3.3 A1 and A90; and
 - 1.1.3.4 Greenbank to Meadows;
 - 1.1.4 Approve the recommendations included in Appendix 1;
 - 1.1.5 Note the schedule of proposed measures near schools (Appendix 3); and
 - 1.1.6 Note the high level and detailed reports on Commonplace (Appendix 4) and approve the recommended schemes arising from the suggestions made (paragraph 4.36 and Appendix 1).

Paul Lawrence

Executive Director of Place

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Spaces for People Update – November 2020

2. Executive Summary

- 2.1 Policy and Sustainability Committee approved creating safe spaces for walking and cycling in [May 2020](#) in response to the impact of COVID-19. This report provides an update on the schemes implemented by a Temporary Traffic Regulation Order (TTRO), under delegated authority with recommendations on continuation or changes (as appropriate).
- 2.2 This report also requests approval to progress with four new schemes and provides updates on the measures introduced for schools and on the feedback received through Commonplace.

3. Background

- 3.1 The Scottish Government's Spaces for People programme was introduced in May 2020 to protect Public Health, reduce the likelihood of danger to the public and provide safe options for essential journeys.
- 3.2 Spaces for People schemes are approved for implementation by the Council Incident Management Team (CIMT), followed by discussion between the Chief Executive, the Leader of the Council and the Depute Leader under the delegated scheme approved in response to COVID-19.
- 3.3 Where appropriate, the Road Traffic Regulation Act (RTRA) 1984 allows the Roads Authority to restrict or prohibit temporarily the use of a road, or any part of it, by vehicles or pedestrians, to such an extent as it considers necessary making use of TTROs for up to a period of 18 months and for up to six months for interventions on footways.
- 3.4 As Roads Authority, the Council has powers to introduce features on public roads. Not all projects or features require TTROs, however the Project List (Appendix 1) includes all proposals considered or implemented to date.
- 3.5 Since April 2020, the Spaces for People programme has implemented interventions under the following themes across the city:
 - 3.5.1 **City Centre** – measures to provide additional safe space for walking and provide access to shops on key routes, the provision of safe cycling

segregation to support alternative travel options in the city centre and maintaining reasonable access for residents and businesses to create safe public space and support economic recovery;

- 3.5.2 **Town Centres** – measures to provide safe space for people to walk and access local shops safely (considering the current default two metre distancing guidance), the provision of adequate servicing facilities for businesses to protect our Town Centres and support economic recovery;
 - 3.5.3 **Space for Exercise** – early interventions in April and May 2020 to create safe spaces for people to access open and green spaces across the city with continued provision to encourage outdoor exercise with safe local access and connections;
 - 3.5.4 **Traveling Safely** – the provision of safe segregated cycle infrastructure on key arterial routes (over 30km planned), supporting people to consider active travel options. The programme also includes the introduction of bus lane enhancements to protect and/or improve journey times;
 - 3.5.5 **Measures near Schools** – introduction of various measures around schools across the whole city to create safer spaces for young people, parents and carers when dropping off and collect children, or accessing their school;
 - 3.5.6 **Public Suggestions** – an allocation of funding (£0.250m) to consider and implement supplementary measures across the city suggested during the Commonplace consultation exercise.
- 3.6 Based on feedback through Commonplace, a further theme for **Removal of Street Clutter** is being developed.
 - 3.7 Policy and Sustainability Committee requested updates on the programme every two months. The last project update was considered by Policy and Sustainability Committee on [20 August 2020](#).
 - 3.8 Generally, the schemes to date have related to individual streets under the above themes. As reported to Committee on 1 October 2020, where schemes cover a broader geographical area or are more complex, these will now be presented to Committee for approval, rather than being approved by CIMT.
 - 3.9 For interventions that relate to a single street or where the intervention is considered to be minor in nature (e.g. measures for schools, local Commonplace suggestions or minor improvements arising from project reviews), these would be considered through the existing delegated authority approval process.

4. Main report

Programme Update and Scheme Reviews

- 4.1 The scheme list in Appendix 1 sets out all projects currently included in the programme, noting the scope of the interventions and their current status.

- 4.2 An internal peer review process has been established to review the implemented schemes and to consider the success or otherwise of each scheme, before making recommendations on next steps.
- 4.3 These reviews consider project outcomes in relation to programme objectives, the findings from Stage 3 Road Safety Audits (where available), feedback received from residents and/or stakeholders, changes in current traffic patterns and feedback from key stakeholders (including the blue light services and Lothian Buses).
- 4.4 All of the implemented schemes have recently been reviewed and a recommendation on next steps has been provided. On the basis of the assessment undertaken there are 20 schemes which are recommended to continue as currently implemented (or with very slight amendments e.g. Waverley Bridge, Bruntsfield and Old Dalkeith Road).
- 4.5 In the case of a further six schemes more significant amendments have been noted by CIMT and are now presented to Committee for approval:
- 4.5.1 On Warriston Road it is proposed to remove the measures in place as it appears that there is decreased pressure on the North Edinburgh Path Network now and use of the road by people walking and cycling is modest. These measures have therefore been assessed as no longer being required.
- 4.5.2 On Victoria Street changes are proposed to create a revised pedestrian priority zone which allows limited servicing access during the day. This recommendation has been made following review of the existing measures and feedback from a Local Elected Member and traders that improvements to delivery and servicing access are required. The proposed measures include time restricted access from a gateway feature at the George IV Bridge junction. The 'no parking' restriction is proposed to continue, but limited loading will be permitted. (Further activities planned for Victoria Street are outlined in paragraphs 4.12 – 4.15.)
- 4.5.3 Following feedback from the Cramond and Barnton Community Council it is proposed to re-open the Cammo Estate lower car park, by relocating the road closure to the south of the access. In addition, during the period of the temporary closure local residents have reported inconsiderate parking in the area. To address this, additional temporary waiting restrictions have been laid at the Cammo Road junction to improve visibility.
- 4.5.4 During the review detailed consideration was given to local access and the principles of the closure of Silverknowes Road (North section). The original project principles are still valid (to provide safe access to areas of exercise) however, the reinstatement of the public transport route is seen as important to provide access to sustainable transport. While it is acknowledged that public transport use is restricted at this time, the reinstatement of the local bus service should give people safe travel options, in line with appropriate travel advice. The proposal is to reopen the road to public transport vehicles. Keeping the road closed to other traffic will allow the introduction of a wide segregated cycleway suitable for family groups and children.

4.5.5 Following a review of the scheme and feedback from Lothian Buses, it is proposed to remove the measures in place on Great Junction Street.

4.5.6 Following review of the scheme and representation from local Councillors, it is proposed to reinstate 10 parking spaces on Morningside Road.

4.6 In addition, Appendix 1 shows a number of schemes which are currently on hold, are under consideration, which are currently being developed or for which detailed design is still to be completed.

Schemes Recommended for Approval

4.7 There are four further temporary schemes which are more complex or cover a wider geographical area and are therefore presented to Committee for approval. Below is a summary of the proposals (with further details set out in the referenced appendices):

South Bridge – Town Centre Measures

4.7.1 To facilitate safe physical distancing, safer conditions for both pedestrians and cyclists, to improve the local town centre environment and to support economic recovery, it is proposed to introduce measures on and around South Bridge. These measures include a bus gate at the Chambers Street junction (northbound), footpath widening and segregated cycleways as shown in Appendix 2A. This scheme will also support the traffic management necessary for the repairs to North Bridge, enabling these to be completed more quickly and economically. It will also include a revised road layout for Chambers Street (loading areas) and introduce a temporary signalised junction at Chambers Street and George IV Bridge. This proposal also has a link into the infrastructure works on North Bridge as outlined in the Appendix;

Lanark Road, Longstone Road and Inglis Green Road

4.7.2 On these roads it is proposed to install cycle segregation and revised parking arrangements over the extent of the noted routes as set out in Appendix 2B to provide a safe, protected cycling route as an alternative to the canal towpath and Water of Leith shared use path on each of these roads;

A1 and A90

4.7.3 It is proposed to introduce cycle improvement temporary infrastructure on the A1 (Appendix 2C) and the A90 (Appendix 2D) These plans have been developed alongside proposals to improve bus priority as part of the Bus Priority Rapid Deployment Fund (BPRDF) to maximise the benefits and to minimise any potential adverse impacts for other road users. These plans link with existing infrastructure to enhance rather than replace them.

Greenbank to Meadows

- 4.8 As reported to Committee on 1 October, a scheme has been developed to improve connectivity between Greenbank and the Meadows by creating safer cycling routes along this route.
- 4.9 The principle of the recommended scheme is to maintain the existing Braid Road closure and introduce specific measures near the St Peter's and James Gillespie's schools to provide a coherent quiet connection from the Greenbank area through to the existing Meadows active travel network. This option does not require the installation of any further interventions in the Cluny/Midmar area to restrict intrusive traffic (shown in Appendix 2C).
- 4.10 The Spaces for People review of the measures on Braid Road recommends retaining its closure. This assessment has considered the scheme relationship with both Comiston Road and with the proposals for the Greenbank to Meadows Quiet Connection.
- 4.11 Recognising the feedback received, officers have considered the impact of reopening Braid Road in a south-bound direction to allow residents and visitors to the Cluny/Midmar area an alternative route to access the south of the city. However, this has identified that it would cause conflict between general traffic and users of the quiet route (on Hermitage Drive) and would undermine the attractiveness of the Greenbank to Meadows proposals and would require additional traffic calming measures to be introduced.
- 4.12 Full details, including designs for each of these schemes can be obtained from the Spaces for People team (spacesforpeople@edinburgh.gov.uk).
- 4.13 All of the measures proposed have been considered in respect of the legal powers associated with TTRO powers. An assessment of the measures and the associated legislation has concluded that these proposals have been developed to provide access to appropriate areas which enables safe active travel for all ages during the transition through and beyond COVID-19.

Upcoming Schemes

- 4.14 There are a number of schemes which are currently being developed which it is hoped will be ready for Committee approval on 28 January 2021, including:
- 4.14.1 Corstorphine South (Featherhall) where measures are proposed to close some local roads and to introduce waiting restrictions to reduce intrusive traffic and improve road safety in the Featherhall area; and
- 4.14.2 Leith where measures are also proposed, closing some local roads and introducing waiting restrictions to reduce intrusive traffic and improve road safety.

Other Activities

- 4.15 In addition to the schemes outlined above, there are a number of other activities which have been taking place which are focused on creating safe spaces for walking and cycling.

City Centre Interventions

Cockburn Street and Victoria Street

- 4.16 In recognition of the unique trading environment on Cockburn Street and Victoria Street, the introduction of new temporary street furniture is being explored. This would include planters/benches/parklets and creating space for additional tables and chairs trading areas for adjacent businesses where space allows.
- 4.17 It is acknowledged that current access arrangements on Cockburn Street are quite challenging for local residents and businesses. Currently, access is taken from the existing rising bollards on the High Street near the Council Chambers. Due to the recent failure of the automatic bollards it has been necessary to make use of a Steward at this location. Clearly, this situation has a financial implication and repairs to the bollard units will be progressed as soon as reasonably possible.
- 4.18 In addition to the current access arrangements on Cockburn Street (06:30-10:30am each day), the Parking Operations team are exploring options to allow residents with existing parking permits an opportunity to access the street for 30 minutes outwith the current High Street access periods. The purpose of this arrangement is to allow specific access for deliveries etc.
- 4.19 New or enhanced lighting will also be installed in Cockburn Street and Victoria Street for the festive period.

George Square and Appleton Tower Area

- 4.20 On behalf of Edinburgh University, public safety measures were introduced at the start of the University's autumn term around George Square and the Appleton Tower area. These measures were designed to facilitate outside queuing and were funded separately from the Spaces for People programme.
- 4.21 Following a request from Edinburgh University, some of these measures were removed in October 2020.

Measures to Improve Access to Schools

- 4.22 A broad range of interventions to create safer spaces around the city's schools have been installed or are planned.
- 4.23 These range from temporary road closures, to footpath widening, introduction of additional waiting restrictions and changes to access arrangements. Details and the status of these measures are set out in Appendix 3.
- 4.24 In summary, measures have been planned for over 130 primary schools across the city, with 74 expected to be complete by the time Committee meets. The remaining measures will be implemented as soon as possible.

Winter Maintenance

- 4.25 The Council's Road Operations team are responsible for co-ordinating the maintenance of the city's road network during winter weather. Treatment decisions will be taken in accordance with the Council's Winter Maintenance Plan, based on risk, forecast and actual weather conditions.

- 4.26 The Spaces for People team, with support from Road Operations, are currently reviewing the existing Winter Maintenance Plan alongside the Spaces for People measures to identify areas where additional treatment plans may be required.

Street Cleaning

- 4.27 Where possible, interventions have been designed to support mechanical street cleaning.
- 4.28 In particular, segregated cycle routes have been designed to facilitate access for the eight small mechanical street cleaning vehicles in the current Council fleet.
- 4.29 Specific cleaning schedules, including Spaces for People projects, were prepared in advance of the leaf fall season and if necessary, additional resources will be allocated from Spaces for People to support the clearance of leaves within the temporary features during this challenging period.

Commonplace

Feedback Summary

- 4.30 As previously reported, public suggestions and comments on the Spaces for People programme were gathered between 29 May and 29 June 2020 using the 'Commonplace' online tool.
- 4.31 A total of 4,100 comments were made, with 31,687 agreements logged on Commonplace.
- 4.32 The information gathered through Commonplace was then mapped using GIS software to produce a 'heatmap' of comments and agreements.
- 4.33 This map was then overlaid with the existing and proposed programme of interventions to:
- 4.33.1 Identify clusters of comments which had not already been proposed (a gap analysis);
 - 4.33.2 Identify corridors or locations where particular issues were noted for pedestrians and people using bikes; and
 - 4.33.3 Identify clusters of comments which related to shopping streets or city centre locations.
- 4.34 The analysis considered the number of comments, their concentration and the number of agreements. An adjustment was made to give more weight to comments relating to those areas of the city scoring highly on the Scottish Index of Multiple Deprivation. This was undertaken to counter the tendency for comments to be concentrated in more affluent areas with higher internet access and response rates.
- 4.35 Appendix 4 provides analysis in the form of a report noting high level and specific feedback received during the Commonplace consultation, the report also identifies comments received relative to the appropriate theme or project.

Next Steps

- 4.36 Based on the above analysis, 11 schemes were shortlisted to progress, with nine schemes recommended to be progressed as part of the current Spaces for People programme. These are:
- 4.36.1 Pavement widening and uphill cycle lane on Broughton Street;
 - 4.36.2 Pedestrian crossing improvements on Broughton Street roundabout;
 - 4.36.3 Pavement widening and uphill cycle lane on Restalrig Road South (Smoky Brae);
 - 4.36.4 Pavement widening with give and go traffic management on Starbank Road;
 - 4.36.5 Installation of a pedestrian/cyclist crossing point on Fillyside Road;
 - 4.36.6 Pavement widening on Fillyside Road;
 - 4.36.7 Footpath widening at the West End of Princes Street;
 - 4.36.8 Cycle segregation from the City of Edinburgh boundary into Portobello; and
 - 4.36.9 Improved signage and minor interventions to reduce speed of cyclists on Portobello Promenade.
- 4.37 In addition, the removal of guardrail and street clutter were themes raised at many locations.
- 4.38 Working in partnership with Living Streets, a new project theme has been created to define and schedule the removal of non-essential street furniture to reduce the danger to pedestrians and improve walking conditions. Although the package of works is still to be defined, a longlist of locations has been assessed and for each location a solution has been identified or the conclusion has been reached that there is no short-term viable solution which can be delivered through Spaces for People.
- 4.39 Of the long-listed locations, not including the citywide package, there are 19 in which potentially viable solutions have been identified so far.

5. Next Steps

- 5.1 If the recommendations of this report are approved:
- 5.1.1 Existing interventions will continue, be adjusted or will be removed;
 - 5.1.2 The newly approved measures will be introduced as soon as possible; and
 - 5.1.3 The proposed schemes set out above will be further developed with the aim of presenting these to Committee on 28 January 2021.
- 5.2 In addition, the other interventions set out in the report will be progressed as appropriate.

6. Financial impact

- 6.1 The City of Edinburgh Council has been allocated £5m from the Scottish Government's Spaces for People programme.
- 6.2 The programme scheme list and implementation programme will consider the actual costs of delivery and available budget within each particular theme. It should be noted therefore that the final project programme may be subject to change.
- 6.3 The costs to design, implement, monitor, maintain and remove measures, as well as for project management, design and TTRO preparation for Spaces for People interventions will be contained within the allocated funding and are summarised below:

Programme Theme	Funding Allocation £'000
City Centre	443
Town Centres	415
Travelling Safely	1,747
Local Area Interventions	122
Spaces for Exercise	218
Public Proposals – Commonplace (including the Removal of Street Clutter)	297
Schools	150
Total cost of implementation and maintenance	3,392
Design and Management (City of Edinburgh Council staff costs)	750
Monitoring and Evaluation	175
Road Patching (City Centre)	200
Removal allowance	350
Contingency (Schemes on HOLD/additional maintenance/removal)	83
Additional resource for Street Cleaning team (October/November/December)	50

Overall Total	5,000
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- 6.4 The measures associated with George Square and the surrounding area were funded separately, as will any measures associated with Featherhall (which will be funded from Neighbourhood Environment Partnership (NEPs)).

7. Stakeholder/Community Impact

- 7.1 The process for notification on Spaces for People schemes was agreed on 14 May 2020.
- 7.2 All TTROs required to implement measures through this programme have been advertised on the Council website. Due to the current COVID 19 infection transmission risk street bills are not currently used.
- 7.3 An initial [Integrated Impact Assessment](#) for the programme was developed and published on the Council's website. This has recently been updated and will shortly be uploaded to the website.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 Spaces for People Project Update
- 9.2 Appendix 2 Scheme Proposals for Approval
- 9.2.1 Appendix A - South Bridge – Town Centre proposals
- 9.2.2 Appendix B - Lanark Road – Cycle Segregation
- 9.2.3 Appendix C - A1 Public Transport improvements and Cycle Segregation
- 9.2.4 Appendix D - A90 - Public Transport improvements and Cycle Segregation
- 9.2.5 Appendix E - Greenbank to Meadows – Quiet Connection
- 9.3 Appendix 3 Project list for measures near schools
- 9.4 Appendix 4 Commonplace Report

Appendix 1 – Project List / Recommendation and Estimated Cost

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures	Footway widening & cycle lanes	Proposed scheme developed for Committee approval (Appendix 2A)
Waverley Bridge	Closure	Review complete – recommendation to continue with improvements
Forest Road	Cycle segregation	Review complete – recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review complete – recommendation to continue with no changes
The Mound	Cycle segregation	Review complete – recommendation to continue with no changes
Princes Street East End	Bus gate	Review complete – recommendation to continue with no changes
Victoria Street	Part time closure	Review complete – recommendation to revise to pedestrian zone to open from George IV Bridge. Revised scheme recommended for approval.
Cockburn Street	Part time closure	Review complete – recommendation to continue. Repairs to High Street rising bollards to be completed as soon as possible.
Cowgate	N/A	No scheme proposed. (Budget to be reallocated to South Bridge proposals).
Chamber Street	Temporary signals at George IV Bridge Junction	Incorporated into South Bridge scheme for Committee approval.

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Scheme under review with local stakeholders. Installation expected in November 2020
Great Junction Street	Pedestrian space (remove)	Review complete - recommendation to remove the interventions following review.
Stockbridge	Pedestrian space	Programmed for implementation on 5/11/2020 following completion of SGN works
Gorgie / Dalry Road	Pedestrian space	Review complete – recommendation to continue with no changes
Bruntsfield	Pedestrian space	Review complete – recommendation to continue with minor revisions
Tollcross		Review complete – recommendation to continue and review in January 2021 when resurfacing underway

Morningside	Pedestrian space	Review complete – recommendation to continue with minor revisions including 10 parking spaces to be reinstated
Portobello	Pedestrian space	Review complete – recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete – recommendation to continue with no changes
Newington Corridor	N/A	Assessment concluded that it was not possible to introduce measures due to the road width
The Shore	Subject consideration and engagement	Proposals for this location will be considered as part of consideration of local area interventions for Leith (see below)

TRAVELLING SAFELY		Scheme list under review currently being reviewed in line with the available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Fountainbridge Dundee St	Cycle segregation	Scheme programmed for implementation.
Ferry Road	Cycle segregation	Review complete – recommendation to continue with installation of segregation units programmed
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Teviot Place / Potterow	Cycle segregation	Scheme programmed
Buccleuch St / Causewayside	Cycle segregation	Scheme implemented. To be reviewed after two months
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	The scheme design is to be reviewed following modelling. A Stage 2 Road Safety Audit has been completed and will feed into the design review
Meadowplace Road	Cycle segregation	Scheme on hold. Interventions possible if further funding is made available
Duddingston Road	Cycle segregation	Scheme programmed for implementation
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Currently on hold due to design constraints identified in relation to winter maintenance
Craigmillar Park corridor	Cycle segregation	Scheme programmed for implementation
Gilmerton Road	Cycle segregation	Scheme programmed for implementation

Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme currently on hold
Crewe Road South	Cycle segregation (segregator units to be installed)	Review complete - installation of segregation units completed. No further changes proposed
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review complete – recommendation to reduce segregation to maintain road width for buses and emergency vehicles. Installation of segregation units (where possible) complete
Comiston Road	Cycle segregation	Review complete – proposed to continue to monitor. Further review planned for December 2020. Installation of segregation units complete
Inglis Green Rd	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Pennywell Road	Cycle segregation	Review programmed December 2020. Installation of segregation units complete
Mayfield Road	Cycle segregation	Scheme programmed for implementation
Quiet Corridor - Meadows / Greenbank	Various closures	Options included in Committee Report for approval (Appendix 2C)
A90 Queensferry Road	Bus Lanes and cycle segregation	Proposals included for Committee approval (Appendix 2D)
A1 Corridor	Bus Lanes and cycle segregation	Proposals included for Committee approval (Appendix 2E)
Slateford Road (A70)	Cycle segregation	Detailed design to be developed
Lanark Road	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Longstone Road	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Murrayburn Road (short section at Longstone)	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Orchard Brae Roundabout	Road markings	Scheme programmed for implementation
LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	Options to be considered under separate report
Drum Brae North	Cycle segregation	Options to be considered under separate report on East Craigs
Leith	TBA	Design under development

Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed using funding from Neighbourhood Environment Programme (NEPs) rather than Spaces for People (the estimated cost is £50,000)
SPACES FOR EXERCISE		
Braid Road	Road closure	Review undertaken – recommendation to continue. Continue to monitor adjacent traffic impact
Links Gardens	Road closure	Review undertaken – recommendation to continue. Continue to monitor traffic impact on adjacent streets. Improve access and consider on-street features or school use
Cammo Walk	Road closure	Review complete - recommendation to modify and reopen south Cammo car park included in this Committee report
Warriston Road	Road closure	Review undertaken – Recommendation to remove this scheme included in this Committee report
Stanley Street/ Hope Street	Road closure	Review complete – recommendation to continue with improvements to temporary signage
Braidburn Terrace	One-way road closure	Review complete – recommendation to continue temporary one-way arrangement considered appropriate with Braid Road closure
Silverknowes Road (North section)	Road Closure	Review undertaken - revision proposed for approval in this report
Silverknowes Road (South section)	Alternative on-street proposal to be developed	Following notification response - progress alternative detailed design
Granton Square / Gypsy Brae	Cycle segregation	Local engagement ongoing - scheme under development.
Seafield Street	Cycle segregation	Review programmed for December 2020.
Kings Place	Link between Proms	Temporary measures installed - Review programmed December 2020
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes
Arboretum Place	Crossing point	Temporary measures installed - Review programmed December 2020
Carrington Road	Road closure	Currently on hold

Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	For Approval
Broughton St Roundabout	Improvements for pedestrian crossings	For Approval
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	For Approval
Starbank Road	Pavement widening with give & go traffic management	For Approval
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	For Approval
Fillyside Road	Pavement widening	For Approval
West End of Princes Street	Footpath widening at Johnny Walker site	No short term changes possible
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from City of Edinburgh boundary in to Portobello	For Approval
Duddingston Road West	Cycle segregation	Assessment completed but considered not feasible due to road width
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter	Working in partnership with Living Streets to remove street clutter	Proposed to package as a single, city wide scheme (excluding city centre)
Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
Schools	Various measures	See Appendix 4.

Note:

Scheme delivery is dependent on installation costs and budget once detailed designs have been developed. The information contained in this list could therefore be subject to changes.

The actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools for example) is considered by a Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

On completion of all these stages the projects are considered by the Corporate Incident Management Team (CIMT) or Committee prior to implementation (depending on the anticipated impact of the measures proposed).

Appendix 2 – Schemes for Approval

As set out in the report above, there are four schemes which are being presented to Committee for approval today. The summary of the scheme is set out in the report, with the details of each proposed scheme provided below.

Appendix 2A – South Bridge - Town Centre Measures

Summary of Proposal

Due to the constraints of the existing building lines, existing footway widths, existing traffic management and both North and South bridges being key public transport routes, limited options were available to accommodate all the key desirable outcomes that the Spaces for People projects aim to deliver.

The proposed measures on South Bridge are:

- Reducing the carriageway down to two lanes;
- Allowing buses and taxis only northbound from 0730 hours – 1830 hours;
- Introducing cycle segregation both sides; and
- Widening the footway on both sides.

Following traffic modelling of these measures, to improve the road network capacity there are a small number of additional measures which are required in the streets surrounding South Bridge:

- Introducing a signalised junction at the junction of Chambers Street and George IV Bridge;
- Advance warning signs around the surrounding road network to encourage traffic to use an alternative route;
- Loading areas created on Chambers Street to accommodate deliveries required to be carried out between 0730 hours and 1830 hours;
- Relocation of South Bridge bus stops to North Bridge to reduce obstructions on the footway around the crowded bus stops;
- Closure of George Street west bound between St Andrews Square and Hanover Street; and
- Changes to the traffic signal timings at Hanover street / Queen Street junction.

As noted above, it is intended to relocate the South Bridge bus stops to North Bridge. In addition, as part of the capital infrastructure works which are being carried out on the North Bridge (and to support the measures on South Bridge) it is intended to make northbound traffic only for bus, cycle and taxis between 0730 hours and 1830 hours and to introduce a segregated cycle lane southbound. These measures are expected to be required until the completion of the works (Summer 2022). Ensuring the plans for North and South Bridge fit together and allow both the on-going works (North Bridge) and the planned measures on South Bridge to be implemented has required close partnership working between teams on development and design.

Appendix 2 B – Lanark Road, Longstone Road and Inglis Green Road

Summary of Proposals

The Spaces for People project on Lanark and Longstone Road will establish segregated cycleways and improved bus lanes on Longstone Road and Inglis Green Road between Longstone Roundabout and Slateford Road. It will also provide segregated cycleways and improved bus lanes on Lanark Road between Gillespie Crossroads and Slateford Road.

These measures will form part of a longer route intended to provide an alternative to the Water of Leith and Union Canal towpath to enable physical distancing and reduce congestion and conflict on these busy routes which are shared between cyclists and pedestrians.

The proposed measures on Lanark Road include:

- Removal of kerbside traffic lane – except on approach to junctions;
- Introduction of segregated cycle lanes on both sides of road protected from traffic;
- Retention of parking where space allows – parking will be outside of cycle lane (i.e. footway, then cycle Lane, then parking, then carriageway – similar to Comiston Road);
- Introduction of Bus Lane on approach to Gillespie Crossroads;
- Introduction of parking restrictions on existing bus lane on approach to Inglis Green junction;
- Bus Stop Bypasses have been designed and may be introduced at a later date following review;
- Reduction of speed limit to 30mph; and
- Narrowing side road entries to slow traffic and make crossing easier.

For Longstone Road and Inglis Green Road, the proposed measures include:

- Introduction of segregated cycle lanes on both sides of the road, protected from traffic;
- Retention of parking where space allows;
- No change to bus stops;
- Reduction of speed limit to 20mph; and
- Safety improvements at Longstone/Murrayburn Road roundabout.

Appendix 2C - A1 – London Road to Milton Road West

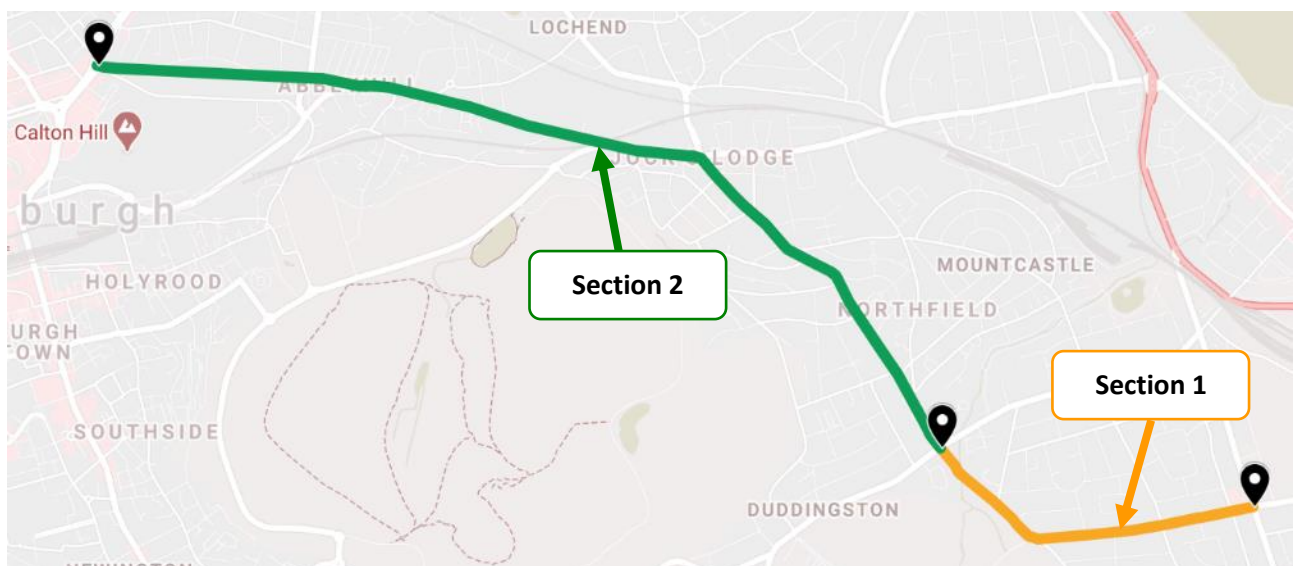
Summary of Proposals

It is proposed to introduce temporary infrastructure improvements to provide significant safety and desirability enhancements for people choosing to cycle along the A1 as part of the Spaces for People programme. Pedestrian improvements and street clutter removal along the corridor have also been considered and, where feasible, have been integrated into the proposals.

These measures have been developed alongside plans for new or enhanced public transport priority which are funded by the Bus Priority Rapid Deployment Fund (BRRDF).

The proposed measures have been developed in a holistic manner to maximise the benefits for both modes while also seeking to minimise any potential adverse impacts on other road users. In sections of the corridor where existing public transport and or cycling infrastructure is already in place, this scheme has aimed to enhance these provisions rather than replace them for the benefit of the other primary mode being improved by this scheme.

Figure 1 defines the extents of the A1 corridor that has been considered for new and or enhanced measures.



In the first instance public transport measures were considered in Section 1 and cycle improvements were considered in Section 2. Principally this was driven by the aim of developing a holistic scheme that delivered strategic benefits in the most impactful locations for both public transport and people choosing to walk and cycle. However, cycle improvement measures are now proposed for Section 1 due one of the scheme objectives to enhance existing public transport or cycle infrastructure rather than removing any for the benefit of the other mode.

The cycle improvement measures have been developed taking into account the existing cycling network, tying into and terminating at key transition points in order to support safe and coherent on-going journeys.

Special consideration has been given when developing the proposals to mitigate potential impacts on the response of emergency vehicles.

It should be noted there are a number of permanent road renewal and enhancement schemes under construction and planned for this corridor which were taken into account during the development of

the proposed measures. More specifically this relates to the section of the A1 corridor between Easter Road and Abercorn Road.

Funding for the implementation of this scheme will be provided through the Spaces for People programme for the pedestrian and cycle measures of the scheme, whereas the public transport measures will be funded through the BPRF programme.

The Spaces for People scheme has been designed to improve the safety and desirability of walking and cycling on one of the city's strategic arterial routes. In accordance with the government policy to promote walking and cycling wherever possible for essential journeys during the pandemic, the proposed measures have been designed to promote and encourage people to choose active and more COVID-19 safe transport modes to: commute to workplaces, schools and other facilities; exercise; access greenspaces and for any other essential trips that utilise the corridor.

It is particularly important to create safe segregated space for people choosing to cycle on this key arterial corridor as the traffic volumes are likely to be in excess of limits set out in the Edinburgh Street Design Guidance for safe and attractive cycling. The installation of segregated cycling infrastructure on this key pedestrian corridor will also provide a significant improvement to the pedestrian environment along the corridor as offsetting vehicles from the footway will provide real and perceived safety benefits for all footway users. It is also important for walking as less traffic can make a safer street space, such as when crossing the road, which is more inviting to walk in.

Minor amendments have been made to the proposals following engagement feedback and have been incorporated into the design presented.

Appendix 2D - A90 Public Transport improvements and Cycle Segregation

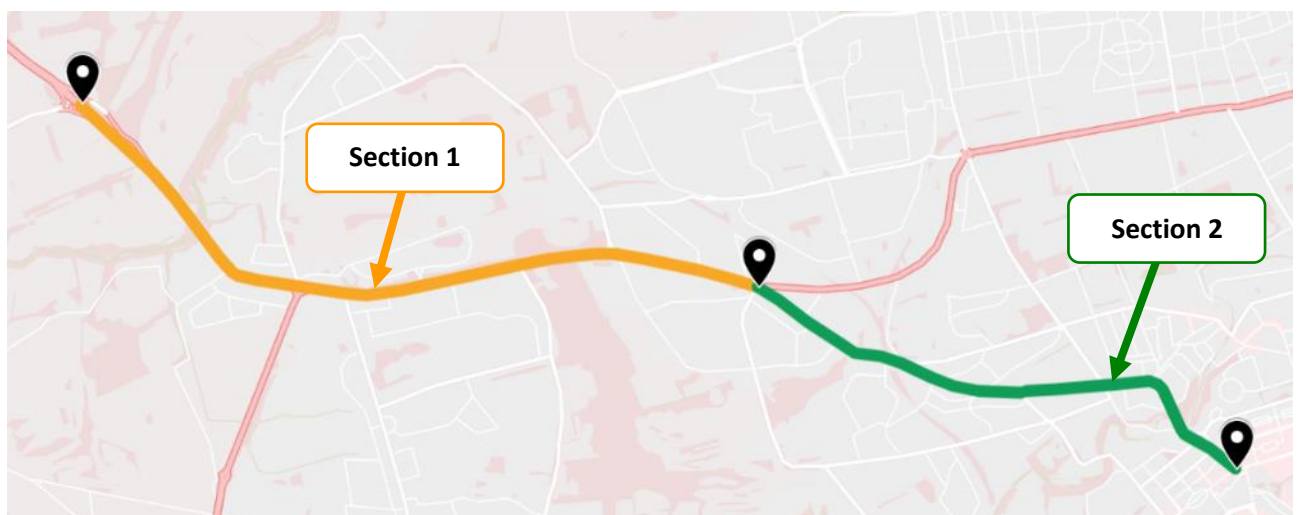
Summary of proposals

It is proposed to introduce temporary infrastructure improvements to provide significant safety and desirability enhancements for people choosing to cycle along the A90 as part of the Spaces for People programme. Pedestrian improvements and street clutter removal along the corridor have also been considered and, where feasible, have been integrated into the proposals.

These measures have been developed alongside plans for new or enhanced public transport priority which are funded by the Bus Priority Rapid Deployment Fund (BRRDF).

The proposed measures have been developed in a holistic manner to maximise the benefits for both modes while also seeking to minimise any potential adverse impacts on other road users. In sections of the corridor where existing public transport and or cycling infrastructure is already in place, this scheme has aimed to enhance these provisions rather than replace them for the benefit of the other primary mode being improved by this scheme.

Figure 2 defines the extents of the A90 corridor that has been considered for new and or enhanced infrastructure.



With reference to Figure 2, in the first instance public transport measures were considered in Section 1 and cycle improvements were considered in Section 2. Principally this was driven by the aim of delivering strategic benefits in the most impactful locations for both public transport and people choosing to walk and cycle. However, a combination of measures is proposed that will provide benefit for both public transport and people choosing to walk and cycle.

The cycle improvement measures have been developed taking into account the existing cycling network, tying into and terminating at key transition points in order to support safe and coherent on-going journeys.

Special consideration has been given to mitigating potential impacts on the response times of emergency vehicles.

With reference to the new and enhanced cycle infrastructure proposed, the measures will improve the safety and desirability of walking and cycling on one of the city's strategic arterial routes. In

accordance with the government policy to promote walking and cycling wherever possible for essential journeys during the pandemic, the proposed measures have been designed to promote and encourage people to choose active and more COVID-19 safe transport modes to: commute to workplaces, schools and other facilities; exercise; access greenspaces and for any other essential trips that utilise the corridor.

It is particularly important to create safe segregated space for people choosing to cycle on this key arterial corridor as the traffic volumes are likely to be in excess of limits set out in the Edinburgh Street Design Guidance for safe and attractive cycling. The installation of segregated cycling infrastructure on this key pedestrian corridor will also provide a significant improvement to the pedestrian environment along the corridor as offsetting vehicles from the footway will provide real and perceived safety benefits for all footway users. It is also important for walking as less traffic can make a safer street space, such as when crossing the road, which is more inviting to walk in.

Appendix 2E – Greenbank to Meadows – Quiet Corridor

Summary of Proposals

This scheme proposes to create a safe cycling route between the south of the city and the city centre, as well as providing a safe way to walk and cycle to school for several primary schools and one high school. It also improves options for safe cycling to Astley Ainslie Hospital.

To achieve this, modal filters (where the street is closed to vehicular traffic) are proposed at the following locations:

- Canaan Lane north of the Astley Ainslie hospital access;
- Whitehouse Loan immediately south of the junction with Strathearn Road;
- Whitehouse Loan immediately south of the junction with Bruntsfield Crescent; and
- Whitehouse Loan immediately north of the junction with Warrender Park Road.

Following a stakeholder meeting with local Councillors the proposed design was revised to reduce the number of closures required. No additional road closures are required in the Cluny/Midmar area if Braid Road remains closed.

It is proposed to introduce a single closure on Canaan Lane just north of the Astley Ainslie entrance. This will remove southbound through traffic from this route and other local streets and will also improve walking or cycling access to the hospital and St Peter's primary school.

Further north, it is proposed to introduce several closures on Whitehouse Loan to remove through traffic and discourage motorists from dropping children off immediately adjacent to James Gillespie's high school and primary school. This will provide additional space for physical distancing and enable people to journey to school by foot or bike.

Braid Road

The current recommendation is to continue with the closure of Braid Road and monitoring of traffic flows on Comiston Road (currently average +11%).

However, it is acknowledged the re-opening of Braid Road could reduce the effect of displaced traffic on the lower section of Comiston Road between the Morningside Station and Greenbank junctions.

At present the closure of Braid Road has effectively removed through traffic from the Cluny area. If Braid Road was re-opened in any direction this would re-introduce traffic to this area, primarily on Midmar Avenue and Hermitage Drive which would cause a conflict between general traffic, and users of the quiet route on Hermitage Drive. This could significantly undermine the attractiveness of the Greenbank to Meadows Quiet Corridor.

It would be challenging to adequately address this conflict particularly at the Hermitage Drive and Braid Road roundabout, where the conflict between cyclists/pedestrians and general traffic is would be difficult to resolve.

While it is considered that the reopening of Braid Road would impact negatively on the wider Greenbank to Meadows plan, if Committee are considering reopening of Braid Road, officers recommend that the southbound route would be the most appropriate. This would require significant traffic calming to main this safe and coherent Quiet Corridor.

In addition, it is likely that additional road closures and other restrictions in the Cluny area would be required to support this.

Further information on all of the schemes, details of the feedback received through the notification process and Commonplace and revised designs will be shared with Elected Members in advance of Committee.

Appendix 3 – Measures near Schools (as at 30 October 2020)

School	Proposal	Status
Murrayburn Primary School	Road Closure and Footpath Widening with Double Yellow Lines (DYLs) at junctions	All in place with the exception of the DYLs.
Gylemuir Primary School	One-way school gate system to be arranged with school, as well as a park smart campaign.	Measures in place. Following discussion with school - install temporary path.
Carrick Knowe Primary School	Letter drop residents to cut back all vegetation on Lampacre Road. Close roads at school frontage.	Letter drop has been passed to Parks and Greenspace service to progress. Road closure to progress through CIMT.
Broomhouse Primary School	One way school gate system to be arranged with school and liaise with St David's Church to use as Park and Stride.	These measures in place. Request for cycle lane on Broomhouse Road to be considered by the Council's Active Travel team.
Forrester High School	Segregated Cycle Lanes (linking in with Meadow Place Road)	Spaces for People team progressing this.
Trinity Primary School	One way school gate system to be arranged with school.	Measures in place and working well. Playgrounds and gates marked and stickered.
Wardie Primary School	Arrange opening other gates with school for one way system at pick up and drop off time. Close access lane to traffic.	All measures in place.
Victoria Primary School	Run a Park Smart campaign, ensure both gates are open for access into school, implement footpath widening and close road to traffic.	Footpath widening in place, will monitor requirement for closure.
Trinity Academy	No measures as permanent 20mph on Craighall Road is at TRO stage	N/A

Appendix 3 – Measures near Schools (as at 30 October 2020)

Bruntsfield Primary School	Road closures.	All in place.
Buckstone Primary School	Run a Park Smart campaign, ensure both gates are open for access into school and agree a one way system at the gates.	Discussion with Head Teacher and Business Manager has taken place. Marked waiting spaces on footway. To go to Design Review Group for introduction of remedial measure.
South Morningside Primary School	Liaise with school to set up a walking bus, encourage Waitrose for use as a Park and Stride site. Road closure on Canaan Lane.	All in place.
Boroughmuir High School	Proposing to extend NE footway of Viewforth	All in place.
Sciennes Primary	Footway widening at gates. Will also arrange for diversion signs to be relocated from footways. Road closure installed along frontage.	All in place.
Tollcross Primary	Liaise with school on making gates one way and utilise car park gate also, restricting entry times for teachers. Permanent scheme delivering footpath widening here.	Arranged on site meeting with Health and Safety
Preston Street Primary	Liaise with school on one way gate system, lane closure on Dalkeith Road and widen footways.	All in place, guardrail removed at both entrances.
James Gillespie's Primary and High Schools	Liaise with schools on creating in/out gate system. Implement pavement widening temporarily.	All measures in place and guardrail removed.
Royal Mile Primary School	No measures possible due to surrounding infrastructure	Suggestion of parent waiting areas taken up by Head Teacher

Appendix 3 – Measures near Schools (as at 30 October 2020)

Taobh na Pairce	Encourage parents to use side gate as more space	All sorted with school
Canal View Primary	Use Westside Plaza as a Park and Stride site, have teachers at the vehicle access to stop vehicles entering the school car park at the start and end of the day to ensure social distancing, restrict entry times for teachers.	Emailed school.
Clovenstone Primary	Arrange one way gates with school	Delivered arrows for one way system.
Sighthill Primary	Ensure paths surrounding the school are clear of vegetation. Liaise with school to open main gate to create a one way in/out system that will be delineated with cones/ barriers.	Contact Head Teacher and Parks and Greenspace service. Been in touch and delivered arrows.
Wester Hailes Education Centre	Run 'paths for all' campaign	Liaise with Head Teacher.
Corstorphine Primary School	Road closures and footway build out	All measures in place.
East Craig's Primary School	Arrange one way gates with school.	System working fine.
Fox Covert Primary School/ St Andrews	Arrange a one way gate system with school, organise park and stride from Drum Brae Hub	Working fine. Arrows delivered.
Hillwood Primary School	Arrange one way gate system	Arrows delivered.
Roseburn Primary School	Arrange one way gate with school.	Liaise with Head Teacher.
Craigmount High School	Measures to be proposed as part of East Craigs Spaces for People programme	N/A
Dean Park Primary	Liaise with school on gate management system at entry/ exit times.	With officer to contact Head Teacher.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Ratho Primary School	Liaise with Bridge Inn as a Park and Stride site, arrange pick up/ drop off with the school recommending parents leave their children before they get to the school gate, if this is not possible, the vehicle access should be utilised as an exit point for parents, this would restrict entry times for teachers.	Arrows delivered. School warning signs and DYL's at the crossing point on North Street with Spaces for People team for notification.
Balerno High School	TTRO for DYL's to prevent drop off happening in cycle lane on Bridge Road along school frontage.	With Spaces for People team to go to notification.
Queensferry Primary School	Arrange one way gate system with the school, TTRO at school frontage to prevent parking	Lining work complete.
Kirkliston Primary School	One way gate system, restrict teachers access times to car park. Encourage Park and Stride	Visited, marked playground. Matting installed at gate. Investigate additional entry point.
Echline Primary School	One way gate system, restrict teachers access times to car park, TTRO at school frontage to prevent parking.	Lining work complete.
Dalmeny Primary	Liaise with the school on setting up a walking bus to reduce number of parents at the school.	No further action at this time, officer has contacted school.
Queensferry High School	Permanent measure already in the pipeline.	Officer met with Head Teacher and Health and Safety. Lining work complete in school grounds to mark a temporary path.
Blackhall Primary School	Arrange vegetation to be cut back on approach to school. Mark 2m spacing on footpath at school gates. Investigate segregating cycle lanes on Craigcrook Road.	With officer to contact Head Teacher and with Spaces for People team to design segregated cycle lanes.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Clermiston Primary School	Mark 2m spacing at school gates, remove guardrail in Parkgrove Place.	Visited and delivered arrows.
Davidsons Mains Primary School	No waiting TTRO between the school and the Turtle Dove café to keep cycleway clear and maximise footway width. Arrange park and stride with school, continue to promote the cycle train and WOW. Install prohibition of vehicles and footway widening.	With officer to contact Head Teacher on soft measures. Lining approved by CIMT. Closures/ widening with Spaces for People team for notification.
Cramond Primary School	Mark 2m spacing at the school gate	Footways marked out.
The Royal High School	Liaise with school on one way system. Widen footway by 2m on south side of Barnton Avenue.	Measures in place.
Balgreen Primary School	Liaise with school on one way system. Have requested additional DYL's.	Reverse direction system working fine.
Craiglockhart Primary School	Liaise with school on one way system. Widen footways around school and remove guardrail. Introduce parking restrictions to clear towpath entrance.	Measures removed in the October week following discussion with Head Teacher. Staggered start times working fine for them.
Dalry Primary School	Liaise with school on one way system. Widen footways around school.	With officer to contact Head Teacher on soft measures. Additional widening out for notification.
Stenhouse Primary School	Liaise with school on one way system. Close Saughton Mains Drive at frontage of school to create more space for pedestrians.	Out for notification. Visited and delivered arrows to enable pedestrian one way.
Tynecastle High School	Liaise with school on one way system.	With officer to contact Head Teacher on soft measures.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Craigour Park School	Encourage Park and Stride. They are having issues. They would like pavement widening and removal of parking or road closure to enable this.	Contact made with school.
Gilmerton Primary School	Additional enforcement from Police Scotland to enforce school streets.	With Police Scotland
Liberton Primary School	Road closure at school frontage, investigate new temporary footway to rear of school.	Awaiting information from care home to implement closure. Temporary path to be installed.
Prestonfield Primary School	Widen footway along frontage of school, introduce TTRO to prevent parking opposite school. Liaise with school on one way gate system. Close road along school frontage.	Lining completed during October Week. With Notification team to proceed with closure to CIMT.
Liberton High School	Remove guardrail at Mount Vernon entrance.	Guardrail removed.
Leith Primary School	Liaise with school on one way system and marking out footway. Request enforcement from Police Scotland on School Streets.	Liaise with Head Teacher.
Craigentenny Primary School	Liaise with school on one way system and marking out footway. Widen footway along frontage and revoke parking.	Liaise with Head Teacher on school entry points and feedback. Footpath widening in place, one way with Spaces for People team for notification.
Hermitage Park Primary	Widen footway at front of school, remove guardrail. Liaise with school on walking and cycling promotion	Widening in place, guardrail removal complete.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Lorne Primary School	Liaise with school on one way system and marking out footway. Contact School with regards to a park smart campaign as soon as possible. Build out footway and revoke parking at frontage	Liaise with Head Teacher. Widening in place. TTRO in progress.
Leith Academy	Contact school to ensure all access gates are being used.	Liaise with Head Teacher.
Towerbank Primary School	Contact school to see if they require arrows. Request additional School Streets enforcement with Police Scotland.	Liaise with Head Teacher.
Duddingston Primary	Request additional School Streets enforcement with Police Scotland, communicate Park and Stride with Parents. Spaces for People installing segregated cycle facilities on Duddingston Road	Liaise with Head Teacher.
Brunstane Primary School	Liaise with school on Park and Stride at The Range. Contact Head Teacher with regards to removing railings in school Close Magdalene Gardens and Magdalene Drive along frontage of the school.	Closures in place. TTRO for DYL's with Spaces for People team to proceed with closure to CIMT. Plans to introduce closure on the bend outside the school is with the notification team. Plans to amend closures to go to notification following discussion with Head Teacher.
Parsons Green Primary School	Liaise with school for requirement of footway arrows and implementation of Walk Once a Week WOW. Closure on Paisley Drive.	Closure in place.
Royal High Primary School	Liaise with school on any additional support/ arrows they need.	Liaise with Head Teacher.

Appendix 3 – Measures near Schools (as at 30 October 2020)

Portobello High School	Stanley Street closed under Spaces for People for active travel/ physical distancing. Mark to contact head over concerns in the car park.	Liaise with Head Teacher.
Craigroyston Primary School	Liaise with school on one way gates and to see if closure of Muirhouse Place West would be beneficial.	Cluster to be completed.
Pirniehall Primary School		Measures are still being developed.
Forthview Primary School		Measures are still being developed.
Craigroyston Primary School	Liaise with school on one way gates	Cluster to be completed.
St Josephs RC Primary School	Liaise with school on one way gates	Arrows and marked footway arrows provided.
Castleview Primary School	Extend Footway by 1 metre along school frontage, remove guardrail and introduce DYL's from Greendykes Road along the school frontage.	With Spaces for People team to proceed with closure to CIMT.
Newcraighall Primary School	Liaise with school on Park and Stride.	Liaise with Head Teacher.
Castlebrae Community High School	Introduce parking restrictions to keep junction clear.	With Spaces for People team to proceed with closure to CIMT.
St John Vianney's RC School	Close road along frontage of school, maintain access for residents and waste	With Spaces for People team to proceed with closure to CIMT.
St Catherine's RC Primary School	Close road along frontage of school, maintain access for residents and waste	With Spaces for People team to proceed with closure to CIMT.
St Marys RC Primary School	Mark out footprints etc around school and in playground	Installation to be completed.

Appendix 4

Spaces for People: Detailed Commonplace Analysis Report

Contents

- Introduction
- Spatial presentation of data
- Longlisting: Cluster selection
- Citywide trends
- Shortlisting
- Scoring
- Recommended schemes
- Schemes for further discussion
- Assessed and rejected longlisted sites

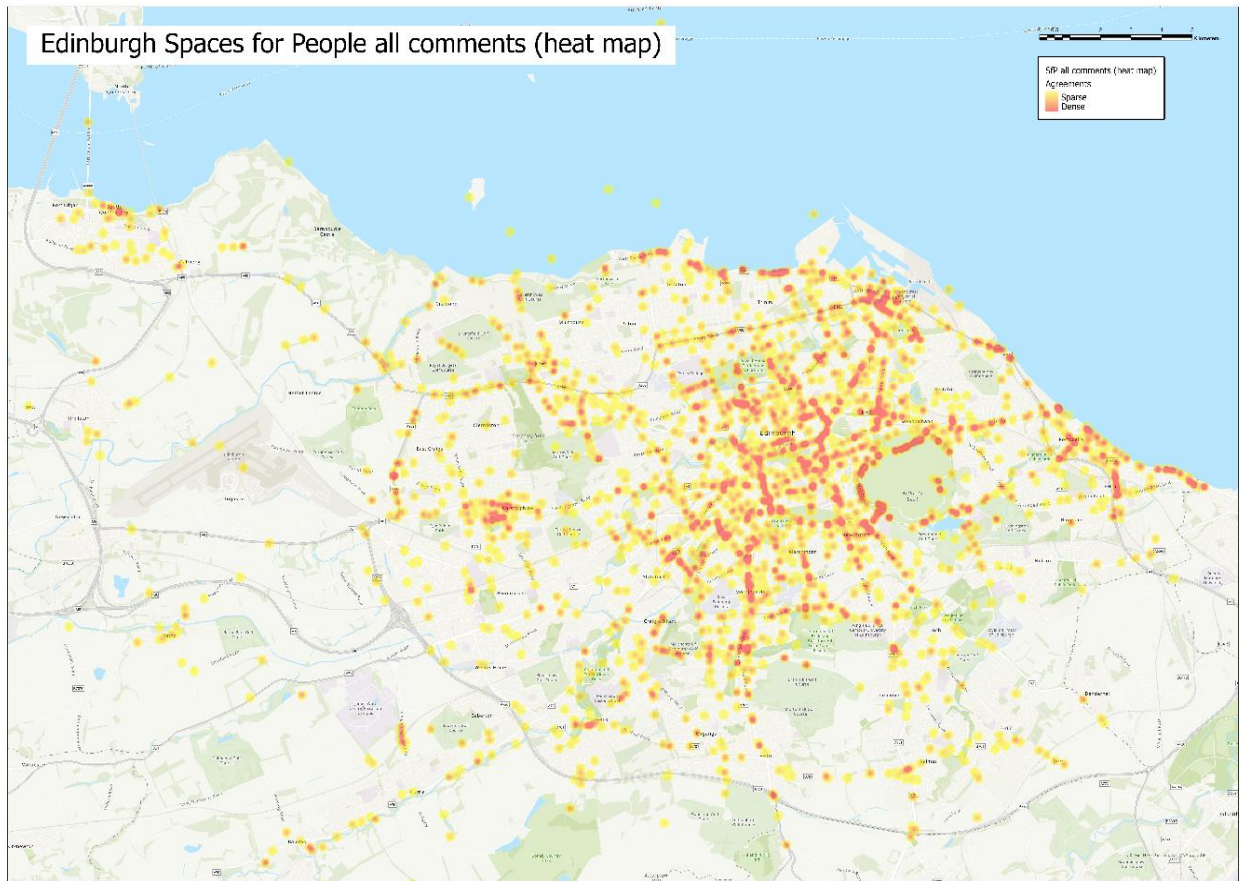
Introduction

This report summarises the detailed analysis undertaken to generate a shortlist of new Spaces for People schemes, based on issues and suggestions raised via the public via the Commonplace platform. It encompasses a recommended shortlist of schemes to be developed further, as well as documenting sites/suggested schemes that were longlisted before being ruled out.

Methodology

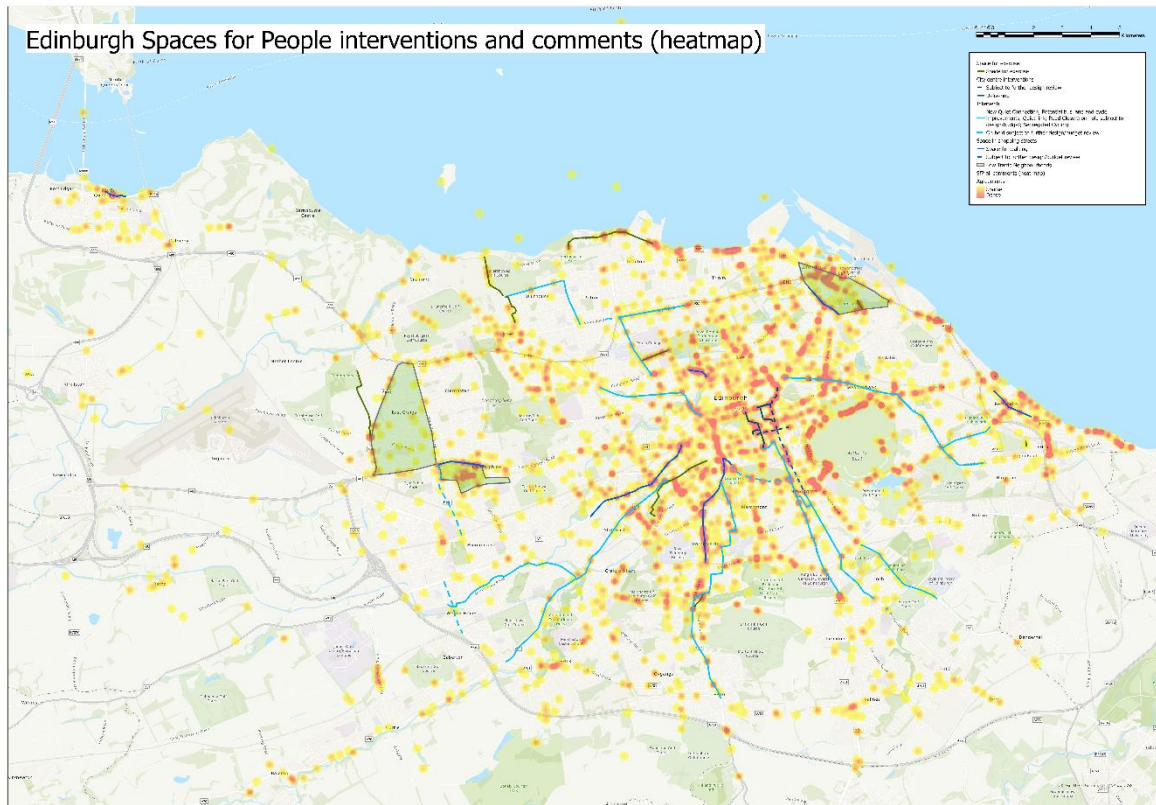
Initial Steps- Spatial presentation of data

The commonplace data was extracted and analysed visually using GIS software so that spatial trends in comments across the city could be identified. The heatmap (Map 1) displays all of the comments styled in a heatmap of agreements. The denser (more red) the colour, the more comments and/or agreements were clustered. It was used to identify locations with significant numbers of comments and/or high levels of agreements.



Map 1: Heatmap of all the Commonplace comments and agreements within City of Edinburgh Council boundary

The heatmap was overlaid with the proposed programme of interventions. In many locations there was a strong correlation between measures already under consideration and commonplace clusters of comments (see map 2). Comments aligning with schemes that were already being proposed were not analysed as part of this process. Instead, officers were able to examine these comments during the design process for each scheme individually. See Summary graphs at the end of the report for an overview of the barriers and solutions highlighted via Commonplace for



Map 2: Spaces for People Programme overlaid with the Commonplace comments and agreements

each strand of the Spaces for People Programme. Similarly, clusters of comments around and relating to schools were passed to the team specifically addressing these sites.

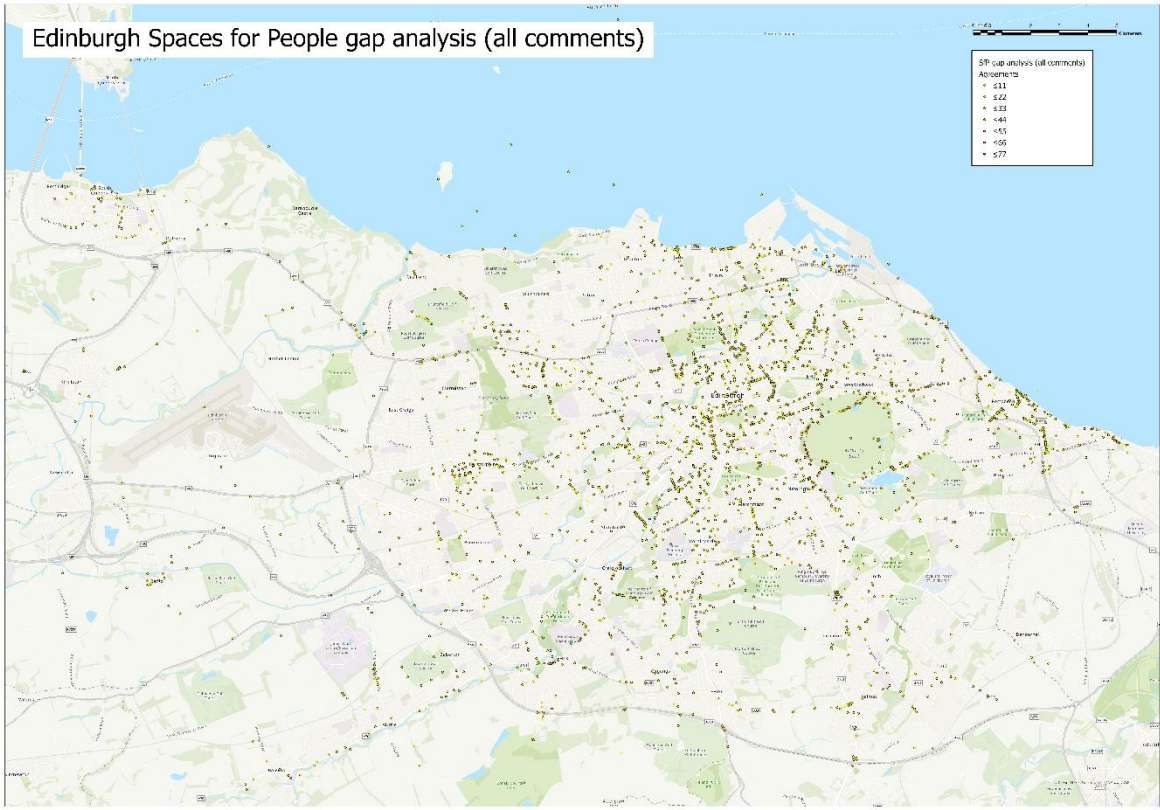
Comments aligning with existing proposals were then filtered out of the data to enable identification of spatial trends more easily within the remaining data (see Map 3). Based on the predefined tags available to respondents when they completed the questionnaire, along with key search terms within the free text option, filters were used to identify key corridors or locations that were a particular issue for:

- a) Pedestrians (see map 4)
- b) People using bikes (see map 5)

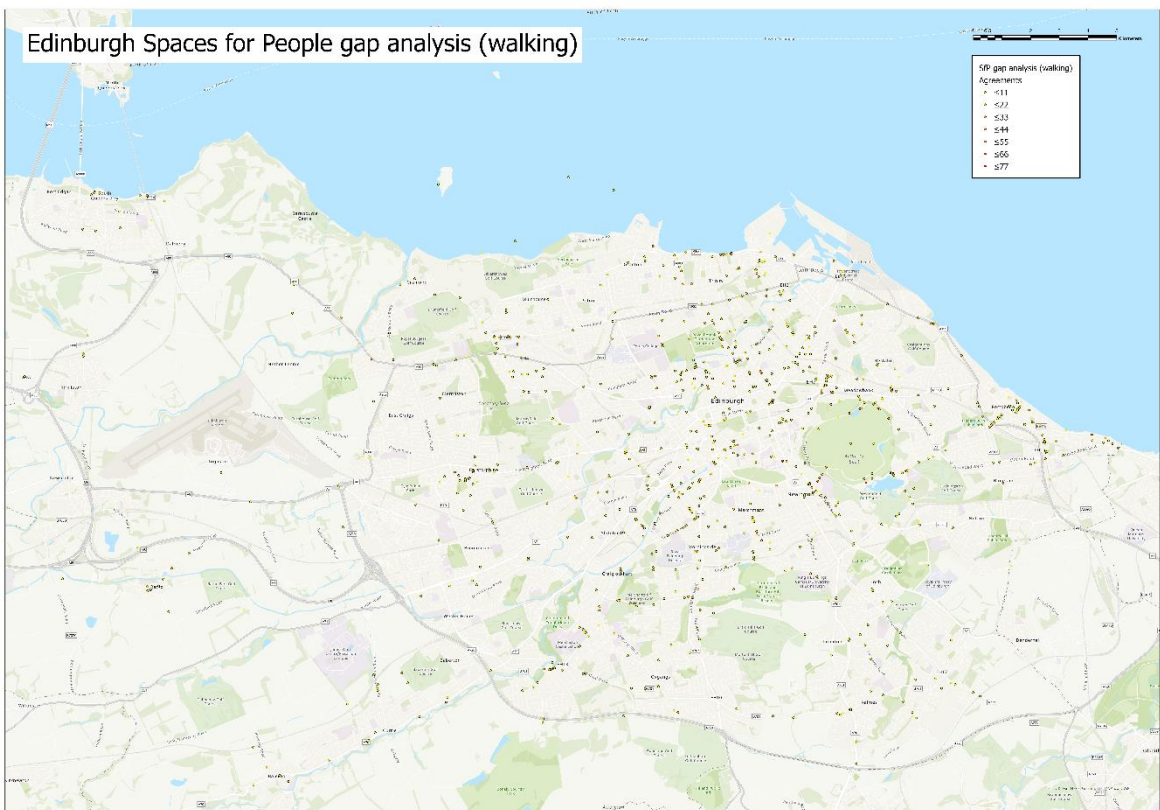
Comparing the filtered maps to the overall comments map meant that it was easier to spot potential corridors of movement or localised hot spots for different user groups.

In addition, using land-use information for the city, comments in proximity to shops were cross-checked. The purpose of this was to understand if any other shopping

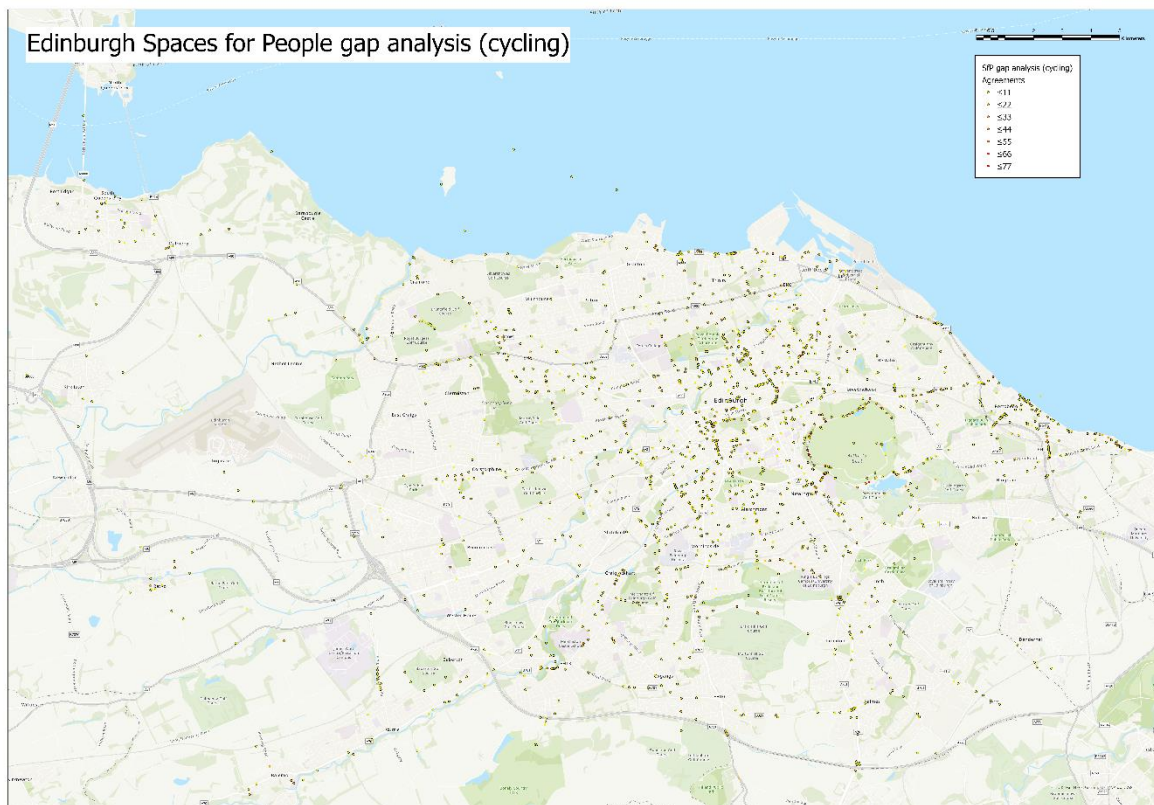
locations should be added into the space in local shopping streets part of the programme.



Map 3



Map 4



Map 5

Longlisting: Cluster Selection

Using the filtered maps, the locations of clusters of five or more comments were recorded under the following categories:

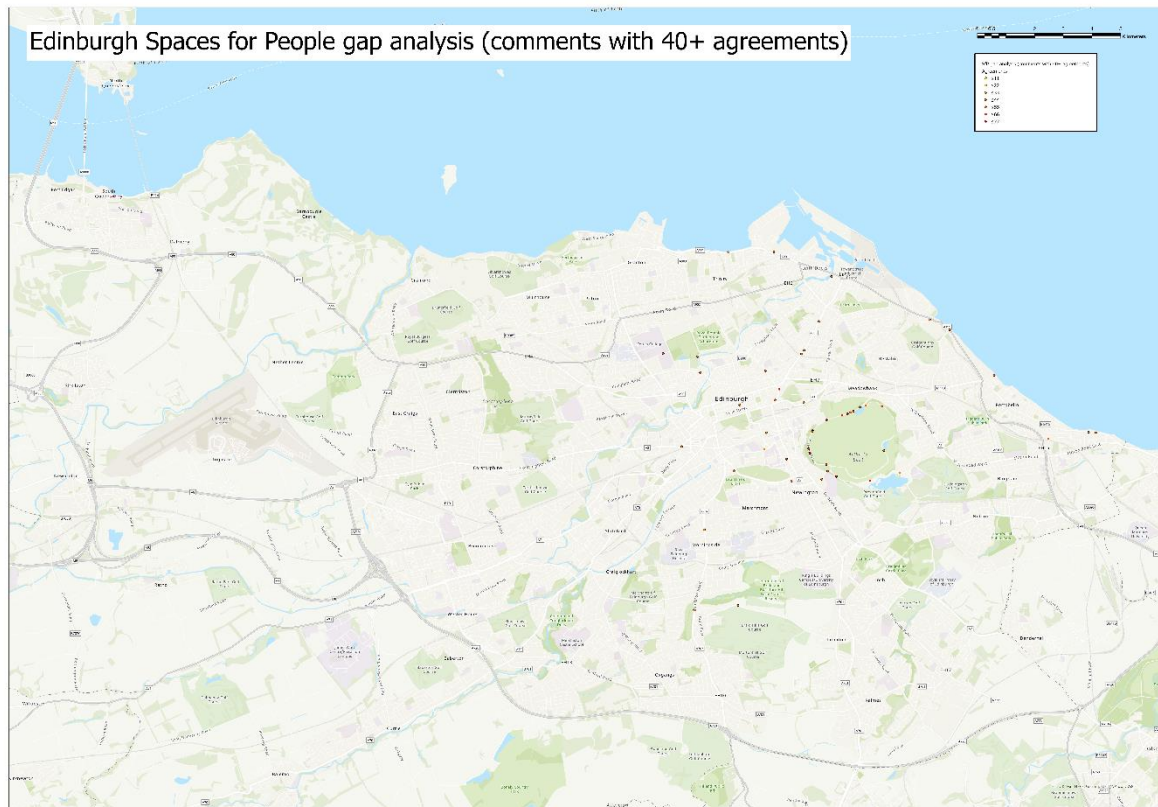
- Walking clusters
- cycling clusters
- shopping streets
- and city centre

The strength of agreement for the range of the comments in that location was then assigned a numerical category. The length of the street over which the comments were spread was also recorded. Using these pieces of information, a ranking was produced for all longlisted locations. A weighting for comments within or connecting to areas of higher SIMD. This was felt necessary given the far lower levels of engagement from within these communities (see high level commonplace report for the postcode data breakdown on engagement with the tool).

The top 20 walking locations, the top 20 cycling locations and approximately the top 10 shopping st and city centre locations were then selected from the longlist. Several locations were identified as having a strong number of comments for walking and cycling.

As the programme progressed quite rapidly, several corridors or sites that were longlisted were then brought on board in the programme, due to connection or importance to another scheme in the package. These schemes have therefore not been included in table 3. The total number of separate locations assessed across the city therefore is therefore slightly lower than the sum of the longlists.

At this stage, a filter was also run to pull out all comments with more than 40 agreements. These can be seen on map 6. A similar check was done with comments with 30+ agreements. The highest number of agreements on a single comment on Commonplace was 71. The average number of agreements was between 10 and 20. This filter therefore provided a check that no significant localised sites had been missed by the 5 comment threshold.



Exceptions

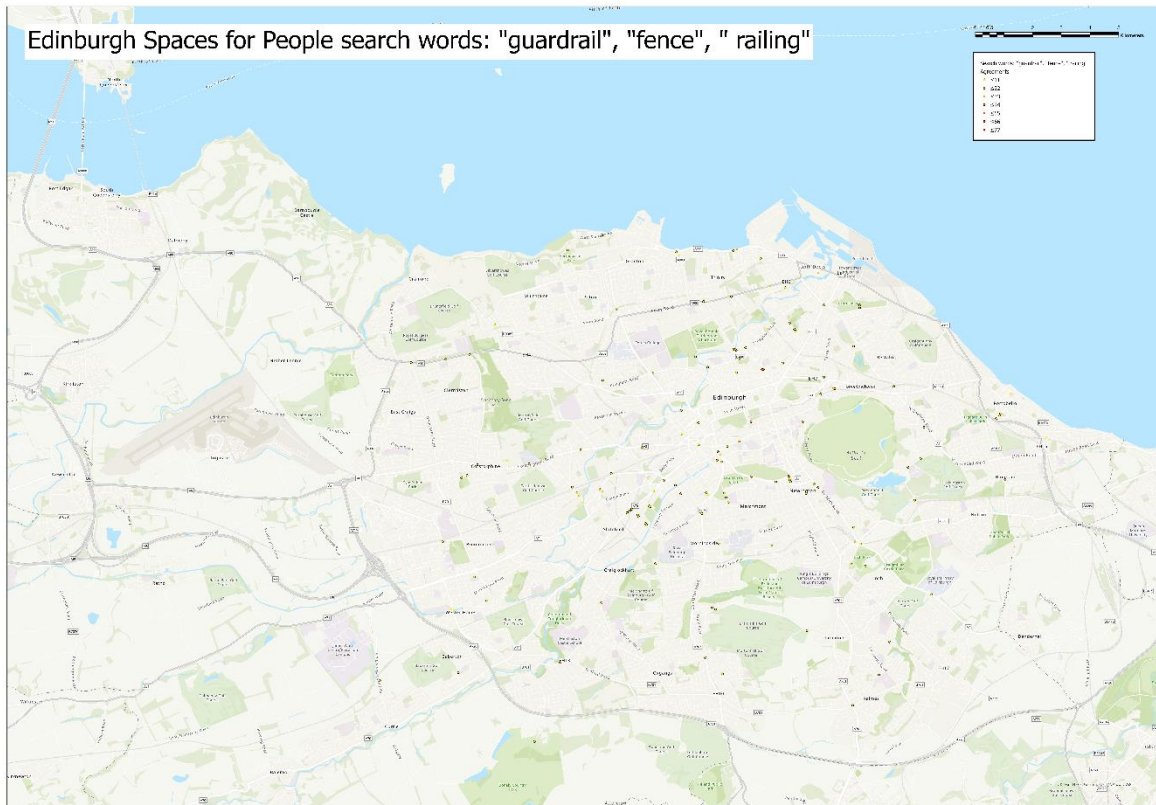
- 1) Due to the ongoing tram construction works and their significant impact on the street, comments on Leith Walk weren't analysed as part of this process as the layout of the street was dramatically altered during and since Commonplace was open to comment. Feedback on the new layout is being dealt with by the Trams to Newhaven team.
- 2) Although not shown on the map as part of the Spaces for People programme, changes to George St are being considered and undertaken by Economic Development to support business recovery. As such, comments on George St were not analysed to identify a separate intervention.
- 3) As part of identifying clusters, the level of similarity between different comments on a street was also briefly reviewed. Due to the very strong extent to which comments were identifying the same issue, along with the unusually high levels of agreement with comments, the Portobello to Musselburgh corridor was included for assessment despite falling out with the top 20 sites.
- 4) There are a small number of schemes that were already under consideration at the point of the Commonplace analysis, but have since been dropped from the programme due to feasibility issues. These locations were therefore also not analysed. Easter Road is an example of this type of situation.

Citywide trends

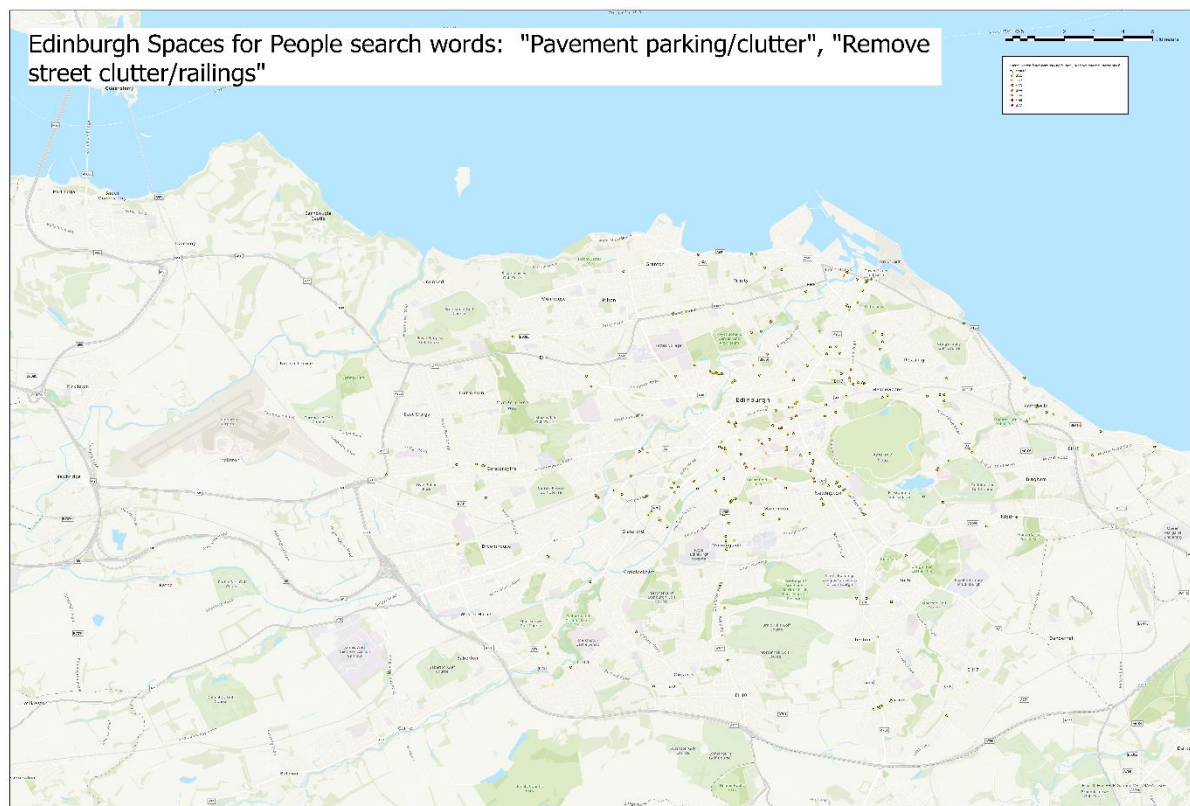
Whilst looking at comments across the city, it was noted that guardrail and street clutter were themes that came up in a variety of locations (see maps 7 & 8). These are issues that can be best addressed as a package of work, delivered at multiple locations across the city. As such, they were added into the longlist as such and scored in this way, rather than looking at each site individually.

Several comments across the city also flagged the need for overhanging vegetation to be cut back. This was not scored as an intervention, but the locations were fed into the Council's usual workstream for such matters. This includes targeted social media campaigns encouraging residents to cut back their hedges where they overhang the pavement.

Similarly, requests for cycle parking were extracted from the database and each location assessed as part of the citywide cycle parking rollout. Where there was a suitable site at the locations raised, it has been added to the cycle parking programme and will be delivered over the next year through that, rather than Spaces for People.



Map 7: Comments relating to guardrail across the city



Map 8: All comments across the city tagged as relating to street clutter and/or pavement parking

Shortlisting - with Starbank Road and Trinity Crescent example

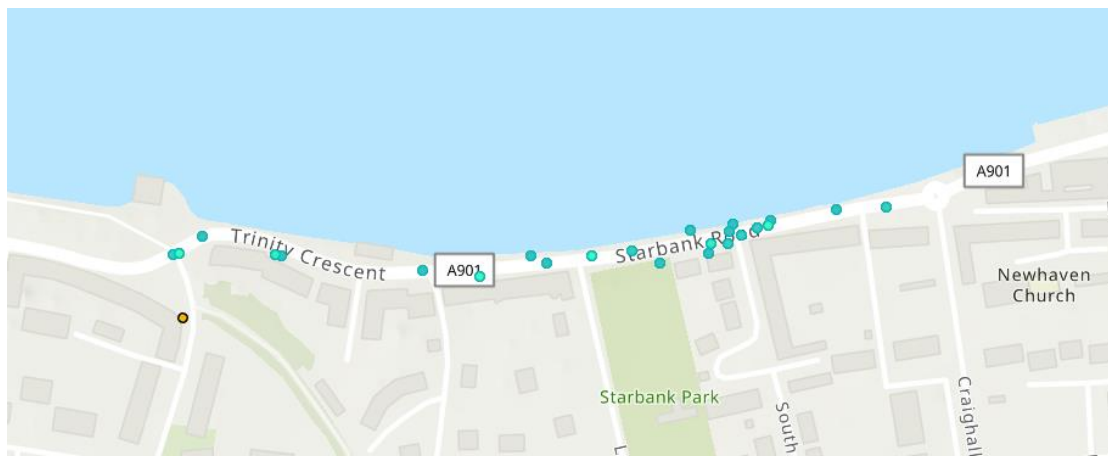
For each of the longlisted locations, the barriers, solutions and specific issues provided on commonplace for that location were then assessed. See below for an example extract of the summaries produced for each location.

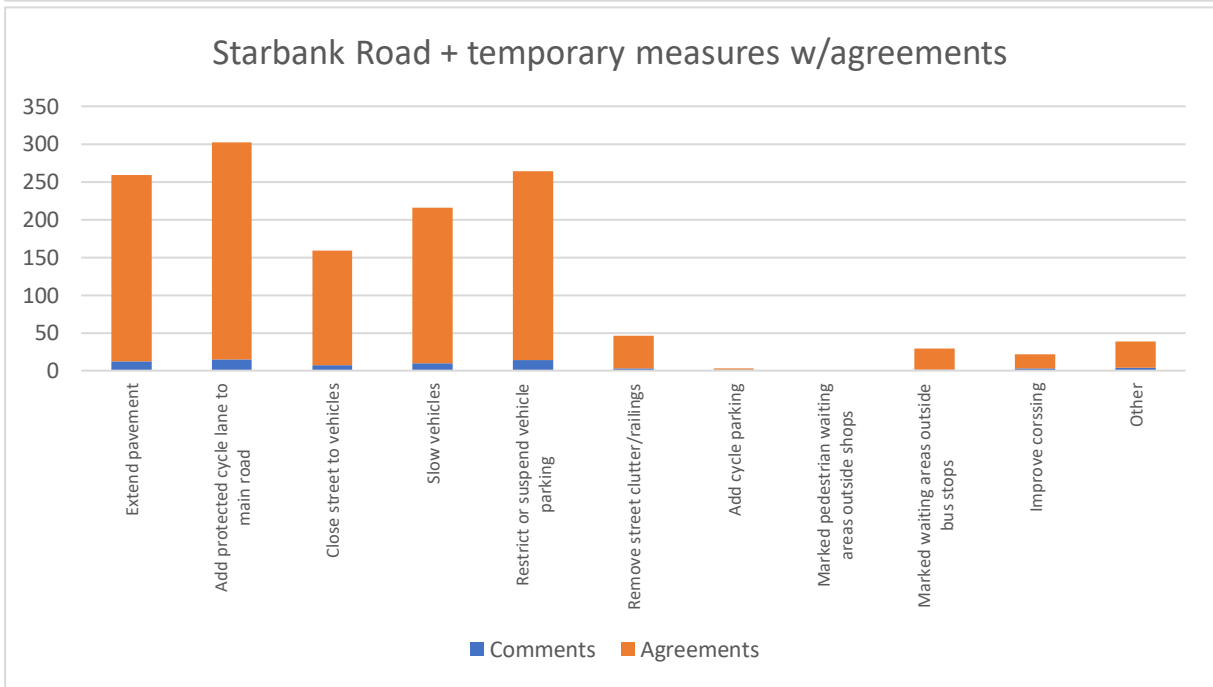
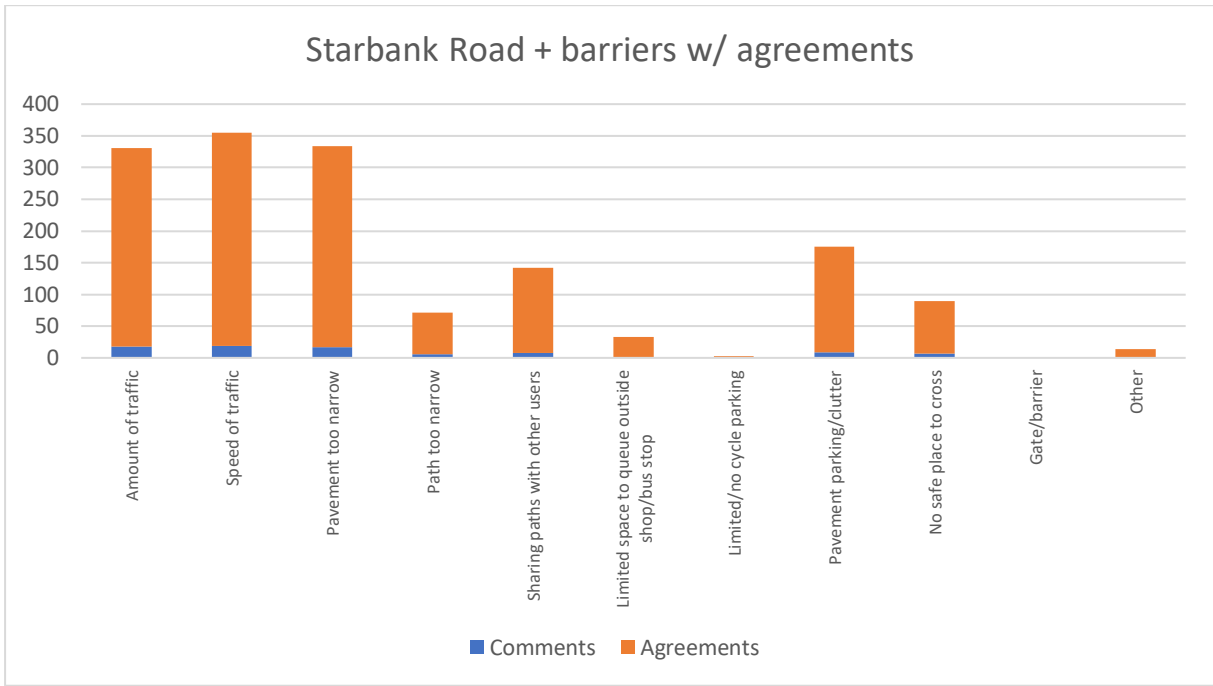
Whilst clusters were selected based on the filtered maps, all comments in a street were looked at during this stage. This ensured all issues within the street were taken into consideration when identifying a design solution. The proposed interventions tried where possible to address the most major concerns, however in some situations it was only feasible for an intervention to address a sub-section of the issues identified.

Starbank Road & Trinity Crescent

Total comments: 24

Total agreements: 395





Extract from the comments summary table

Agreements	Any other comments relating to physical distancing in this location?
43	pavement very narrow and is a weak link in an otherwise well-served walk/cycle between Newhaven and Granton. Normally a very unpleasant busy road
36	I've twice cycled along here, moved out into the road to give distance to pedestrians who have not enough space as it is to pass each other safely and had cars blast their horns at me. Its extremely dangerous and needs addressed. The whol extension to granton needs closed to vehicular traffic. Its a really nice walk giving variety to views for people wishing to follow the guidance and stay local with the lovely views over the forth.cars need to be removed from here.
33	It's literally impossible to walk down this bit of road without stepping out into the carriageway. It's an incredibly popular cycling and walking route with no space as it links key greenspaces and path networks together. There's no good reason for this to be a through road anyhow as through traffic should be on Ferry Road.
32	Is it impossible to social distance on Starbank Road due to the width and the volume of traffic which prevents opportunistic crossings to avoid people. Additional problems are caused by queues outside the Old Chain Pier and frequent pavement parking at various points along both sides of the road.
31	Remove railings to make crossing easier. Pavement too narrow to walk on in 'normal time' and impossible in C-19 times. High traffic, speeding and pollution along here make it unpleasant and dangerous. Really lets the front down after the brilliant work on McKelvie Parade
28	It's literally impossible to walk along this road in a safe way. Between Craighall Road and Trinity Road should be completely closed to traffic (except for residents).

For each location either a solution was identified, or it was deemed that there was no viable short-term solution that could be delivered through Spaces for People. In some cases, the issues raised are already being investigated and dealt with through

other workstreams within the Council. In these instances, particularly when the delivery timeframe under the alternative workstream is in relatively near future, these sites were ruled out for an intervention through Spaces for People. Table 3 provides details of these locations. Taking this approach ensures the Council are spending money as efficiently as possible between different workstreams.

Scoring

Of the longlisted locations, 20 had a potentially viable solution. These were then scored using the same criteria as the rest of the Spaces for People programme. Below is the table of the top 10 scoring interventions, recommended for progressing. These will now need further design work to ascertain if they are definitely deliverable and to generate a more precise costing.

Recommended Schemes

Table 1: Recommended shortlisted schemes

Scheme location	Proposed intervention	Benefit Score	Impact Score	Cost (£1,000)	Comments
Broughton Street & Roundabout	Footway widening, uphill cycle lane and investigate ped improvements to the roundabout	26	-12	112	Changes to roundabout would need to be discussed with the tram team
Restalrig Road South	Re-allocation of carriageway (via road closure or give and go system) to footway and possibly space for uphill cyclists	23	-6	6	Further design optioneering required on this scheme
Starbank Rd	Give and go traffic management to allow carriageway reallocation for footway/shared use widening	21	-10	15	
Fillyside Road	Wide D island and carriageway space re-allocation to facilitate crossing to Portobello Prom/shared use path towards Leith	20	0	37	
West End of Princes St	Re-allocation of carriageway to footway space in line with construction work by House of Fraser, to mitigate footway narrowing	19	-5	4	
Musselburgh boundary to Portobello High St	Bi or uni-directional on-carriageway cycle segregation	17	-5	120	Need to liaise with East Lothian to tie in at the boundary
Duddingston Road West	uni-directional on-carriageway cycle segregation	16	-4	High	Decision made to not progress this scheme further at this stage as has greater design challenges and will therefore provide less of a step change in

					active travel provision than some of the other schemes.
Portobello Prom	Signage campaign on cyclist speed and minor adjustments to mitigate cycle/ped interaction along prom	16	0	TBA	
Citywide guardrail removal	Citywide programme of guardrail removal, taking into account the multiple locations flagged on Commonplace	16	-1	TBA	
Greenbank Drive and Glenlockhart Rd	Reduce road to 20mph	12	-1	3	

Table 2: City Centre scheme identified to be considered alongside South Bridge scheme

Location	Issues/scheme for further investigation
Leith St	Uphill cycle lane

Rejected sites/schemes

Table 3: Other shortlisted Commonplace issues, not recommending progressing through SfP

Location	Issues raised	Why not taken forward	Alternative programme issue being addressed by (if applicable)
Princes St	Amount of traffic- Need for protected cycle lane, and desire to see traffic removed and space given to businesses.	Not deliverable without significant impacts on PT.	Tram cycle safety project- cycle signal early releases going in imminently along this corridor.
Duddingston Low Rd, Holyrood Park	Volume and speed of traffic, narrow pavement	Proposed solution that would be affordable and viable does not score highly enough to look to progress.	Recommend we add clear signage at junction with Duddingston Road West that park is shut on weekends to prevent traffic entering unnecessarily.
Granton Square, Granton	Size of carriageway - intimidating and challenging for both pedestrians and cyclists to traverse square	Low score for SfP.	Longer-term: Granton masterplan or should be considered in next ATAP.
Bridge Road, Colinton	Footway width, particularly outside shops and carriageway surface/traffic speed	Footway widening only feasible in very localised area, so benefit would be very small scale.	Traffic speed (and possibly carriageway surface) to be addressed by Road Safety 20mph remedial actions programme.
Boswell Parkway, Granton	Footway width outside shops	Footway fairly wide and widening would be so localised, unlikely to be of largescale benefit.	
Holyrood Park Road, Southside	Pedestrian pinch point at park	Addressing pedestrian pinch	

	gates. No crossing within park. Cycle segregation into park requested.	point too small scale an impact. Don't own land in park to address crossing issue. Cycle segregation wouldn't tie into existing wider network particularly well.	
Queen's Drive – High Road, Holyrood Park	Keep closed. Divide space between peds and cyclists. Make two-way. Address access barrier issues.	HES has already addressed many of these points.	
Arboretum Avenue, Stockbridge	St closure	Traffic flows already low	
Brighton Place, Portobello	Improved active travel access along st and through tunnel.	Not able to address tunnel concerns safely in a temporary form.	
Abbeymount Rd, Abbeyhill	Guardrail under railway bridge, need for uphill cycle lane	Guardrail necessary. Cycle lane less in demand and beneficial compared to other proposed cycle schemes	
Cramond Road South and Main St, Davidson Mains	Pavement width, street clutter	Issues to be picked up via other programmes	Issues with route to school to be identified as part of refreshed School travel plans Traffic calming (humps and narrowing) being introduced to Roundabout by Road Safety
Malborough St, Portobello	Pavement parking, street clutter and narrow pavements (access to Portobello prom)	Issue and potential intervention scored lower than other projects included for recommendation.	
Brunstane Rd, Portobello	Demand for Road closure and as an	Commonplace comments very	

	active travel connection	whether this intervention was wanted	
Dalkeith Rd/Pleasance, Southside	Issues around East Preston Primary School, segregated cycle lane	Cycle infrastructure provided on parallel corridors, with connection.	Primary school access addressed as part of schools scheme Guardrail at crossings by Commonwealth pool can be addressed as part of citywide guardrail removal programme
Meadows to Blackford Hill via Marchmont and Kilgraston Rd, Marchmont/Blackford	Pavement width, amount of traffic	Significant road width constraints on Kilgraston Road. Is a potential crossing improvement to the park but would likely require civils. Cluny gardens speed limit in process of being brought down to 20 with permanent TRO.	Longer-term active travel scheme Marchmont to King's buildings addresses some of these issues.
West Mains Road and Blackford Avenue	Speed reduction, cycle segregation,	No temporary solution	Speed reduction currently being developed for this corridor with permanent TRO. Cycle improvements being delivered as part of Marchmont to KB active travel scheme.
Portobello Road	Demand for cycle segregation and/or widened footway	Not deliverable in temporary scheme	
Queen's Drive and Duke's walk	Demand for closure	Following discussions with the Council, Park has closed on weekends.	

		Any further intervention may have interaction with South Bridge scheme.	
Kirkbrae, Liberton Rd, Blackford Glen and Mayfield Rd junction	Lack of pedestrian crossing, demand for cycle segregation on Liberton road corridor	No viable temporary solution for this junction – already looked at by signals. Cycle segregation being provided along parallel Gilmerton Road under SfP and Roads renewals scheme.	
Merchiston Ave	Traffic speed, lack of crossing, narrow pavements	No viable temporary solution.	Pick up crossing improvements through active travel minor improvements programme
Ravelston Dykes Rd	Traffic speed, pavement width, lack of safe crossing into corstorphine hill	Majority of issues currently being looked at through a permanent scheme	Road Safety 20mph remedial actions programme.
Salisbury Road	Guardrail at junction, traffic volumes	Cannot close road – network impact.	SfP citywide guardrail removal would address this
Main St/Wilkieston Ave, Ratho	Narrow pavements, pavement parking and traffic speed through village an issue, makes lack of crossing facility a problem	Unable to address pavement parking issue. Addressing speed should improve crossing.	Wilkieston Ave in 20mph remedial actions programme for Vehicle
West Crosscauseway, Southside	Road closure – narrow pavements and cut through by traffic at speed.	Already permanent scheme with lot of history and background in area.	Localities- TRO with hearing due for permanent Causey project design.
Montrose Terrace, Abbeyhill	Improve crossing (increase time), pavement width, safe cycle	Not a high footfall shopping st, low commonplace demand compared to other shopping	

	facilities, reduce traffic speed.	sts and potential interaction with south bridge scheme.	
High St, Corstorphine	Narrow pavements	Addressed as part of SfP schools programme	SfP schools programme
Abercromby Place and Albany St	Vehicle speed, safe crossings, non-residential parking	Pavement width sufficient, parking changes and change to layout of st to enforce speed limit not viable in temporary form.	Road layout recently adjusted to facilitate crossing of Dublin St.
Seafield Road	Shared use path too narrow, particularly over road bridge	Adding cycle lane to carriageway not viable as road width required to cater for HGV movements- this is key access corridor to Forth Port. Public proposal of adding an off-road connection via Craigentenny golf course isn't a short-term solution, although could be explored further in next Active Travel Action Plan if appropriate.	
Cranston St	Narrow pavements	Does not score strongly for risk mitigation as far lower in footfall than other city centre streets	
Kaimes Junction and Frogston Road East	Lack of crossing and pavement at new development, lack of cycle provision in area and junction pavements not wide enough. Route to school	None of these issues had a suitable short-term solution. Vegetation cutback to be picked up in citywide programme.	Consider route to school interventions as part of travel plan. Cycle provision in area/along Frogston Road for potential

			consideration under next ATAP.
East Trinity Road	Narrow pavements, pavement parking and street clutter	Potential solutions of removing guardrail likely to exacerbate pavement parking problem. Making street one-way also likely to increase speed of traffic on street and closure would have very significant impact, particularly if considering intervention on parallel starbank rd.	Flagged as a route to school, should therefore any viable interventions should be picked up as part of the renewing school travel plans work.

Annex to Appendix 2: Summary of Commonplace key barriers and solutions, by Spaces for People workstream

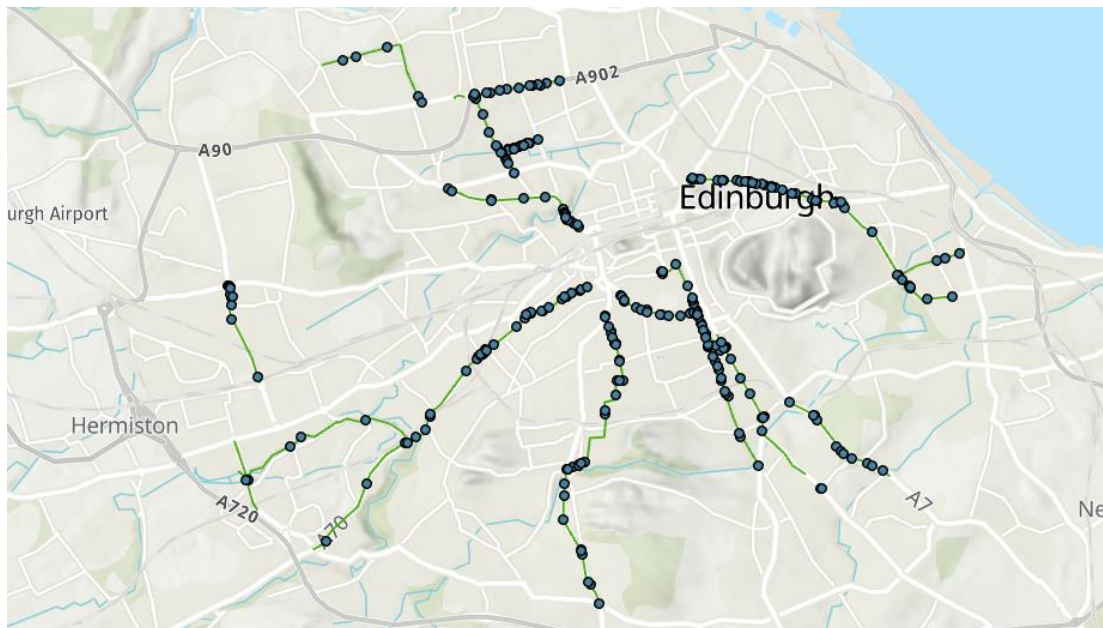
Introduction

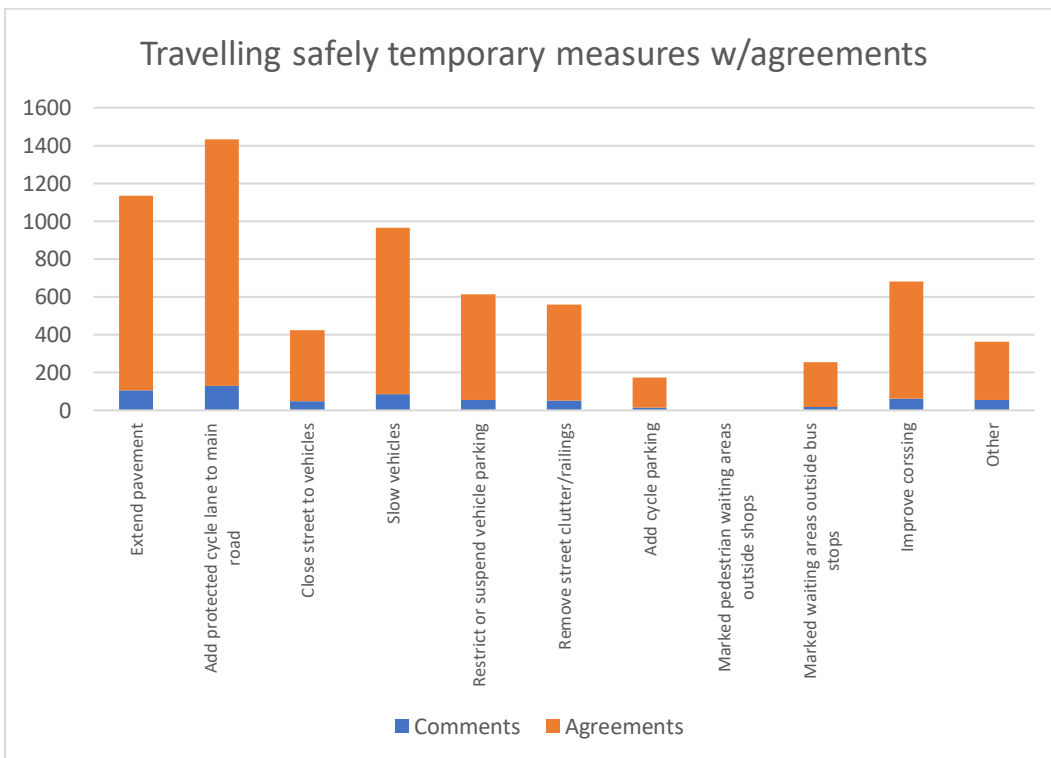
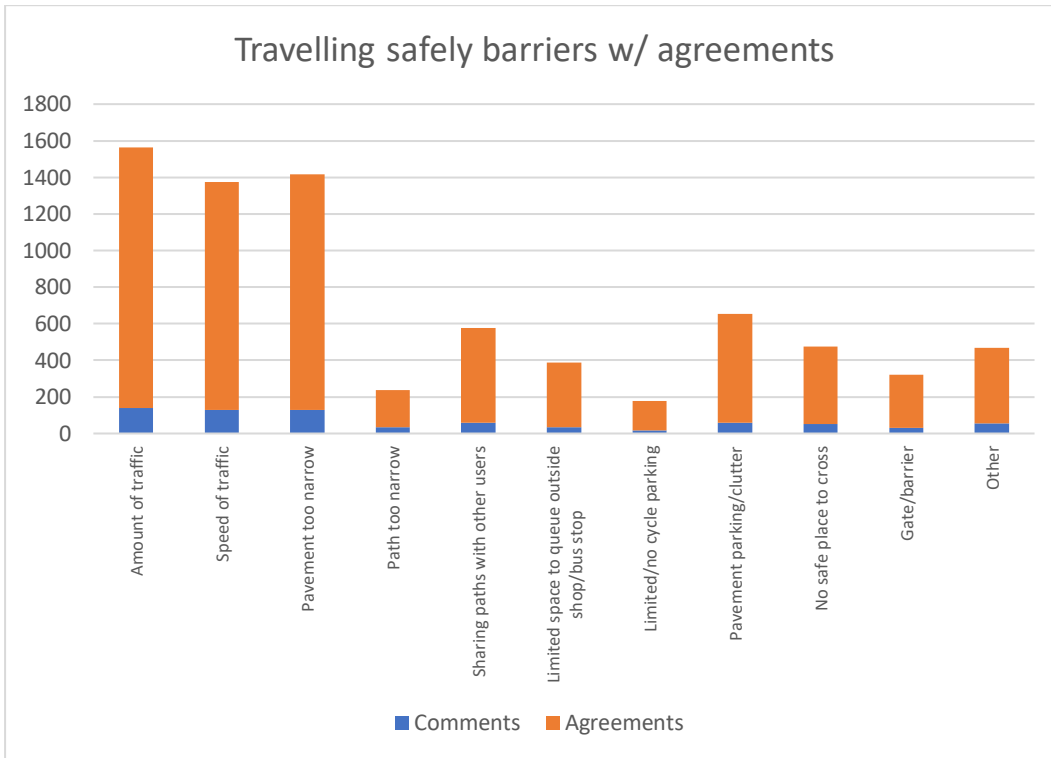
This section contains a summary of the number of comments and agreements and Explain what image shows.

Travelling Safely

Total comments: **306**

Total number of agreements: **2618**



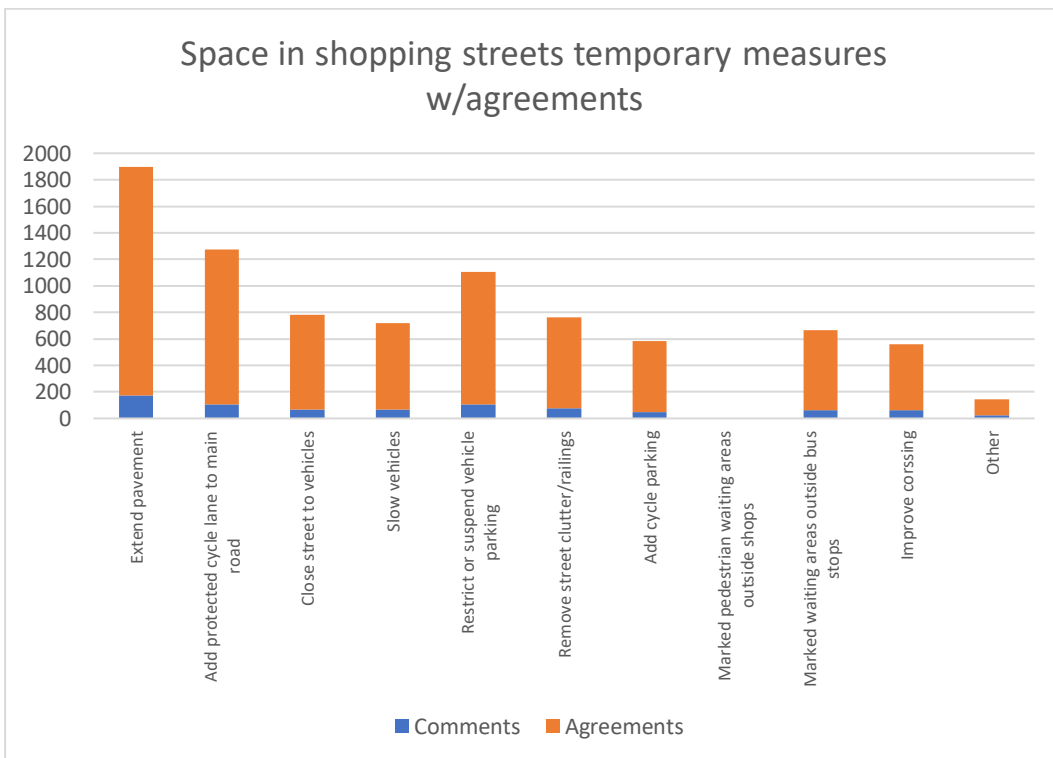
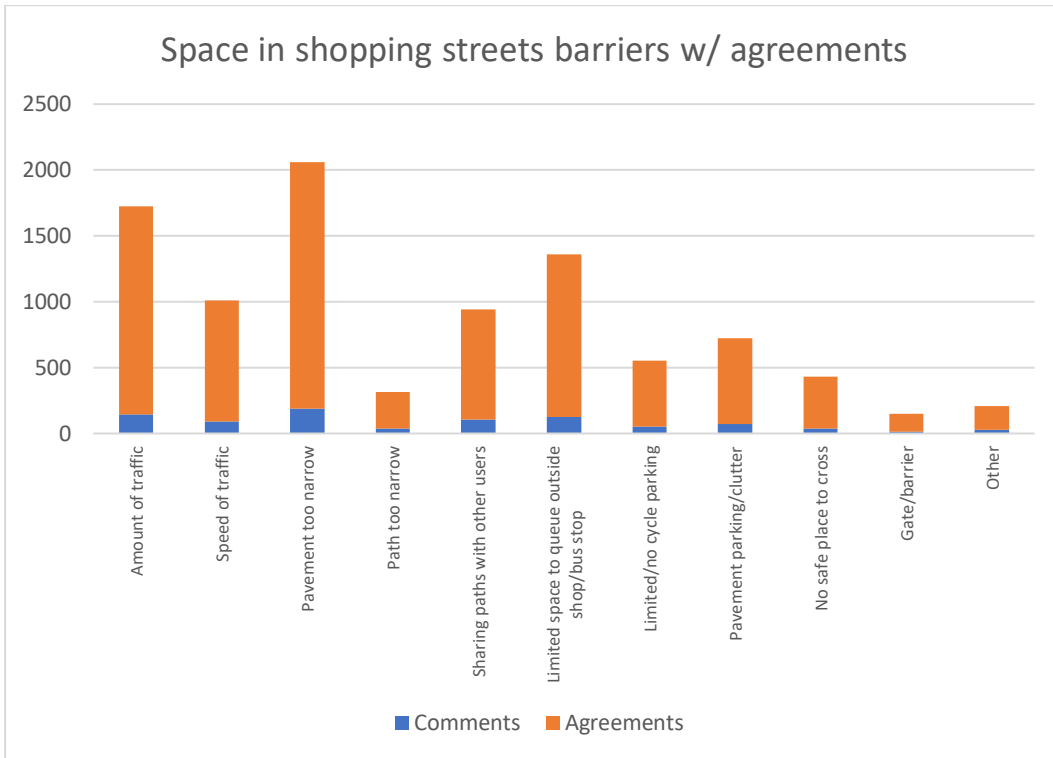


Space in shopping streets

Total comments: **280**

Total number of agreements: **2528**

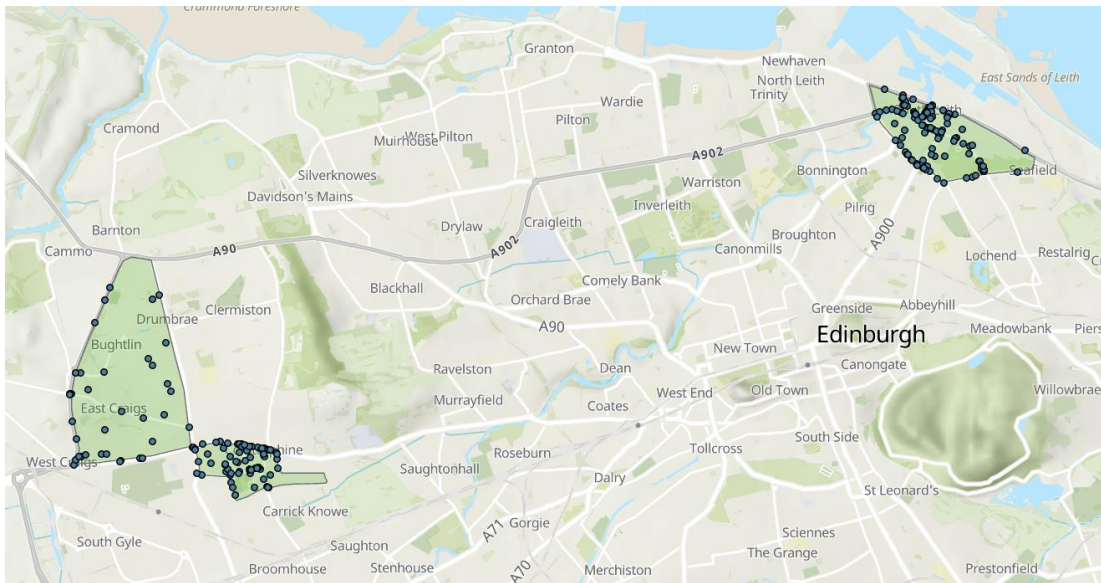


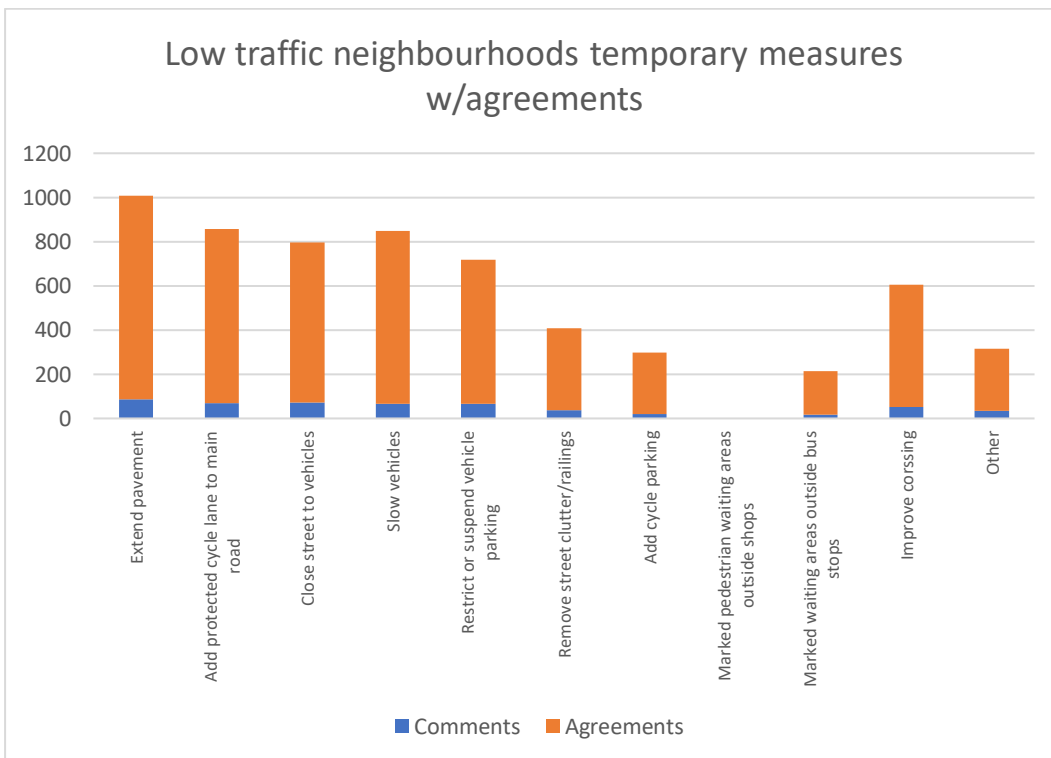
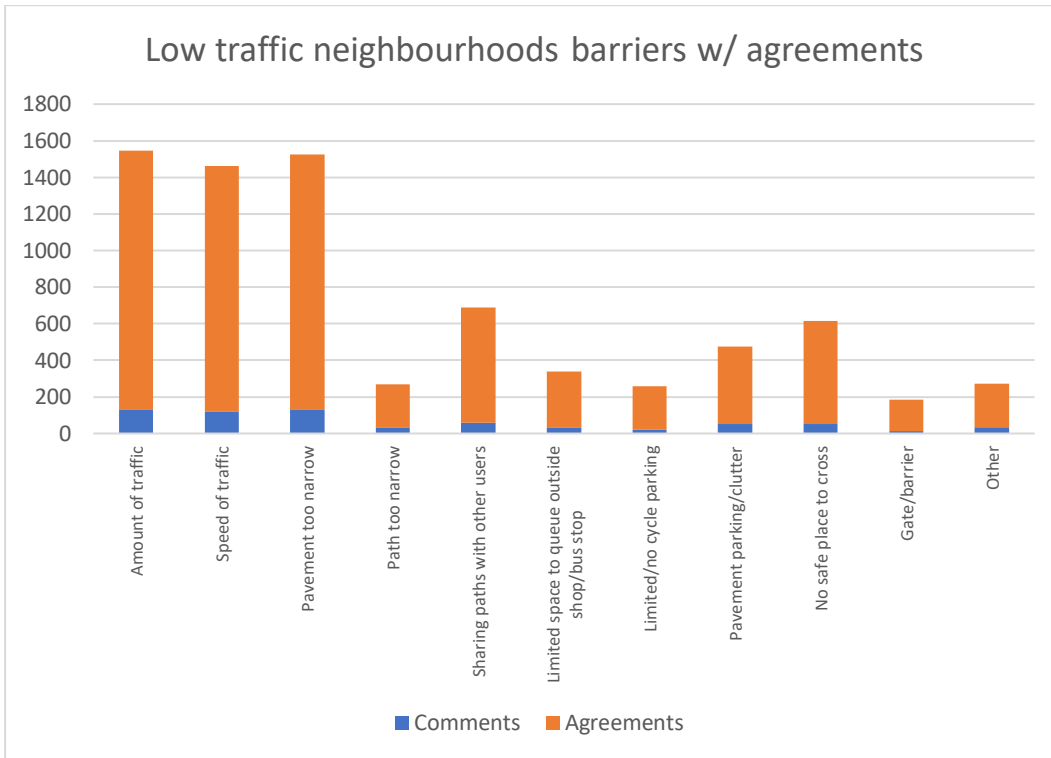


Low traffic neighbourhoods

Total comments: 243

Total agreements: 2313



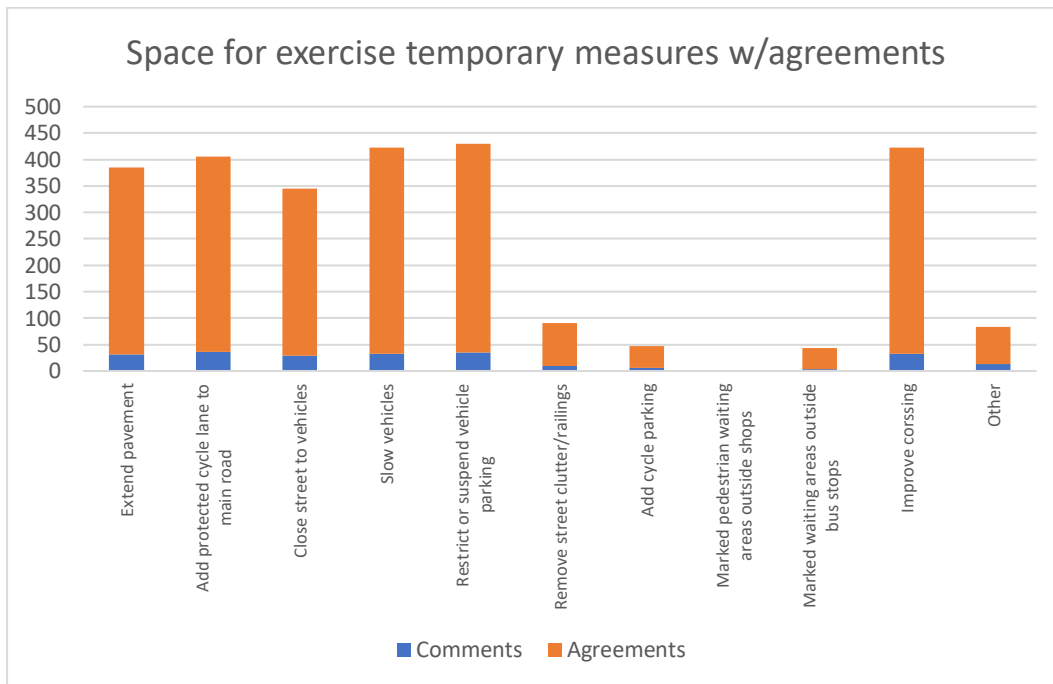
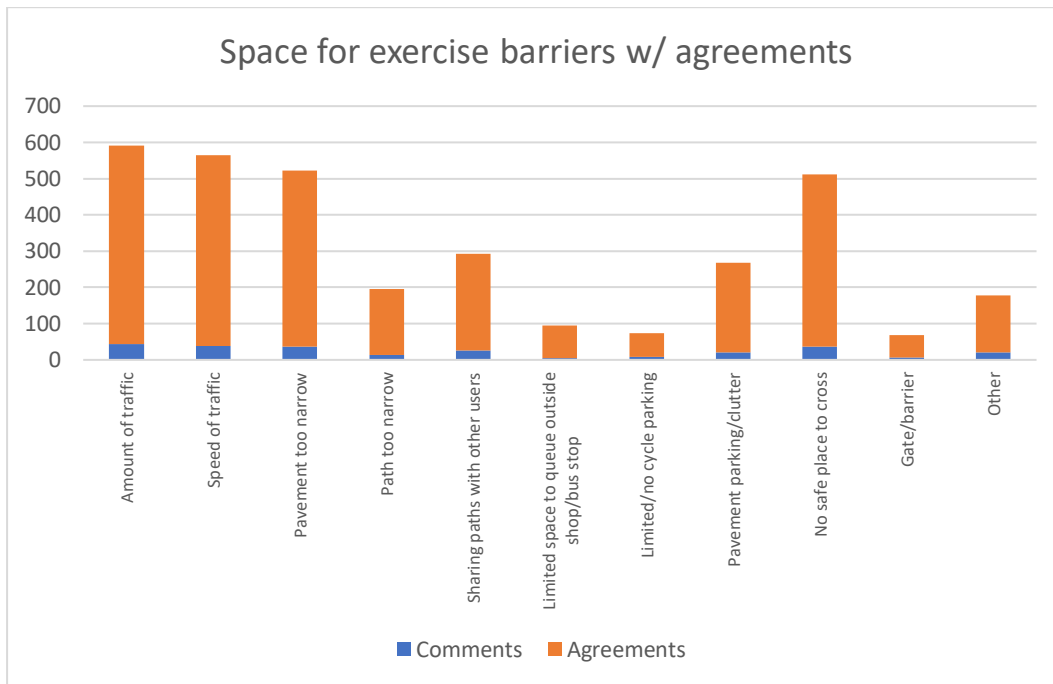


Space for exercise

Total comments: **118**

Total agreements: **1164**

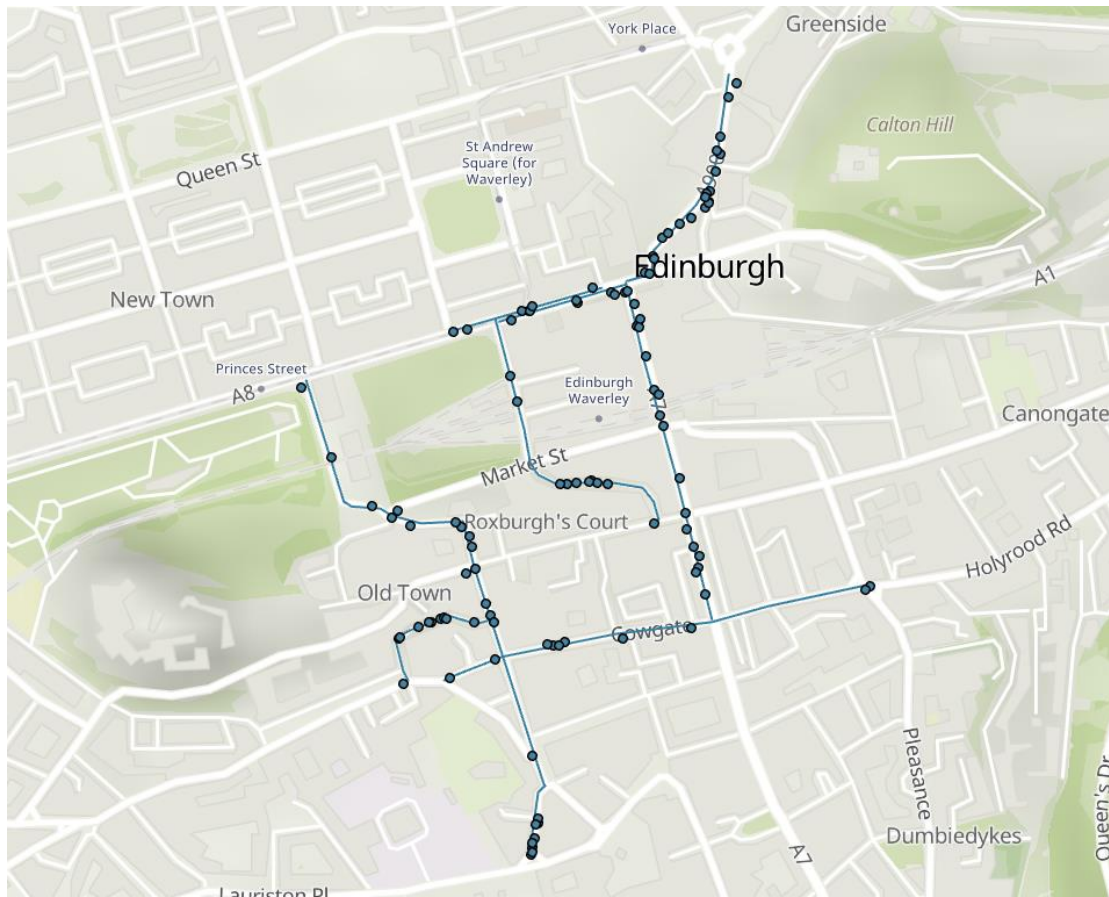


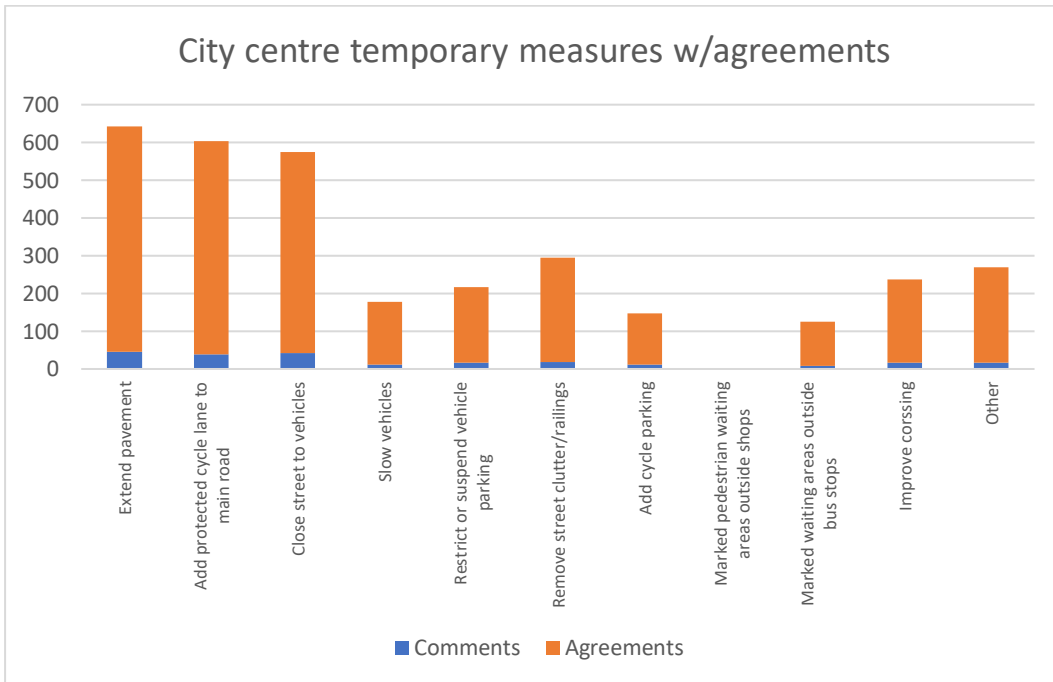
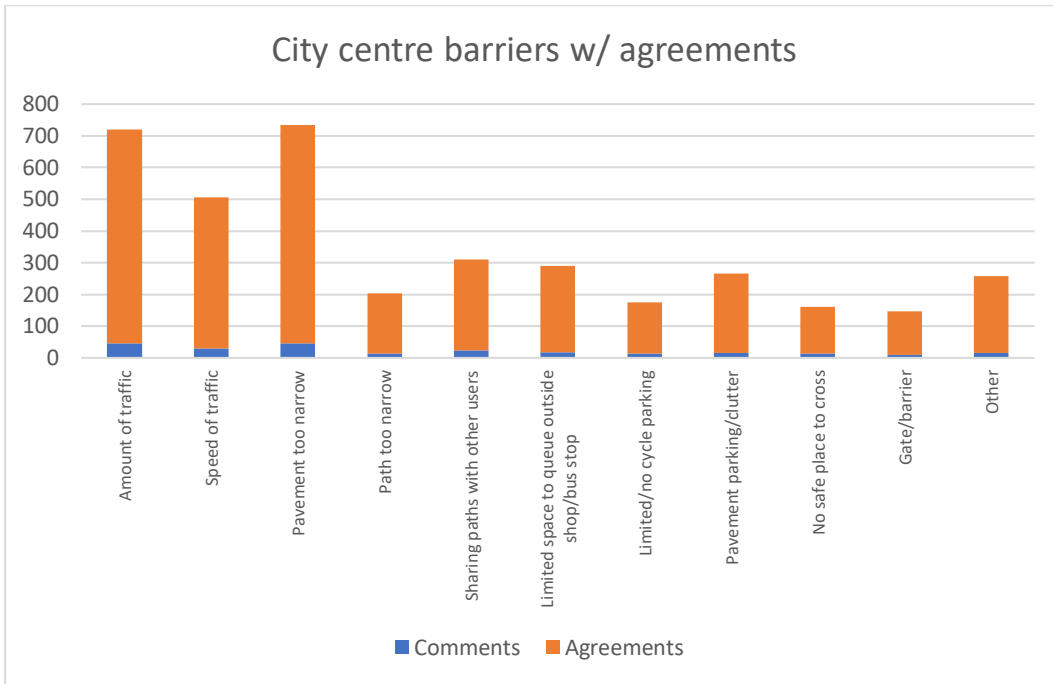


City Centre

Total comments: **105**

Total agreements: **1084**





Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Spaces for People – East Craigs Low Traffic Neighbourhood

Executive/routine Wards Council Commitments	Executive 3
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Note the background to the Spaces for People programme, and particularly the proposed introduction of a Low Traffic Neighbourhood (LTN) in East Craigs;
 - 1.1.2 Note the options to improve conditions for walking and cycling in the East Craigs area;
 - 1.1.3 Approve option 2a for implementation by Temporary Traffic Regulation Order (TTRO) as part of the Council's Spaces for People programme as set out in paragraphs 4.8 – 4.11; and
 - 1.1.4 Approve the commencement of an Experimental Traffic Regulation Order (ETRO) process for the introduction of a LTN in East Craigs as set out in paragraphs 4.23 - 4.30.

Paul Lawrence

Executive Director of Place

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Spaces for People – East Craigs Low Traffic Neighbourhood

2. Executive Summary

- 2.1 This report sets out options for improving conditions for walking and cycling in the East Craigs area in response to COVID-19 following discussions at Policy and Strategy Committee (20 August 2020), Transport and Environment Committee (1 October 2020) and City of Edinburgh Council's meeting (15 October 2020). The report also sets out the next steps in respect of creating a permanent Low Traffic Neighbourhood (LTN) in the East Craigs area.

3. Background

- 3.1 On [15 October 2020](#) City of Edinburgh Council considered proposals to introduce a LTN in East Craigs. Council requested that a summary of legal advice be provided to Elected Members in advance of the Transport and Environment Committee meeting on 12 November 2020. This briefing was circulated to Elected Members on a confidential basis on 19 October 2020.
- 3.2 The Council also:
- 3.2.1 Agreed that, if necessary, options for further compliant revised designs should be brought forward to the meeting on 12 November which would address any issues resulting from legal advice and ensure the safety of the public and better conditions for walking, cycling and wheeling on a temporary basis during the public health crisis;
 - 3.2.2 Noted the composite motion approved on [14 May 2020](#) on Creating Safe Spaces for Walking and Cycling to move forward as early as possible, and that the report included a proposal to 'close selected roads to enable local trips to be made safely, especially to parks etc and schools' in the East Craigs area;
 - 3.2.3 Agreed that until legal counsel has been received and made available, Members were not in a position to approve this report;
 - 3.2.4 Agreed to implement an immediate and on-going programme of works to strip back the overgrown vegetation on pavements on both sides of

Maybury Road in order to reclaim the full pavement area as space for people; and

- 3.2.5 Noted the substantial opposition expressed by residents in East Craigs, North Gyle and Craigmount; local ward councillors and the local community council to the original Spaces for People LTN proposals for this area.
- 3.3 On [20 August 2020](#), Policy and Sustainability Committee considered a report on the Spaces for People programme, including proposals for an LTN for East Craigs and agreed (specifically in relation to East Craigs) that as well as moving forward with the Spaces for People LTN proposals, that the process for the permanent Traffic Regulation Order (TRO) for East Craigs LTN would be accelerated to the earliest possible time to allow full public consultation to take place with residents as part of the permanent TRO process.
- 3.4 On [1 October 2020](#), revised proposals for a LTN in East Craigs were considered and approved by Transport and Environment Committee. These proposals had been amended following significant feedback from local residents, Elected Members and the local community council both in writing and at a community meeting in August 2020. This report was referred to Council on 15 October 2020 (as set out above).
- 3.5 The original proposals to create safer spaces for walking, cycling and wheeling (now known as Spaces for People) during the coronavirus (COVID-19) pandemic were considered by Policy and Sustainability Committee on [14 May 2020](#).
- 3.6 The Council Leader and the Convener and Vice Convener of Transport and Environment Committee met with representations of the deputation Get Edinburgh Moving on 16 October 2020 to discuss the proposals for East Craigs. It was agreed that a follow up meeting would be arranged with officers to discuss the technical details of the proposed scheme.

4. Main report

Spaces for People options for East Craigs

Legal advice and Options appraisal

- 4.1 Following the provision of legal advice in respect of the proposals to introduce a LTN in East Craigs using a Temporary Traffic Regulation Order (TTRO), officers have carefully considered the options available to the Council. The Council could:
- 4.1.1 Acknowledge the legal risks in proceeding with the scheme as is, but proceed as set out in the report to Transport and Environment Committee on 1 October 2020; or
- 4.1.2 Reduce any interventions using a TTRO to measures around Craigmount High School and Drum Brae North to improve conditions for walking and cycling (two options are set out for this in paragraphs 4.10 – 4.15); or
- 4.1.3 Decide not to proceed with any changes.

- 4.2 Policy and Sustainability Committee approved an updated Risk Appetite Statement for the Council on [6 October 2020](#). The section on Regulatory and Legislative Compliance has three core elements:
- 4.2.1 The Council aims to comply with applicable regulatory and legislative requirements to the fullest extent possible.
 - 4.2.2 No officer or elected member may knowingly take or recommend decisions or actions which breach legislation.
 - 4.2.3 Executive Directors and Heads of Service are expected to implement appropriate controls to ensure ongoing compliance and identify; report; and resolve breaches when they occur.
- 4.3 For the purposes of Spaces of People, where necessary, the Council has used TTRO powers. This is in accordance with Section 14 of the Road Traffic Regulation Act 1984 which gives the roads authority - in certain circumstances - the power to make an order to restrict or prohibit temporarily the use of a road, or any part of it, by vehicles or pedestrians, to such an extent as it considers necessary.
- 4.4 One of the circumstances where the Council can rely upon the provisions of Section 14 of the 1984 Act is where it is considered that there is a *likelihood of danger to the public* and measures should be taken to address that danger. At the outset of the Covid-19 pandemic Transport Scotland issued guidance where it was noted that the incidence and potential transmission of the coronavirus was considered to be a danger to the public.
- 4.5 Specifically, in relation to the LTN proposals for East Craigs, officers considered:
- 4.5.1 that there was evidence of intrusive traffic on Craigs Road;
 - 4.5.2 that levels of traffic on Craigs Road exceed the levels that are recommended for cycling without cycleways as set out in the [Edinburgh Street Design Guidance](#);
 - 4.5.3 That while Craigs Road has the potential for increased walking and cycling within the context of the covid-19 pandemic, and the requirement for more active forms of travel and physical distancing, due to the physical layout of this street it is very difficult to provide continuous reallocation of space;
 - 4.5.4 Traffic speed surveys which recorded 85th percentile speeds well in excess of the 20mph speed limit on a number of roads in the neighbourhood; and
 - 4.5.5 Feedback from the Spaces for People Commonplace web engagement tool highlighted themes within the East Craigs of: intrusive traffic, speeding traffic, footway pinch points and desires for cycleways and some road closures.
- 4.6 To ensure that the Council does not take any unnecessary legal risks, officers have now further considered the options for creating safe spaces for walking, cycling and wheeling in this area (as set out in paragraph 4.1) and these are detailed below.

Option 1

4.7 Option 1 is to implement the revised East Craigs LTN scheme (shown in Appendix 1). As set out in paragraph 3.4, this scheme was approved at Committee on 1 October 2020.

Option 2a

4.8 In considering alternative measures for East Craigs which would address the public health concerns arising from COVID-19 within the legislation, officers have developed an alternative option to increase safety around Craigmount High School, as this location sees large numbers of people coming together at the start and end of the school day. This would involve measures on Craigs Road including creating more space for pedestrians near the school, introducing a bus gate at the start and end of the school day and removing a guardrail close to the school and a local path which exits onto Craigs Road. An outline design for this option is set out in Appendix 2. These combined measures will help people to physically distance around the school enhance.

4.9 In addition, the reduction in traffic resulting from the bus gate would also create road space that is safer and more attractive for cycling to the new cycle and pedestrian crossing on Maybury Road, which was specifically implemented under Spaces for People to help local residents access the Cammo area as a space for exercise.

4.10 In this option, road safety/traffic calming measures are proposed in the surrounding roads where survey data shows that average vehicle speeds are well in excess of the 20mph speed limit. This in turn will help provide safer spaces for walking, cycling and wheeling as a means of exercise during the pandemic.

4.11 The option also includes a segregated cycleway along a section of Drum Brae North to help people move around safely by bicycle as an alternative to public transport and for exercise.

Option 2b

4.12 Another alternative is only to introduce measures to address the footway pinch points around Craigmount High School and to introduce the segregated cycleway on Drum Brae North to create sufficient space for physical distancing around the school and for exercise.

4.13 An outline design of this option is set out in Appendix 3.

Option 3

4.14 There has been significant feedback from the local community that measures to create safer spaces for walking, cycling and wheeling in this area are not required. Therefore, Committee could decide that no measures should be implemented in this area.

4.15 However, there has been feedback received which has indicated that measures to provide safer space to support physical distancing and for cycling would be welcomed.

- 4.16 Should Committee decide not to implement any measures in this area these concerns would not be addressed.

Officer Recommendation

- 4.17 Committee is asked to note that, in advance of the Council meeting on 15 October 2020, officers received an intimation of legal challenge should the scheme (Appendix 1) be approved using TTRO powers.
- 4.18 After consideration of the legal position and the alternative options, the recommendation of officers would be to implement option 2a as part of the Spaces for People programme, using TTRO powers. The combination of measures outlined would address concerns raised about safety around this entrance to Craigmount High School, linking closely with a popular local path to and from the school, and would introduce measures to address concerns raised about safety for walking, cycling and wheeling in this area.
- 4.19 However, recognising the significant feedback from the local community, option 2a does not introduce further road closures in the surrounding streets.

Maybury Road Vegetation

- 4.20 As requested by Council on 15 October 2020, arrangements are being made for vegetation which is encroaching on the footways on both sides of Maybury Road to be removed.
- 4.21 There are some areas along Maybury Road where the Council is responsible for the maintenance of verges and footways and a plan has been developed to initially cut back vegetation and then to continue to maintain this on an on-going basis.
- 4.22 However, where the land is not owned by the Council, arrangements have been made to identify and contact the landowner to request that vegetation which is encroaching on the footpath be removed. There are three stages to this process:
- 4.22.1 Inspection and letter to the landowner explaining their responsibility to maintain vegetation to ensure that the footway remains safe for those walking and cycling. The letter will give 28 days notice of the need to take action;
- 4.22.2 If no action is taken, a formal notice will be given instructing the landowner to take the required action to cut back encroaching vegetation. Once again, 28 days notice is given; and
- 4.22.3 If the landowner fails to act, the Council will take action to cut back the vegetation and will seek to recover the cost of doing so from the landowner.

East Craigs LTN – Experimental Traffic Regulation Order

- 4.23 Policy and Sustainability Committee on 20 August 2020 agreed that the process for the permanent Traffic Order for East Craigs LTN should be accelerated to the earliest possible time to allow full public consultation to take place with residents.
- 4.24 Committee is aware that officers were developing plans for a permanent LTN in the area using a TRO through the West Edinburgh Link (WEL) programme. The focus

of WEL is to support sustainable travel choices across West Edinburgh, which is clearly important given the scale of change and development in the area.

- 4.25 Committee are asked to approve the commencement of the process required to start the implementation of a permanent LTN for East Craigs. The proposed permanent LTN is the scheme set out in Appendix 1.
- 4.26 However, recognising that the local community are keen to be involved in developing and refining plans for such a scheme and the importance of ensuring that the strategy for the wider West Edinburgh area, it is proposed to progress with the permanent scheme initially as an Experimental Traffic Regulation Order (ETRO).
- 4.27 An ETRO means that measures can be introduced, and those measures can then be changed during the lifetime of the Order (under certain circumstances). These measures can be in place for a maximum of 18 months.
- 4.28 This will help to facilitate a greater depth of public consultation during the first six months of the changes being in force, once the local people have had a chance to experience the LTN in operation which can then be considered in preparing plans for the permanent TRO.
- 4.29 Objections to the ETRO can be submitted during the formal consultation period as part of the initial ETRO process. Once the scheme is in place and the impact of the measures have been identified, it is expected that a TRO process for the permanent scheme will begin. While this is being advertised there is another formal consultation period during which objections to the permanent scheme are invited.
- 4.30 Although, technically, no decision is required on objections to an ETRO, it is intended that any objections received will be carefully considered by officers and reported to Committee if necessary.

5. Next Steps

- 5.1 If Committee approve the recommendations of this report, officers will take the appropriate action to implement the agreed measures as soon as possible.
- 5.2 Assuming an ETRO is promoted for implementation of the initial LTN plans for East Craigs, once a permanent scheme has been developed, this will be promoted as a TRO and any objections will be reported to Committee.
- 5.3 Officers will continue to maintain verges along Maybury Road (where the verge is the responsibility of the Council) and to engage with adjacent landowners to make arrangements to cut back overhanging/overgrown vegetation.

6. Financial impact

- 6.1 City of Edinburgh Council received £5m funding from Scottish Government's Spaces for People programme.

- 6.2 The cost of implementing the preferred option will be met from the Council's Spaces for People budget allocation.
- 6.3 The cost of advertising the permanent ETRO for East Craigs LTN will be met from the West Edinburgh Link project funding.

7. Stakeholder/Community Impact

- 7.1 Residents of East Craigs, North Gyle and the surrounding areas have provided significant feedback on the revised proposal which was presented to Committee on 1 October 2020, to Council on 15 October 2020 and which are outlined in Option 1 (and Appendix 1). This includes a number of deputations, abridged Counsel advice and a notification of legal challenge should the scheme proceed as proposed.
- 7.2 In respect of a permanent TRO/ETRO, consultation will begin as soon as possible, taking into account other priorities for legal orders and, assuming objections are received, these will be reported to Transport and Environment Committee in due course.
- 7.3 The integrated impact assessment for the Spaces for People programme has recently been updated. An impact assessment on the East Craigs LTN (option 1) has also been prepared and will be uploaded to the Council website shortly.

8. Background reading/external references

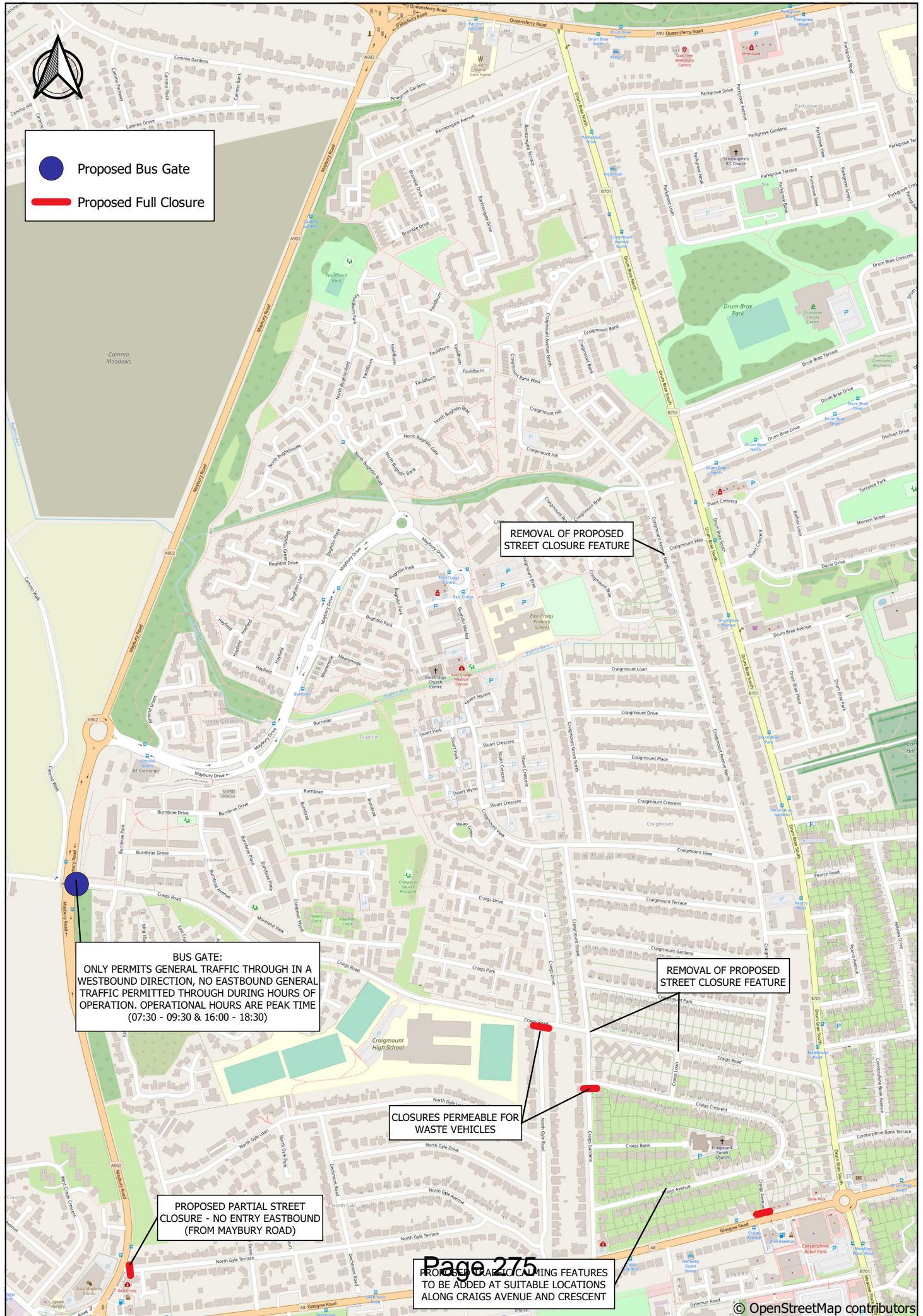
- 8.1 None.

9. Appendices

- 9.1 Appendix 1 Option 1: Revised LTN Proposals for East Craigs
- 9.2 Appendix 2 Option 2a: Improved safety around Craigmount High School, including bus gate, wider traffic calming and cycleway on Drum Brae North
- 9.3 Appendix 3 Option 2b: Improved safety around Craigmount High School, cycleway on Drum Brae North.

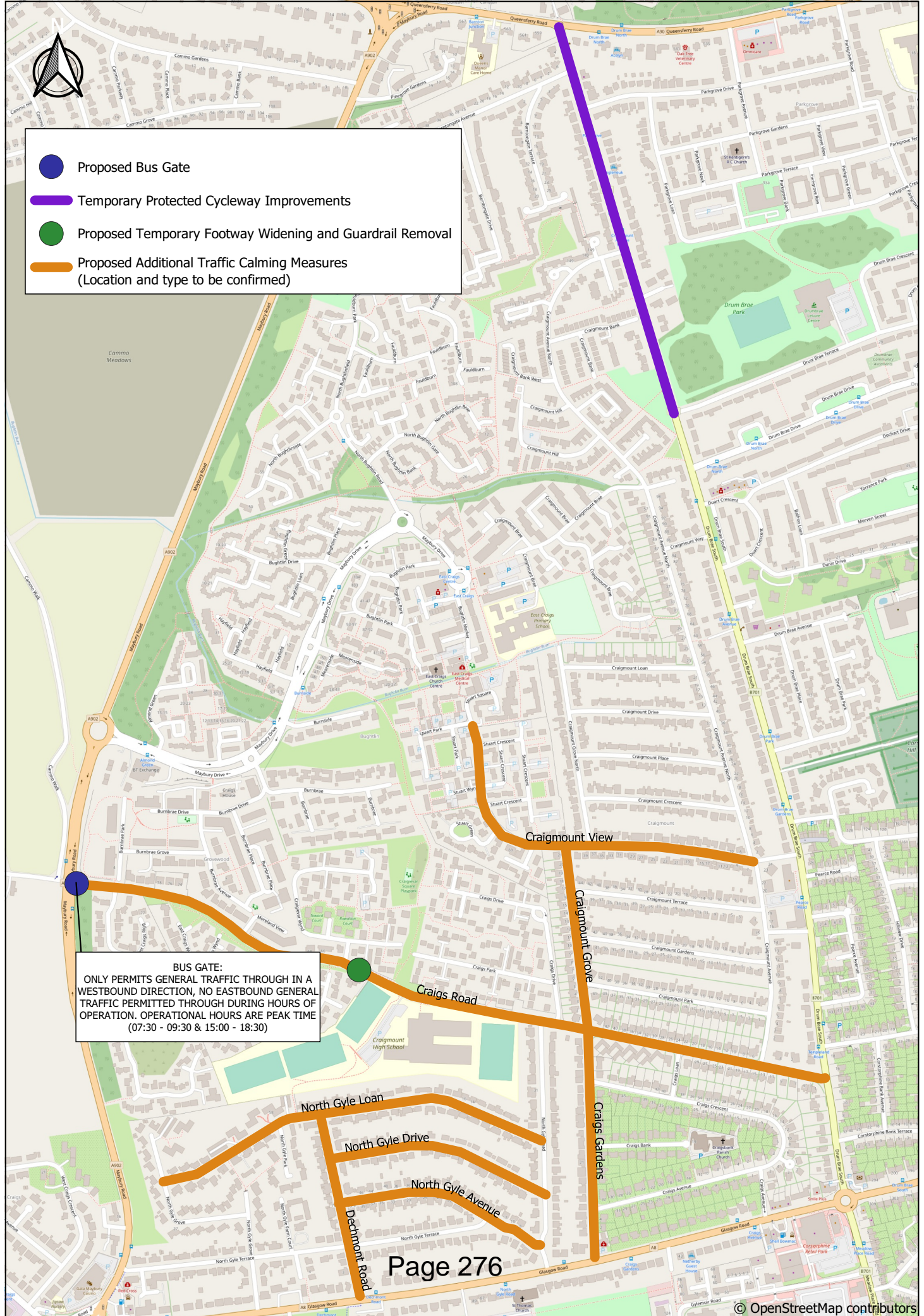
Appendix 1

Option 1: Revised LTN Proposals for East Craigs



Appendix 2

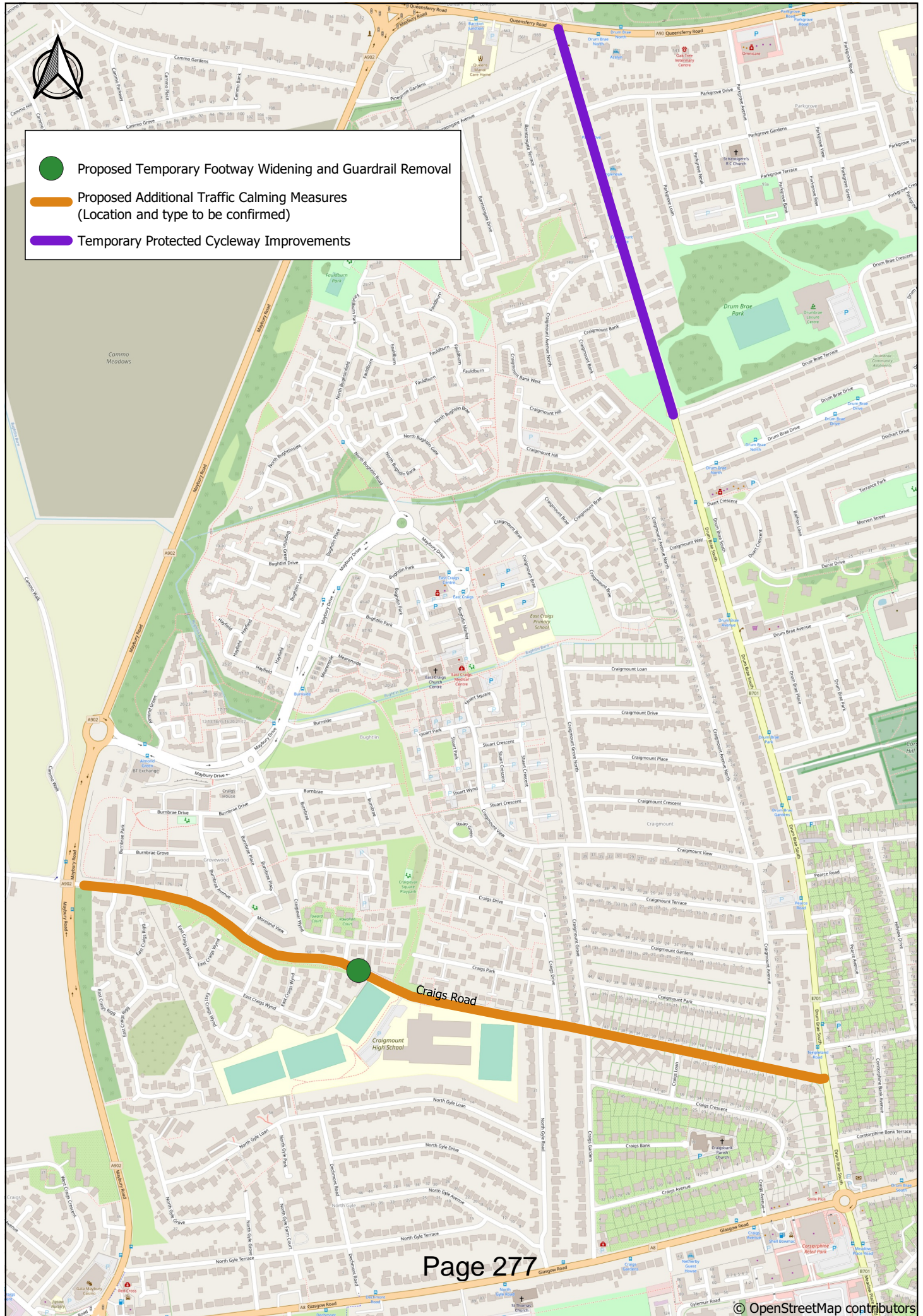
Option 2a: Improved safety around Craigmount High School, including bus gate, wider traffic calming and cycleway on Drum Brae North



BUS GATE:
 ONLY PERMITS GENERAL TRAFFIC THROUGH IN A WESTBOUND DIRECTION, NO EASTBOUND GENERAL TRAFFIC PERMITTED THROUGH DURING HOURS OF OPERATION. OPERATIONAL HOURS ARE PEAK TIME (07:30 - 09:30 & 15:00 - 18:30)

Appendix 3

Option 2b: Improved safety around Craigmount High School, cycleway on Drum Brae North



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Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Revenue Monitoring Update –2020/2021 Month five position

Executive/routine Wards Council Commitments	Executive All
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Recommendations

- 1.1 Members of the Transport and Environment Committee are asked to:
 - 1.1.1 note that the overall Place ‘business as usual’ revenue budget month five position for the 2020/2021 financial year is a projected £1.710m overspend (excluding Covid-19 impact). Services within the remit of the Committee are forecasting an overspend of £0.650m (excluding Covid-19 impact), which is largely equivalent to the 2020/2021 savings delivery risk in quantum. There are budgetary pressures forecast in the Waste and Cleansing Service, Scientific and Bereavement Services and Fleet at month five.
 - 1.1.2 note that Covid-19 costs of c. £28m in addition to pressure set out at 1.1.1 have been forecast for the overall Place Directorate at month five with circa £21.9m relating to services within the remit of the Committee; and
 - 1.1.3 note that the Executive Director of Place is taking measures to reduce budget pressures and progress will be reported to Committee at agreed frequencies.

Paul Lawrence

Executive Director of Place

Contact: Susan Hamilton, Principal Accountant

E-mail: susan.hamilton@edinburgh.gov.uk | Tel: 0131 469 3718

Revenue Monitoring Update – 2020/2021 Month five position

2. Executive Summary

- 2.1 The report sets out the projected month five revenue monitoring position for the Place Directorate services. The month five forecast is based on analysis of actual expenditure and income to the end of August 2020, and expenditure and income projections for the remainder of the 2020/2021 financial year.
- 2.2 Excluding the costs of the Coronavirus pandemic, the month five projection for the Place 2020/21 revenue budget is a net residual budget pressure of £1.710m. This is an improvement of £1.310m on the reported month three position reflective of an updated assessment of approved savings delivery, implementation of additional measures to mitigate carried forward pressures, receipts of external funding and savings from reduced scale external events. £0.300m of this improvement relates to services within the remit of this Committee reflective of reduced delivery risk in relation to 2020/2021 approved savings and management actions delivered to mitigate budget pressures.
- 2.3 At month five, the services within the remit of this Committee are forecasting a net overspend against budget in 2020/2021 of £0.650m. Progress against 2020/2021 approved savings delivery is set out later in this report as are the pressures, risks and management actions in relation to Waste and Cleaning, Scientific and Bereavement Services and Fleet arising from legacy savings and pressures which are in the process of being addressed.
- 2.4 At month five, the General Fund Covid-19 impact for Place Directorate has been forecast to be a net cost in the region of £28m with circa £21.9m of this relating to services within the remit of this Committee.
- 2.5 This report will focus on the aspects of Place revenue budgets which are within the remit of the Transport and Environment Committee.
- 2.6 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.

3. Background

- 3.1 The total 2020/21 approved gross General Fund revenue budget for the Place Directorate is £242.181m. The net budget is £45.729m after adjusting for income

from other parts of the Council, external grants and other income. This budget is net of £4.508m of savings initiatives approved by Council in February 2020.

- 3.2 Covid-19 related net costs have been separated from the 'business as usual' in order to facilitate understanding of the drivers of risks, cost pressures and mitigating actions where applicable.
- 3.3 This report provides an update on financial performance against the above revenue budgets. A separate report to the Council's Finance and Resources Committee on 29 October 2020 set out the projected position on the Council's Capital Investment Programme.

4. Main Report

Month five – 'business as usual' forecast

- 4.1 At month five, the 2020/2021 forecast net pressure across Place general fund revenue budgets is £1.710m. This is an improvement of £1.310m from the position reported at month three. The improvement is a combination of progress made in delivery of existing agreed management action, service manager efforts to address 'at risk' elements of approved savings (paragraph 4.4) and identification of £1.125m of new measures by Place Senior Management Team. Gross pressures of £8.690m have been identified and £8.190m of management actions have been agreed across the Directorate with a commitment to identify additional measure to mitigate against the risk of not delivering a balanced budget for the Directorate as a whole. The month five forecast reflects the delivery status assessment of agreed management actions.
- 4.2 At month five, the forecast position for services within the remit of the Committee is a £0.650m overspend (excluding Covid-19 impact). This is an improvement of £0.300m from the position reported at month three and in net terms remains largely representative of the 'at risk' elements of approved budget savings in terms of overall quantum. The delivery risk assessment in respect of 2020/2021 approved budget savings is shown as Appendix 1. Pressures, risks and management actions are captured in the specific section of the report.
- 4.3 Identified management actions referred to in paragraph 4.1, which have still to be fully delivered and are pertinent to the service within the remit of the Committee total £0.600m. The actions are at varying stages of delivery and relate to reconfiguration and recommencement of environmental testing services to generate income, reduction in operational costs and optimisation of permissible staff time against capital projects where appropriate. If all identified management actions are delivered and emergent pressures managed by the services, the business as usual forecast out-turn for services under the remit of this Committee would be £0.050m overspent. In the current operating environment, there is a higher than normal level of uncertainty and therefore increased risk related to delivering this outcome.

2020/21 budget – Approved savings delivery

- 4.4 The approved budget savings for Place Directorate in 2020/2021 total £4.508m. Progress in the delivery of the savings programme is reviewed regularly by Place Senior Management Team. £2.438m of approved 2020/2021 budget savings have been assessed by Place SMT as having been impacted by factors, including the Coronavirus pandemic with a “substantial risk’ that the approved savings will not be achieved. This includes £0.413m of approved savings within the remit of this Committee.
- 4.5 Whilst services have been asked to produce plans to bring substitute savings forward, it is important to understand the reasons for savings being ‘at risk’. To this end, the traditional RAG assessment provided within the Committee reporting and governance framework has been expanded to include a black assessment denotation which is applied to savings where there has been a material change in context leading to a substantial delivery risk or where there are serious concerns around project design resulting in the same outcome.
- 4.6 The savings which fall under the remit of this Committee total £1.348m and are shown in Appendix 1 with the month five delivery assessment. A risk assessment exercise has been undertaken in consultation with Place Management Team, this indicates that, on the basis of actions planned or already undertaken, £0.845m of approved savings are assessed as “green” (saving on track to be achieved); £0.090m is assessed as “amber” (reasonable assurance that saving will be achieved); and £0.413m are assessed as “black” (material change in circumstances with substantial risk that saving will not be achieved).

Pressures, Risks and Management Actions

- 4.7 Place Directorate overall is forecasting a £1.710m overspend at month five. As set out in paragraph 4.1, additional measures at differing stages of delivery have been identified since the month three position was reported. Solutions will require to be brought forward to treat the residual budget pressure and any emergent budget risks, this may impact the services within the remit of the Committee.
- 4.8 Place Directorate discuss budgets with Finance colleagues on a weekly basis at the Senior Management Team in order to seek to manage the risks set out in this report and consider emergent risks in the unprecedented pandemic context. In line with the agreed governance framework a half year review of the Place budget management strategy is being undertaken in October and November 2020.
- 4.9 It is the responsibility of the Executive Director of Place to deliver a balanced budget overall. As reported to this Committee on [1 October 2020](#) there are legacy savings and pressures which are in the process of delivery and until such times are fully delivered substitute measures are planned and undertaken by Place Senior Management Team. Some of the measures are one off and others more sustainable. At month five, there are pressures in service areas under the remit of this Committee totalling £0.650m as set out in paragraph 4.2 with further management actions totalling £0.600m as set out in paragraph 4.3. Committee is however asked to note that at month five pressures are forecast in some service

areas; Waste and Cleansing £1.178m overspend, Scientific and Bereavement Services £0.540m overspend and Fleet £0.201m overspend. This is compensated for by forecast underspends in other areas including Roads and Transport and Localities.

- 4.10 The 2020/21 budget management strategy which was agreed and is currently being implemented by the Place Senior Management Team has given consideration to legacy and new budget pressures as well as the in-year savings requirement. Over the short-to-medium term, concerted action is required to address underlying budgetary issues in a sustainable way.

Month five – Covid-19 impact forecast

- 4.11 As stated earlier in this report, General Fund Covid-19 direct costs and loss of income are being reported separately to allow appropriate decisions to be made in respect of the business as usual and the unbudgeted extraordinary net costs. At month five, in the region of £28m of budget impacts have been forecast across Place Directorate which relate to Covid-19. Within this total, circa £21.9m relates to the remit of this Committee and is set out within Appendix 2.

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. Place SMT is looking to the 2020/2021 budget management strategy as part of a rolling process not confined to the current financial year. Where planned savings and mitigations are not fully delivered in year, they are being factored into future year budget management strategies.
- 5.3 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.

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 Revenue Budget 2020/23: 2020/21 Month Five Position and Framework Assumptions Update – [29 October 2020](#)
- 8.2 2020-30 Capital Budget Strategy – Period Five Monitoring and Revised Budget Update – [29 October 2020](#)

9. Appendices

- 9.1 Appendix 1 – Place Directorate: 2020/2021 Month five Approved Savings Assessment - within remit of Transport and Environment Committee.
- 9.2 Appendix 2 – Covid-19 Impact – Place Directorate - Month five forecast 2020/21.

Appendix 1 – Place Directorate: 2020/2021 Month five assessment of Approved Savings within remit of Transport and Environment Committee.

2020/20/21 Approved Saving	Green £m	Amber £m	Red £m	Black £m	Total £m
	Delivered	In Progress	Difficult	At Risk *	
Income Generation – Including Parking Action Plan.	0.030	0.000	0.000	0.088 MC	0.118
Workforce Savings – Including Scientific and Bereavement Services.	0.000	0.090	0.000	0.000	0.090
Third Party Savings – Including Joint Waste.	0.000	0.000	0.000	0.325 MC	0.325
Transport Reform	0.400	0.000	0.000	0.000	0.400
Fees & Charges	0.415	0.000	0.000	0.000	0.415
Total	0.845	0.090	0.000	0.413	1.348
% of Total Savings	63%	6%	0%	31%	100%

***MC= Material Change in Circumstances**

Appendix 2 – Covid-19 Impact – Place Directorate - Month five forecast 2020/21.

Principal additional expenditure and reduced income impacts of COVID-19 pandemic - Services within Remit of Transport and Environment Committee		Appendix 2
		Revised
		F&R 29 Oct
Service Area	Impact	
		£m
Increases in expenditure		
Waste and Cleansing	Additional refuse collection vehicles, fuel, external contractors, PPE, etc. Projection also reflects agency staffing and overtime expenditure linked to the reopening of Community Recycling Centres and for providing wider absence cover, as well as a reduction in income from sale of recyclates, based on depressed state of market.	1.419
Public conveniences	Limited, phased reopening in areas of high footfall, especially in parks and at the seafront, as approved by the Policy and Sustainability Committee on 9 July. Projection now reflects additional costs of full-year opening as outlined in report to Policy and Sustainability Committee on 6 October.	0.248
Street lighting	Increased energy and prudential borrowing costs due to delay in roll-out of LED programme.	0.231
Temporary mortuary hire	Including provision for additional direct staffing	0.110
Other incident-related costs	Including ICT, PPE and Registrar's Service staffing.	0.375
Total increases in expenditure		2.383
Reductions in income		
Parking Income - on-street	Loss of income from on-street car parking due to the suspension of city-wide parking charges, based on parking charge and enforcement reinstatement wef 22 June but with continuing shortfalls in income for most of the rest of the year due to reduced space availability and/or demand. While recent weeks' figures have generally shown continuing steady improvement in income levels, the projection remains unchanged at this time pending confirmation of demand over the medium term.	11.674
Place (various)	Net loss of income - including pest control and scientific services, tables and chairs permits, cruise liner berthing fees.	1.433
Roads	Reduction in staff salaries chargeable to the Capital Programme.	2.061
Parking Income - enforcement	Enforcement and bus lane cameras Penalty Charge Notice reductions	2.013
Parking - residents' and other permits	Loss of income for residents', retailers', business and trade permit schemes and associated non-enforcement	1.675
Public transport	Loss of bus station income due to reduced departures, etc. While the figure shown reflects a revised assessment of income lost, enforced delays to the replacement of the Bus Station Information System and Real Time Passenger Information signage may give rise to additional costs in the current year.	0.420
Refunds/discounts for cancelled services - garden waste	Costs of extending current-year permits by further five weeks - updated assessment	0.150
Total reductions in income		19.426
Total net additional costs		21.809

Transport and Environment Committee

10.00am, Thursday 12 November 2020

Appointments to Working Groups 2020/2021

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group.
- 1.2 To consider the membership of the Tram All Party Oversight Group described at paragraph 4.4.

Andrew Kerr

Chief Executive

Contact: Veronica MacMillan, Committee Officer

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Appointments to Working Groups 2020/2021

2. Executive Summary

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

3. Background

- 3.1 Working Groups remain a popular vehicle for policy development and wider discussion with partners and stakeholders. The Council currently has 34 working groups that vary from short life working groups and long-standing groups such as the Joint Consultative Group. A very small number of working groups have met during the Covid-19 emergency period to discuss immediate matters but working groups in general exerts pressure on both officer and elected member time and resource.
- 3.2 Given the impact of the Covid-19 emergency and resource pressures that remain, it is recommended that working groups only meet during this period if:
- there is officer capacity and resource available;
 - it is required for specific actions to progress;
 - they take place virtually.
- 3.3 The number and nature of working groups, including proposals around the use of working groups going forward will be considered as part of the review of political management arrangements in December 2020.

4. Main report

- 4.1 The Committee is required to appoint the membership of its working groups for 2020/21.
- 4.2 While there is no requirement for the membership of working groups to be proportionate to that of the Council, it is suggested that this is good practice.
- 4.3 The proposed membership has therefore been adjusted to reflect the overall political balance on the Council. It is, however, open to the Committee to alter the membership where it feels this is warranted.

- 4.4 It has been raised by members that the Tram All Party Oversight Group does not reflect the Council proportionality. The Council currently has 15 SNP Group members, 17 Conservative Group members, 11 Labour Group members, 8 Green Group members, 6 Liberal Democrat Group members, 3 Edinburgh Party of Independent Councillor Group members and 2 Independent Group members. On the Tram All Party Oversight Group there are currently 3 SNP Group members, 2 Labour Group members, 2 Green Group members, 2 Liberal Democrat members and 1 Conservative Group member. To make the membership more proportionate to the political balance of the Council, the membership would consist of 2 SNP Group members, 3 Conservative Group members, 2 Labour Group members, 1 Green Group member, 1 Liberal Democrat Group member and 1 Edinburgh Party of Independent Councillors (EPIC). Whilst there is no requirement for the membership of working groups to be proportionate to that of the Council, it is suggested that this is good practice and committee is asked to consider the make-up of membership it feels appropriate.
- 4.5 The current membership structures are set out in Appendix 1 of this report.

5. Next Steps

- 5.1 Not applicable.

6. Financial impact

- 6.1 Not applicable.

7. Stakeholder/Community Impact

- 7.1 Not applicable.

8. Background reading/external references

- 8.1 [Review of Political Management Arrangements 2019](#) – report by the Chief Executive
- 8.2 [Council Minutes - 30 May 2019](#)
- 8.3 [Policy and Sustainability Minutes - 6 August 2020](#)

9. Appendices

Appendix 1 – Working Groups of the Transport and Environment Committee

Working Groups

<p>Active Travel Forum 1 Member (Convener of the Transport and Environment Committee)</p>	
Councillor Macinnes (Convener)	
<p>Local Access Forum 1 member – Convener of the Transport and Environment Committee.</p>	
Councillor Macinnes (Convener)	
<p>Central Edinburgh Development Working Group 9 members – Convener and Vice-Convener of the Transport and Environment Committee, Convener and Vice-Convener of the Housing, Homelessness and Fair Work Committee, Convener of the Planning Committee, 2 Conservative, 1 Green and 1 SLD.</p>	
<p>Councillor Macinnes Councillor Kate Campbell Councillor Gardiner Councillor Webber Councillor Lang</p>	<p>Councillor Doran Councillor Mowat Councillor Miller Councillor Watt</p>
<p>Tram All Party Oversight Group 10 members – Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.</p>	
<p>Councillor McVey Councillor Day Councillor Macinnes Councillor Doran Councillor Cook</p>	<p>Councillor Aldridge Councillor Corbett Councillor Gloyer Councillor Miller Councillor Kate Campbell</p>

Transport Forum 5 members – 1 SNP, 1 Conservative, 1 Labour, 1 Green, 1 SLD	
Councillor Macinnes Councillor Doran Councillor Lang	Councillor Booth Councillor Webber
Single Use Plastics Working Group 5 members – 1 SNP, 1 Conservative, 1 Labour, 1 Green, 1 SLD	
Councillor Bird Councillor Burgess Councillor Webber	Councillor Doran Councillor Lang
Cammo Estate Advisory Committee 2 local ward members	
Councillor Hutchison	Councillor Work

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Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Edinburgh's coastline – update

Executive/routine	Routine
Wards	1, 4, 13, 14, 17
Council Commitments	13 , 16 , 17 , 39

1. Recommendations

- 1.1 It is recommended that Committee notes the update on Edinburgh's coastline.

Paul Lawrence

Executive Director of Place

Contact: Kyle Drummond, Programme Development Officer
Email: kyle.drummond@edinburgh.gov.uk Tel: 0131 529 4849

Edinburgh's coastline – update

2. Executive Summary

- 2.1 This report provides an update on projects in which the Council is involved that concern preserving and enhancing the historic and environmental features of Edinburgh's coastline and enhancing residents' access to Edinburgh's coastline.

3. Background

- 3.1 Edinburgh's coastline stretches approximately 28 kilometres (km) along the Firth of Forth from South Queensferry to Joppa, ranging from undeveloped rural land to ageing industrial estates to densely-developed urban neighbourhoods.
- 3.2 On [31 May 2018](#), a motion by Councillor Mary Campbell was agreed by the City of Edinburgh Council. The motion noted the value of Edinburgh's coastline and called for a scoping report setting out work to date, work currently in train, and work needing to be undertaken in relation to Edinburgh's coastline.
- 3.3 On [20 June 2019](#), the Transport and Environment Committee considered a report on Edinburgh's coastline. The report noted the significant protection given to the built and natural heritage of Edinburgh's coastline by the Edinburgh Local Development Plan and the current work ongoing by the Council to further enhance this heritage. The report noted that oversight for matters pertaining to the coastline was provided by the Waterfront All Party Oversight Group. The Committee:
- 3.3.1 Agreed that the Council seek to deliver a continuous active travel route along Edinburgh's coastline from South Queensferry to Joppa while exploring with East Lothian Council the scope to extend this route eastward; and
- 3.3.2 Requested that an update report be provided after one year.

4. Main report

- 4.1 This report provides an update on Council projects concerning preserving and enhancing the historic and environmental features of Edinburgh's coastline and enhancing residents' access to Edinburgh's coastline.

- 4.2 The Council's bid to the Sustrans Places for Everyone fund for funding to deliver the next phase of the Edinburgh Promenade (section K1 to L, from Granton Beach to Granton Harbour) was unfortunately unsuccessful. The main feedback was that Sustrans would not be able to support a shared-use path in this location, meaning this section of the Promenade would need to have segregation between cyclists and pedestrians. Sustrans has invited the Council to make a revised bid and this is currently being worked on by officers. Consideration is also being given to how the Places for Everyone fund could be applied for to deliver other projects along the coastline, albeit finding Council match funding will prove challenging.
- 4.3 The Council also made an application to the Heritage Fund's Heritage Horizon Awards fund for a project titled "Edinburgh's Shoreline Heritage". The project would include strengthening of coastal woodland strips through tree planting; creation of additional wetland, coastal grassland and dune habitats along the coastline; conversion of contaminated brownfield land into coastal parks; and the restoration of a not-for-profit chain ferry using Victorian gravity technology across the River Almond, linking the project area to the National Cycle Network and John Muir Way. The Heritage Horizon Awards fund was heavily oversubscribed and unfortunately this application was also unsuccessful. Officers will explore alternative avenues for delivering this project.
- 4.4 In response to the COVID-19 pandemic, the Council rapidly put in place temporary changes to various streets in Edinburgh to enhance their usability by pedestrians and cyclists as part of the Spaces for People project. These have included the closure of Silverknowes Road between Marine Drive and Lauriston Farm Road.
- 4.5 A development framework for Granton Waterfront was agreed by Planning Committee on [26 February 2020](#). A key principle for the development of the area set out by the framework is "*celebrating the Firth of Forth's unique and biodiverse shoreline [...] enhancing and expanding spaces for open access to natural and urban coastal activities.*" The proposals include creating a new coastal park at North Shore, turning an ageing industrial estate into new green-space that will enhance amenity and also bolster resilience to flooding/rising sea levels/coastal erosion. The Granton Waterfront development is a massive Council project and is intended to set a new standard for waterfront developments in Edinburgh.
- 4.6 The Council is also currently exploring the scope for redeveloping brownfield land at Seafield. A key element of this is building in resilience to future flooding/rising sea levels/coastal erosion by developing new coastal green spaces which would deliver ecological benefits.
- 4.7 The scope to extend the promenade eastward of Joppa as far as Cockenzie has not yet been explored in depth. It is noted that various proposals for the former power plant site at Cockenzie have been brought forward. East Lothian Council has asked the Scottish Government to designate Cockenzie as a National Development.

5. Next Steps

- 5.1 The Council will continue to deliver the various projects set out in this report. Key developments in each project will continue to be reported to the Waterfront All Party Oversight Group.

6. Financial impact

- 6.1 There are no direct financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 There are not considered to be any negative equalities impacts arising from this report. The Edinburgh Promenade Design Code takes account of the needs of users with mobility issues and therefore extending the Promenade would enhance the ability of people with mobility issues to experience Edinburgh's coastline.
- 7.2 Most of Edinburgh's coastline is designated as a Natura 2000 Special Protection Area and a Site of Special Scientific Interest. The Edinburgh Local Development Plan regulates development in these areas in view of the designation.
- 7.3 Significant consultation with residents and other stakeholders has been undertaken as part of the work to develop the Granton Waterfront development framework. Dialogue is now underway with relevant community councils around the potential future redevelopment of Seafield.

8. Background reading/external references

- 8.1 [Edinburgh Promenade Design Code](#)
- 8.2 [Edinburgh Local Development Plan, policy T7](#)
- 8.3 ["A Strategy for the Edinburgh Boardwalk" – report to Planning Committee, 12 January 2006](#)
- 8.4 ["Edinburgh Promenade" – report to Planning Committee, 14 May 2009](#)
- 8.5 [Edinburgh Biodiversity Action Plan](#)
- 8.6 [Active Travel Action Plan](#)
- 8.7 ["Granton Waterfront Regeneration – Delivery Strategy" – report to Housing and Economy Committee, 1 November 2018](#)
- 8.9 ["Spaces for People Programme Update" – report to Policy and Sustainability Committee, 11 June 2020](#)

9. Appendices

9.1 Appendix 1 – Edinburgh’s Coastline – Protecting and Enhancing our “Blue Belt” – Motion by Councillor Mary Campbell

Appendix 1 – Edinburgh’s Coastline – Protecting and Enhancing our “Blue Belt” – Motion by Councillor Mary Campbell

Council

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

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Amendment – Conservative Group

Transport & Environment Committee

12 November 2020

Item 7.2 - Trams to Newhaven – COVID – 19 Final Business Case Refresh

Committee

Delete all and insert

Committee agrees to refer the decision simplicities to Full Council.

Moved by Councillor Iain Whyte

Seconded by Councillor

Addendum – Conservative Group

Item - 7.3

City Centre West to East Cycle Link and Street Improvements Programme

Inserts after 1.1.2 then renumber accordingly

1.1.3 Notes the objections relate to

- i) the redesignation of a footway as cycleways and,
- ii) the introduction of a controversial bus stop bypass

1.1.4 Instructs that a review of these measures is undertaken in order that the scheme can progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.

Moved by Cllr Susan Webber

Seconded by Cllr Iain Whyte

Addendum by the Coalition

Transport and Environment Committee

12 November 2020

Item 7.6 Spaces for People Update- November 2020

Committee notes report recommendations and adds

1.1.7

Notes that since receiving legal advice regarding the East Craigs proposals, officers have carefully looked at every new Spaces for People scheme to ensure they are proportionate and go no further than is required to address the public health dangers posed by the pandemic. Committee also notes that the Spaces for People projects pursued to date have been assessed on this basis and comply with both the legal advice given and the guidance provided by the Scottish Government as a basis for this temporary national scheme.

1.1.8

Notes significant resident concern that has arisen around the Braid Road closure and its effect elsewhere in surrounding streets. Notes its interlinked nature with Comiston Road, Braidburn Terrace and the proposed Greenback to Meadows Quiet Route. Agrees that this specific scheme should continue to be monitored closely and that a short report will come to the January Transport and Environment Committee detailing a proposed way forward on this route. Agrees that a briefing note is circulated to Committee members and relevant ward councillors in mid-December providing more detailed monitoring info on traffic volumes, public transport journey times and air pollution levels.

Moved by Councillor L Macinnes

Seconded by Councillor K Doran

Amendment by the Conservative Group

7.6 Spaces for People Update – November 2020

Accepts 1.1, 1.1.1, 1.1.2

Replaces 1.1.3 onwards with

1.1.3 Approves the new schemes as outlined in the report for

1.1.3.1 South Bridge – Town Centre Measures

1.1.3.2 Greenbank to Meadows

1.1.4 Recommends that given the scale and complexity of the schemes for Lanark Road, Longstone and Inglis Green Road; the A1 and A90 that these are all paused and presented to TEC in one cycle after detailed designs and feedback are shared with, and further validated by, local elected members, interest groups, businesses, transport providers and residents to take account of residents' concerns (e.g. over the changes to the Oxford Terrace/Dean Park Crescent junction in the A90 proposal)

1.1.5 Recommends the following suggestion from New Town and Broughton Community Council for London Road be considered as alternative option; Re-route the planned active travel along Montrose Terrace and onto Regent Road to avoid London Road roundabout, avoiding Picardy Place whilst the tram works are in place

1.1.6 Approves the revised recommendations presented in the amendment as Appendix 1 which includes but is not limited to; the immediate re-opening of Braid Road, Links Gardens and a further extended review and consultation along the schemes in Tollcross, Bruntsfield, Stockbridge and Morningside given the specific issues highlighted by businesses

1.1.7 Notes the schedule of proposed measures for schools (Appendix 3) and looks to accelerate and prioritise these

1.1.8 Notes disappointment that no measures near schools are presented for Holy Cross Primary, despite many requests from the Parent Council, the School and Ward Members.

1.1.9 Notes the high-level reports from Commonplace (Appendix 4) and approves the recommended schemes arising from the suggestions made as per the attached revised Appendix 1

1.1.10 Notes the high-level reports from Commonplace data confirm that measures to support and enhance walking should be prioritised over all other as these have by far higher support and endorsement than other measures

1.1.11 Instructs that an assessment of the wider impacts on all mode transport flows is undertaken to determine the effect of the measures in the round.

Moved by Cllr Susan Webber

Seconded by Cllr Stephanie Smith

Conservative Amended Appendix 1 – Project List / Recommendation and Estimated Cost

(Scheme delivery dependent on installation costs and budget)

Location	Intervention (Proposed/Actual)	Review Outcome/Update
CITY CENTRE		
South Bridge – Town Centre measures	Footway widening & cycle lanes	Proposed scheme developed for Committee approval (Appendix 2A)
Waverley Bridge	Closure	Review complete – recommendation to continue with improvements
Forest Road	Cycle segregation	Review complete – recommendation to continue with no changes
George IV Bridge	Cycle segregation	Review complete – recommendation to continue with no changes
The Mound	Cycle segregation	Review complete – recommendation to continue with no changes
Princes Street East End	Bus gate	Review complete – recommendation to continue with no changes
Victoria Street	Part time closure	Review complete – recommendation to revise to pedestrian zone to open from George IV Bridge. Revised scheme recommended for approval.
Cockburn Street	Part time closure	Continue review to explore taking access from Market Street to facilitate access for residents and traders – to report back in one cycle
Cowgate	N/A	No scheme proposed. (Budget to be reallocated to South Bridge proposals).
Chamber Street	Temporary signals at George IV Bridge Junction	Incorporated into South Bridge scheme for Committee approval.

TOWN CENTRES		
Queensferry High Street	Pedestrian space	Scheme under review with local stakeholders. Installation expected in November 20
Great Junction Street	Pedestrian space (remove)	Review complete - recommendation to remove the interventions following review and feedback from Lothian Buses.
Stockbridge	Pedestrian space	Notes the late completion of the SGN works and agrees a further detailed review given specific feedback from businesses

Gorgie / Dalry Road	Pedestrian space	Review complete – recommendation to continue with no changes
Bruntsfield	Pedestrian space	Recommend further detailed review given specific feedback from businesses
Tollcross		Recommend further detailed review given specific feedback from businesses
Morningside	Pedestrian space	Recommend further detailed review given specific feedback from businesses
Portobello	Pedestrian space	Review complete – recommendation to continue with no changes
Corstorphine	Pedestrian space	Review complete – recommendation to continue with no changes
Newington Corridor	N/A	Assessment concluded that it was not possible to introduce measures due to the road width
The Shore	Subject consideration and engagement	Proposals for this location will be considered as part of consideration of local area interventions for Leith (see below) with full consultation and outside of SFP given legal position in relation to LTN introduction

TRAVELLING SAFELY		Scheme list under review wrt available budget
Telford Road	Cycle segregation	Proposals withdrawn due to significant impact on public transport, delays and need for costly junction changes anticipated
Fountainbridge Dundee St	Cycle segregation	Scheme programmed for implementation.
Ferry Road	Cycle segregation	Review complete – recommendation to continue with installation of segregation units programmed
Melville Drive	Cycle segregation	Scheme on hold. There are alternative routes available if further funding is made available.
Teviot Place / Potterow	Cycle segregation	Scheme programmed
Buccleuch St / Causewayside	Cycle segregation	Scheme implemented. To be reviewed after two months
Crewe Toll Roundabout	Cycle segregation (Further consideration at DRG – traffic modelling)	The scheme design is to be reviewed following modelling. A Stage 2 Road Safety Audit has been completed and will feed into the design review – share ASAP with elected members

Meadowplace Road	Cycle segregation	Scheme on hold. Interventions possible if further funding is made available
Duddingston Road	Cycle segregation	Scheme programmed for implementation
Wester Hailes Road	Cycle segregation (Alternative plans to be developed)	Remove scheme from Programme
Craigmillar Park corridor	Cycle segregation	Scheme programmed for implementation
Gilmerton Road	Cycle segregation	Scheme programmed for implementation
Kingston Avenue closure and connection to Gilmerton Rd via Ravenswood Ave	Road closure	Scheme currently on hold
Crewe Road South	Cycle segregation (segregator units to be installed)	Review complete - installation of segregation units completed. No further changes proposed
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review complete – recommendation to reduce segregation to maintain road width for buses and emergency vehicles. Installation of segregation units (where possible) complete
Comiston Road	Cycle segregation	Review complete – proposed to continue to monitor. Further review planned for December 2020. Installation of segregation units complete. Review with community and take account of network impact – LB included
Inglis Green Rd	Cycle segregation	Postpone Scheme and consult fully (Appendix 2B)
Pennywell Road	Cycle segregation	Review programmed December 2020, Installation of segregation units complete
Mayfield Road	Cycle segregation	Scheme programmed for implementation
Quiet Corridor - Meadows / Greenbank	Various closures	Options included in Committee Report for approval (Appendix 2C)
A90 Queensferry Road	Bus Lanes and cycle segregation	Scheme to be reviewed independently of this report – full plans must be available and enhanced consultation where possible
A1 Corridor	Bus Lanes and cycle segregation	Scheme to be reviewed independently of this report – full

		plans must be available and enhanced consultation where possible
Slateford Road (A70)	Cycle segregation	Postpone design
Lanark Road	Cycle segregation	Scheme to be reviewed independently of this report – full plans must be available and enhanced consultation
Longstone Road	Cycle segregation	Scheme to be reviewed independently of this report – full plans must be available and enhanced consultation
Murrayburn Road (short section at Longstone)	Cycle segregation	Proposals included for Committee approval (Appendix 2B)
Orchard Brae Roundabout	Road markings	Scheme Review to take account of elected member comments on inadequacy of “paint only” design

LOCAL AREA INTERVENTIONS		
East Craigs	Proposed closures & part-time bus gate	Options to be considered under separate report -
Drum Brae North	Cycle segregation	Options to be considered under separate report on East Craigs
Leith	TBA	Design under development
Corstorphine South (Featherhall)	Filtered permeability	Scheme to be developed using funding from Neighbourhood Environment Programme (NEPs) rather than Spaces for People (the estimated cost is £50,000)

SPACES FOR EXERCISE		
Braid Road	Road closure	Review undertaken – recommendation to reopen immediately
Links Gardens	Road closure	Review undertaken – recommendation to reopen immediately
Cammo Walk	Road closure	Review complete - recommendation to modify and reopen south Cammo car park included in this Committee report
Warriston Road	Road closure	Review undertaken – Recommendation to remove this scheme included in this Committee report

Stanley Street/ Hope Street	Road closure	Review complete – recommendation to continue with improvements to temporary signage
Braidburn Terrace	One-way road closure	Continuation of temporary one-way arrangement considered appropriate with Braid Road closure
Silverknowes Road (North section)	Road Closure	Review undertaken - revision proposed for approval in this report
Silverknowes Road (South section)	Alternative on-street proposal to be developed	Following notification response - progress alternative detailed design
Granton Square / Gypsy Brae	Cycle segregation	Local engagement ongoing - scheme under development.
Seafield Street	Cycle segregation	Review programmed for December 2020.
Kings Place	Link between Proms	Temporary measures installed - Review programmed December 2020
Maybury Road	Temporary traffic lights	Review complete – recommendation to continue with no changes (note traffic lights are now 'live' but further North and another set are due to be in situ nearer Queensferry Road imminently)
Arboretum Place	Crossing point	Temporary measures installed - Review programmed December 2020
Carrington Road	Road closure	Currently on hold

Public Proposals – Commonplace Consultation	Various	Recommend approval to progress detailed designs:
Broughton Street	Pavement widening and uphill cycle lane	To approve subject to consultation with local community: develop short / medium term proposals in order to recognise impact changes in traffic management to facilitate tram construction
Broughton St Roundabout	Improvements for pedestrian crossings	For Approval
Restalrig Road South (Smoky Brae)	Pavement widening and uphill cycle lane. Road layout TBA	For Approval
Starbank Road	Pavement widening with give & go traffic management	To approve to detailed design work, subject to traffic modelling being completed to understand the impact

		on people moving along or living on Starbank Road, East Trinity Road and Ferry Road.
Fillyside Road - Crossing	Installation of a pedestrian/cyclist crossing point (Island – TBA)	For Approval
Fillyside Road	Pavement widening	For Approval
West End of Princes Street	Footpath widening at Johnny Walker site	No short term changes possible
Musselburgh boundary to Portobello (Edinburgh section)	Cycle segregation from CEC boundary in to Portobello	For Approval
Duddingston Road West	Cycle segregation	Assessment completed but considered not feasible due to road width
Portobello Promenade	Improved signage and minor interventions to reduce speed of cyclists	For Approval Additional/improved signage to be considered
Removal of Street Clutter	Working in partnership with Living Streets to remove street clutter	Proposed to package as a single, city wide scheme (excluding city centre) : progress report to TEC in Jan 2021
Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team

Schools	Various measures	See Appendix 3.
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Note: Information contained in this list will be subject to change with the potential for estimated costs to be revised during the detailed design phase. Actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools for example) is considered by a Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

On completion of all these stages the projects are considered by the Corporate Incident Management Team (CIMT) or Committee prior to implementation.

Amendment by the Liberal Democrat Group

Transport & Environment Committee

12 November 2020

Item No. 7.6: Spaces for People update November 2020

Replace recommendations with:

1. notes the update on the Spaces for People programme.
2. approves the specific scheme changes as noted in paragraph 4.5 and appendix 1 of the report, with the exception of the following:
 - a) believes there is insufficient justification for the continued closure of Silverknowes Road and therefore agrees to reopen this road with further work undertaken to establish cycleways on the route and options for safe crossing points at the north and south ends of the road.
 - b) agrees that officers re-examine the Silverknowes Parkway element of the Pennywell Road scheme to address issues with access and deliveries for households on Silverknowes Parkway.
 - c) believes there is insufficient justification for the continued closure of Braid Road, therefore agrees to reopen this road as well as install the planned improvements and appropriate traffic calming measures.
 - d) agrees the Orchard Brae roundabout be considered a priority project for implementation by the end of 2020.
3. agrees to continue consideration of the South Bridge - Town Centres scheme for one cycle pending further discussion on the positioning of bus stops.
4. recognises the changes made to the Greenbank to Meadows quiet route and agrees to continue consideration to allow for a short online consultation with affected residents.
5. agrees to proceed with the A90 scheme (subject to further consideration of changes to the phasing of traffic lights at the Burnshot junction to control peak time traffic flow) and the A1 scheme.
6. recognises the substantial concerns expressed in relation to the Lanark Road, Longstone Road and Inglis Green Road scheme and agrees this should be subject to proper public consultation before final decision.
7. welcomes the schedule of proposed measures near schools and agrees that changes still to be implemented should be considered a priority under the Spaces for People programme.
8. notes the high level and detailed reports on Commonplace and approves the recommended schemes arising from the suggestions made.
9. acknowledges the elements of the report relating to the removal of unnecessary barriers and street clutter; believes there is an opportunity for 'quick wins' which should be given greater priority and agrees to receive an update report on progress made in two cycles.

Moved by Cllr Kevin Lang

Seconded by

Amendment by the Conservative Group

Transport and Environment Committee

12 November 2020

7.7 - Spaces for People – East Craigs Low Traffic Neighbourhood

Deletes all and replaces all with:

- 1.1 Notes the background to the Spaces for People programme, and particularly the proposed introduction of the Low Traffic Neighbourhood (LTN) in East Craigs
- 1.2 Notes the legal opinion provided to both the Community group and the Council indicates, that using the emergency legislation and the SfP programme to progress an LTN is not a proportionate or appropriate action
- 1.3 Recognises that each option presented continues to adversely impact the wider East Craigs area, resulting in continued acrimony from residents
- 1.4 Agrees therefore that Option 3 is the only democratically acceptable option available at this time
- 1.5 Agrees no part of the programme will be progressed unless or until a redesign is in place that gains local support and therefore requests a full, comprehensive consultation with the local community
- 1.6 In the interim suggests these measures are carried out to further improve and enhance the area
 - 1.6.1 Agrees with proposals to introduce measures to address the footway pinch points around Craigmount High School
 - 1.6.2 Welcomes plans in relation to Maybury Road Vegetation maintenance and confirmation that Officers will continue to maintain verges
 - 1.6.3 Agrees to a full review of the East Craigs Path Network to make it safe underfoot and enjoyable for all residents to use in line with social distancing guidelines.

Moved by Cllr Susan Webber

Seconded by Cllr Mark Brown

Amendment by the Liberal Democrat Group

Transport & Environment Committee

12 November 2020

Item No. 7.7: Spaces for People - East Craigs Low Traffic Neighbourhood

Delete recommendations and insert:

Committee:

1. regrets the flawed processes and previous poor decisions on implementing the East Craigs Low Traffic Neighbourhood and recognises the damage this has caused to the relationship between the Council and the people of East Craigs, North Gyle and Craigmount.
2. congratulates the campaigning efforts of those in the community, who simply asked for the Council to consult properly before any decisions were taken, and believes the contents of the report vindicates those efforts over the last three months.
3. agrees that no experimental traffic regulation order should be progressed on the LTN until a full public consultation has been undertaken and a further report presented to committee.
4. agrees to proceed with report option 2b meantime in order to address concerns around social distancing and traffic speeds immediately outside Craigmount High School.

Moved by Cllr Kevin Lang

Seconded by

Amendment by the Conservative Group

Transport & Environment Committee

12 November 2020

7.9 - Appointments to Working Groups 2020/21

Replaces 1.2 with

1.2 Agrees to the membership of the Tram All Party Oversight Group as described in paragraph 4.4 and recognises that this reflects the Council proportionality. The membership will therefore be 3 Conservative Group members, 2 SNP Group members, 2 Labour Group members, 1 Green Group member, 1 Liberal Democrat Group member and 1 EPIC member

And adds:

1.3 Agrees to further review and refresh the non-elected membership of Working Groups to ensure a balance of views from across the city are heard

1.4 Agrees the Conservative Group members of Working Groups are as follows

Central Edinburgh Development Working Group – Cllrs Mowat and Webber

Tram all Party Oversight Group – Cllrs Mowat, Webber and Whyte

Transport Forum – Cllr Webber

Single Use Plastic Working Group – Cllr Smith

Cammo Estate Advisory Committee – Cllr Hutchison

Moved by Cllr Susan Webber

Seconded by Cllr Iain Whyte

Amendment by the Green Group

Transport & Environment Committee

12 November 2020

Item No. 7.9: Appointments to Working Groups 2020/2021

Amend recommendation 1.1 to read:

1.1 To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group and with the following adjustments to Green group places:

1.1.1 Cllr Miller to be appointed to the Transport Forum

1.1.2 Cllr Corbett to be appointed to the Single Use Plastics Working Group”

Replace recommendation 1.2 as follows:

“1.2 To appoint the Tram All Party Oversight Group as follows: Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons

Moved by Cllr Claire Miller

Seconded by Cllr Corbett

Amendment by the Liberal Democrat Group

Transport & Environment Committee

12 November 2020

Item No. 7.9: Appointments to Working Groups 2020/2021

Replace 1.2 with

“Agrees that the Tram All-Party Oversight Group should reflect the wider composition of the full Council and endorses the change suggested in 4.4 of the report”.

Insert “1.3 Appoints Cllr Lang as the Liberal Democrat member of the Tram All-Party Oversight Group”.

Moved by Cllr Kevin Lang

Seconded by

Addendum by the Conservative Group

Transport and Environment Committee

12 November 2020

8.1 – Edinburgh’s coastline - update

Committee

Agree recommendation 1.1 and add

1.2 Committee notes Sustrans’ view that the Promenade path should be segregated between cyclists and pedestrians and agrees to call for a report as to how segregation can be adopted as future policy on new Active Travel schemes in line with pedestrian priority at the top of the transport hierarchy and to avoid pedestrian/cyclist conflict and meeting what is obviously considered by Sustrans to be “Best practice”.

Moved by Councillor Iain Whyte

Seconded by Councillor Susan Webber

Emergency Motion by the Coalition

Transport and Environment Committee

12 November 2020

Road safety for vulnerable road users

Committee:

Notes with great sadness the untimely death of cyclist Heather Stronach, following a collision with a lorry driver at the King's Road junction in Portobello. This is the second fatality of a similar nature at this junction in less than two years.

Notes that a full investigation of this incident by Police will inform, as is always the case, what the Council, as the roads authority can and should do to make this junction safer.

Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city's major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.

Requests immediate feedback at the January Transport & Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.

Moved by Councillor L Macinnes

Seconded by Councillor K Doran

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

12 NOVEMBER 2020

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 6.1 on the agenda – Business Bulletin	Calming Brunstane Road Residents Group
3.2 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Leith Links residents to Leith Links Community Council
3.3 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Lib Dem Citizens Team
3.4 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	South West Edinburgh Residents
3.5 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Blackford Safe Routes
3.6 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Bruntsfield, Morningside and Tollcross Traders
3.7 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Car-Free Holyrood
3.8 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Better Broughton

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE
12 NOVEMBER 2020
DEPUTATION REQUESTS

<p>3.9 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>Daniel Johnson MSP</p>
<p>3.10 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>Edinburgh Private Hire Association</p>
<p>3.11 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>New Town and Broughton Community Council</p>
<p>3.12 In relation to Items 7.6 and 7.7 on the agenda - Spaces for People Update - Report by the Executive Director of Place and Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Edinburgh Association of Community Councils</p>
<p>3.13 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Corstorphine Community Council</p>
<p>3.14 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Drum Brae Community Council</p>

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

12 NOVEMBER 2020

DEPUTATION REQUESTS

3.15 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place	Get Edinburgh Moving
3.16 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place	Low Traffic Corstorphine
3.17 In relation to Item 9.2 on the agenda – Motion by Councillor Miller – Cyclist Fatality	Portobello Community Council

**Deputation: Close Brunstane Road, And Implement Traffic Management In The “Joppa Triangle”
29 October 2020**

From: Calming Brunstane Road residents group

To: The City of Edinburgh Council’s Transport & Environment Committee – November meeting

**C/O Councillor Lesley Macinnes
Convener of the Transport & Environment Committee**

Dear Councillor Macinnes

This paper is sent to you as a deputation to the November meeting of the T&E Committee, which you have kindly granted to our group.

1. Executive Summary

1.1 We want to bring the follow points to your immediate attention:

1. We have been working constructively with your officers for over a year to address the issues of rat running and anti-social behaviour from drivers that we experience on a daily basis. The paper from your officers in January 2020 (authored by Graham Hall and Tony Holsgrove) was clear how an ETRO process could close Brunstane Road as it crosses the narrow bridge over the railway. That paper would have been presented to your committee in May, but events overtook it; we now wish that paper be discussed by the committee and the road closed.
2. In our paper to your committee of September 2019 we proposed a whole-neighbourhood closure for the ‘Joppa Triangle’ to end rat running down our street and the network of streets through the Coillesdene’s area to the East of Brunstane Road. This is a proposal that has taken the whole neighbourhood into consideration, not only Brunstane Road.
3. The only argument presented by those demanding our road be left open is the ‘inconvenience’ of finding another route through our community. This is a completely illogical argument, which can neither be evidenced nor empirically assessed. Indeed, our estimate is that using the two main roads of Seaview Terrace (30/20mph) and Milton Road East (40mph) is quicker and more reliable than Brunstane Road because it is rarely possible to drive on Brunstane Road at a constant 20mph without negotiating the road-space with other vehicles.
4. From February to December 2019, Brunstane Road was closed because of the re-construction of Brighton Place and in 1991 the street was also closed while the bridge over the railway was re-built. Portobello survived on both occasions. Brunstane Road can be closed and the area can remain functioning.
5. In this briefing and its appendices, we provide you with ample evidence why our street and the neighbouring Coillesdene’s area should be closed to rat running vehicles.

1.2 Our questions for you:

1. When will the traffic problem in Brunstane Road and the paper written by your officers for the May meeting be considered by your committee?
2. Will the CEC conduct a survey of the street to ensure it complies with the Equality Act’s duties and compliance for wheelchair users?
3. Why has Brunstane Road not been closed using Edinburgh’s Spaces for People funding, when streets with similar criteria have been closed.
4. Will the T & E Committee support improvement in public health and the environment by extending Edinburgh’s walking and cycling network by linking CEC’s Route 10 to national route 1, connecting the Innocent Railway Path to the Promenade via a traffic calmed Brunstane Road.

1.3 Calming Brunstane Timeline:

- February-December 2019 Brunstane Road closed
- June 2019 Calming Brunstane Road (CBR) group formed and surveys residents
- August 2019 CBR meet ward councillors and CEC officers
- September 2019 CBR present Joppa Triangle proposal to CEC officers
- October 2019 CEC officers conduct community engagement with residents of local area in the Coillesdenes Centre
- January 2020 CEC officers present paper for May 2020 T&E Committee meeting
- May 2020 T&E Committee postponed
- October 2020 T&E Committee – no space for Brunstane Road
- November 2020 – this deputation is presented

2. Context

Many of Portobello’s streets are dominated by traffic, most of which is local and travelling very short distances. The street where we live is particularly badly affected because it is perceived as a short cut by drivers. It should be closed to through traffic.

We have recorded data from pre-Lockdown in February, showing an average of 137 cars an hour at weekends and 155 an hour on weekdays. A level of traffic you would expect on a distributor road for a busy housing estate of 10,000 people. Table 1 clearly shows that traffic is now at or above pre-Lockdown levels.

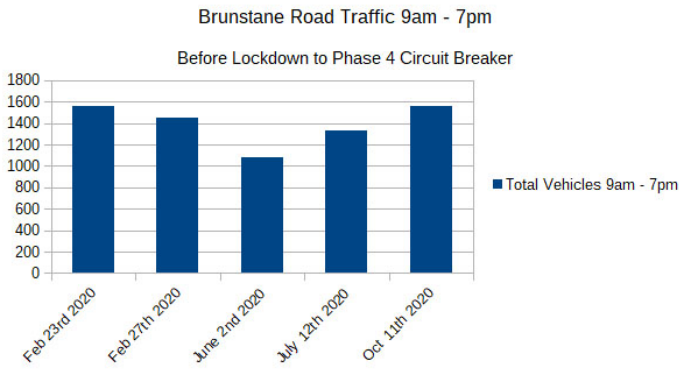


Table 1: Brunstane Rd traffic 2020

back in September 2019. This proposal took into consideration the planning permission to build a new community of 1300 houses in the fields between Edinburgh and east Lothian to the South of the Coillesdene's area, which will have a distributor road opening onto Milton Road East. This areas was dubbed the 'Joppa Triangle', see Figure 1.

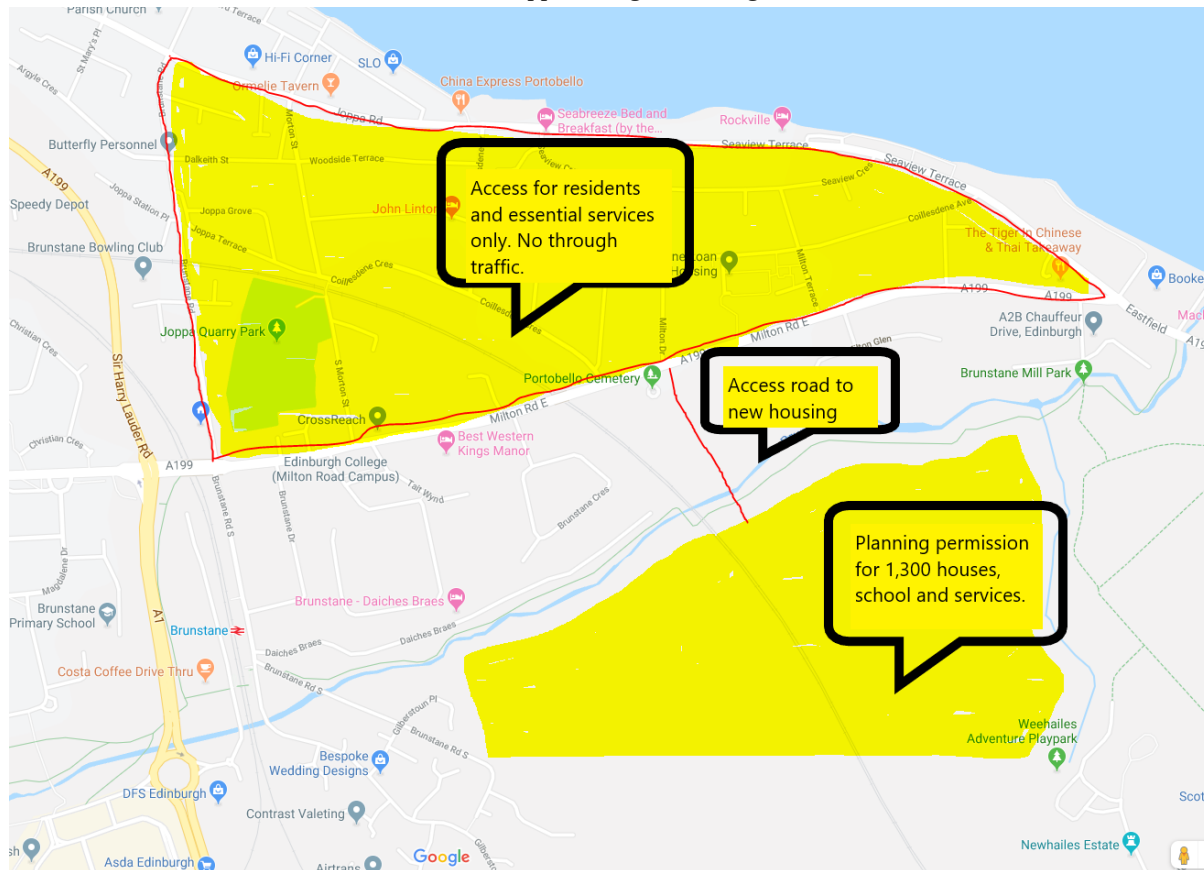


Figure 1: The Joppa Triangle whole neighbourhood solution

Given all the evidence above and throughout this briefing, and the article *Reducing Roads Can Cause Traffic to Evaporate* circulated in her newsletter by Councillor Child, we feel we are being reasonable in recommending our road is closed to through traffic.

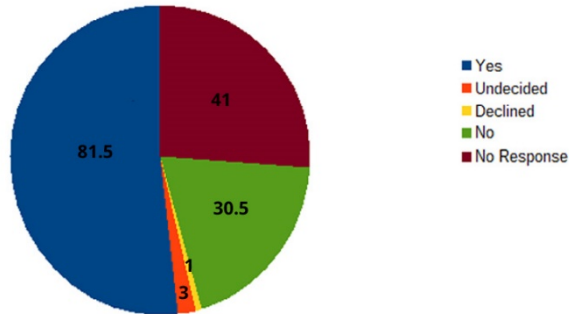
3. Background

After over a year of patient, polite and mature discussion with your officers and after submitting a detailed proposal to bring an end to this situation, our street remains open to traffic, resulting in a constant loss of amenity for us, see appendices particularly the videos. Our submission of September 2019 contained a detailed proposal for a low traffic neighbourhood across what was referred to as the 'Joppa Triangle' see Figure 1. Your officers conducted a community engagement exercise based on our submission and in March this year they emailed us a paper for the May committee that proposed a trial closure of the street using ETRO powers. You will know that committee meeting was cancelled. Since then, we understand that the report from your officers was passed to the city-wide Transport Team on 31st August (see email in appendix)ⁱ. We hoped they would pick the street for an early intervention using the Spaces for People funding programme, however nothing has happened. We wish to make you and your committee aware of the following:

Table 2 June 2019 Poll of Brunstane residents

There are 157 dwellings on Brunstane Road
(Including streets for which Brunstane Road is the only exit)
All dwellings were leafleted in June 2019 regarding support for closure of the road at the bridge

Results of Survey for the Closure of Brunstane Road at the Bridge
(Including Streets for which Brunstane Road is the only exit)



side of the railway and which we conducted in May 2020, see table 2. We note that this poll was mostly conducted using the PCC website and did not include Brunstane Road residents unless they followed that site or saw the few posters displayed in Portobello. Given the number of residents in our road compared to the whole suburb the result of the poll was inevitable.

The CEC also conducted a community engagement in the Coillesdenes area. This drop in session showed that residents of the Coillesdenes had mixed views and it was difficult to get a full picture all residents' opinions. During the drop-in, the intimidation meted out to our residents was vitriolic. Some residents of Brunstane Road will not attend such meetings for fear of retribution given the aggressive and abusive nature of some of the incidents they have experienced at these meetings, online, and in our street.

The street was recently closed to allow telecommunications work and we were reminded that life in Portobello does not come to a shuddering halt when Brunstane Road is closed.

Garbage collection vehicles coped well with the closure treating Brunstane Road as just another narrow, single entry road.

It was much easier for people on bicycles to use the street and it was easy to socially distance over the rail bridge. During these roadworks we witnessed some drivers physically moving traffic barriers and mounting the footpath to bypass the closure.

5. Brunstane Rd: not a short cut

Drivers use our street because they perceive it to be a short cut. It is the first left turn off the Milton Link down to Portobello and the beach. Yet if drivers used the A199 (Milton Road East) then the B6415 (Seaview Terrace/Joppa Road) or used the A199 (Sir Harry Lauder Road) they would take only a couple of minutes longer. The number of drivers depending on their Satnavs has also led to increased traffic. This also is particularly the case for commercial vehicles using domestic satnavs. This road is not suitable as a through road for commercial HGVs.

It has become an accepted norm that Brunstane Rd is treated as a B road. It is a residential street with no shops or offices and it is not on a bus route. It does, therefore, not fit the criteria for B classification as a distributor road, unlike Joppa Rd B6415, and is not marked as a B road on any current map.

6. Committee cancellations

We fully accept that tackling Covid takes precedence and understood when the May CEC Transport meeting was postponed. We have consistently tried to find out what happened to the agenda item regarding Brunstane Road and were disappointed that we did not figure on the October meeting agenda. As mentioned above, we feel that because closing Brunstane Road may be an unpopular decision with other local people, the safety and health of the residents of Brunstane Road have to suffer direct consequences. We are no longer willing to accept this. The convenience of others is not a sufficient reason for not closing the road.

7. The Covid Effect

Notwithstanding all the previously mentioned points, and hard evidence provided as a strong argument to close Brunstane Road permanently, we are all now faced with Covid-19. This issue alone should see the closure of the road at the bridge over the railway as we are simply not able to safely physically distance from other road and pavement users.

The rail bridge over the East Coast Mainline railway is narrow, with a single fenced pavement less than 1.5 metres wide. It is impossible for two pedestrians to cross the bridge in opposite directions and physically distance safely. We wrote to the Committee and you on May 7th pointing this out (see appendix)ⁱⁱ. Because the bridge is humped it is easy to start walking and find yourself meeting someone you didn't see. This situation is made worse for blind/visually impaired people and anyone in a wheelchair or mobility cart. With traffic returned to pre-lockdown levels, using the road space is dangerous given the aggression shown by many drivers. To have a physical distance that is safe, people now have to dice with injury by using the road.

The Spaces for People programme that was announced in March has been allowing councils to quickly close roads across Scotland to provide safe physical distance for pedestrians, wheelchair users and cyclists. You are to be commended for the work the council has

4. The 'Joppa Triangle'

In our submission to you and your committee in September 2019, we proposed what is essentially a Low Traffic Neighbourhood. The Joppa Triangle approach was to, in a neighbourly way, take into account the additional issues faced by the residents in the Coillesdenes as well as the issues we face, see Fig1 above.

A poll by Portobello Community Council included Portobello residents but was also open to people outside the Portobello/Joppa area. The poll showed that the majority of people not living in Brunstane Road want the road left open. This was in stark contrast and completely ignored our own poll, which covered the entire length of Brunstane Road, either

delivered elsewhere in Edinburgh, using the £5m funds and the emergency planning powers Spaces for People brings. We understand that councils can use TTRO powers with minimal planning permission and Scottish Government extended TTRO's to 18months to assist the Spaces for People programme. Brunstane Road qualifies for such funding given its narrow width, heavy use by pedestrians and cyclists getting to school, work, etc.

We call for the City of Edinburgh Council's Transport & Environment Committee to use these powers to protect the health and wellbeing of the residents of Brunstane Road from increased danger exacerbated by Covid-19.

Why is the CEC not closing the bridge?

8. Traffic is increasing

Since lockdown restrictions have eased, we are seeing traffic easily reach the level it was at last year, see Appendix 2. Incidents of bad driving are increasing, see Appendix 1. Driving behaviour has also worsened, incidents of car drivers in particular using the pavement are frightening for pedestrians when faced with a car swerving off the road space and onto the pavement, see the video in appendix 1.1. The police have been called more than once and residents now have many a story to tell of verbal abuse from passing drivers, damage to cars parked in the street and intimidation of pedestrians and people on bicycles, Appendix 1.

Police Scotland have recommended we report such incidents to them via 101 and as a result we have a number of incident reports. We will continue to report such incidents.

Police Scotland should be commended for the methods they have used in dealing with us. They have also contacted council official Evelyn Kilmurry to highlight concerns given the number of incidents and escalating situation.

You have the powers to address these problems so we ask, why are you not?

9. Key link in Edinburgh's cycling network

Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No10. Given the length of the street, the steepness of the incline and the volume of traffic, we witness a real and worrying lack of safety for people using bicycles every day. See appendix 1.

10. Communications from Councillors

We are particularly disappointed that we have heard so little from our local elected politicians. When we met them in September 2019 they seemed willing to tackle the issue and it was their recommendation we submit the detailed paper on the 'Joppa Triangle'.

We have done everything asked of us. We have been polite and reasonable. We feel very let down over this process. The strategic aims of CEC for a city better for its residents and less dominated by cars is good. Our experience, however, is that these aims have a long way to go to permeate into Portobello.

11. Conclusion

1. For over a year we have been submitting detailed written suggestions regarding rat running traffic in Brunstane Road and how it could be better managed to stop blighting our lives. Your assertion that Edinburgh is turning its back on the dominance of the motor car in residential areas does not ring true here. We are writing to make you aware of this situation and that your strategic vision for the city is being betrayed.
2. We are baffled by the lack of action to close this road when the powers so to do are available and have been applied elsewhere.
3. We are determined to pursue our case and will continue to work for the health and wellbeing of the residents of our road.
4. Whilst we have demonstrated commitment to a whole area approach, due to the pandemic there is a need for urgency. The closure of Brunstane would act as a catalyst for area wide improvements

ENDNOTES AND APPENDICES OVERLEAF/

APPENDIX 1: IMAGES AND VIDEOS

1.1 Traffic Jams – particularly at weekends and on sunny days:



Car Mounts Pavement (Video: [Click to play](#))

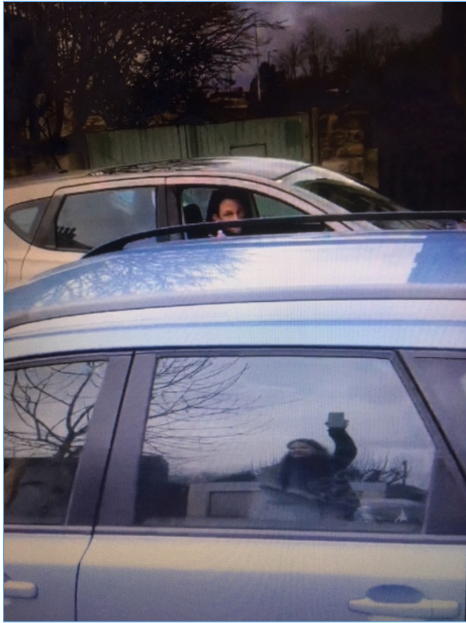


Van (Video: [Click to play](#))

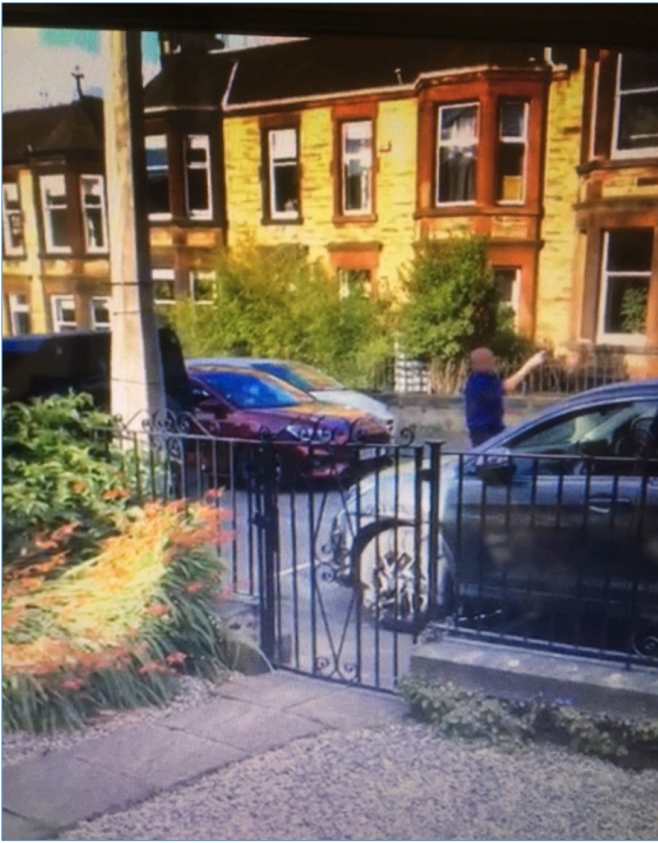
1.2 HGV's: often mis-directed using domestic instead of commercial sat-nav devices



1.3 Foul language and aggressive behaviour from drivers



Swearing (Video - Click to view)



1.4 Damage to Cars



1.5 Lack of space to physically distance over Rail Bridge



Weaving Cars & Pedestrians (Video: [Click to view](#))



Bike Squeeze (Video: [Click to view](#))



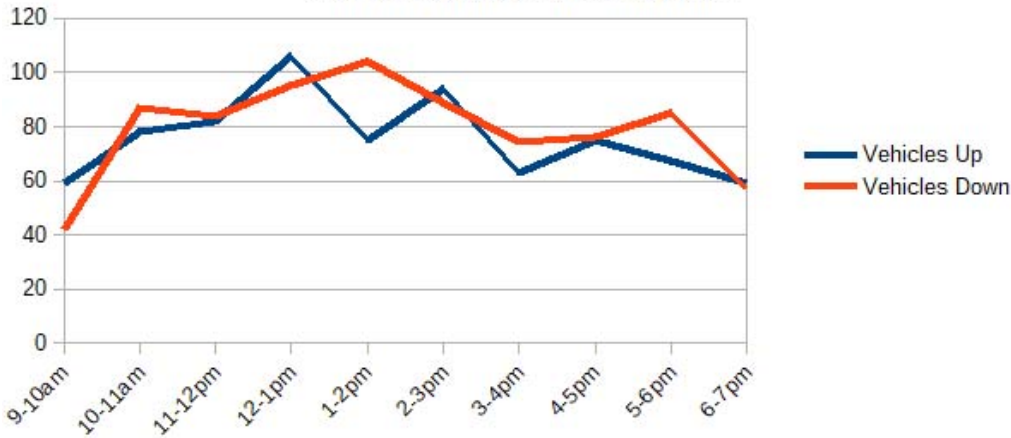
Bikes sharing with cars (Video: [Click to view](#))



Appendix 2: statistical evidence: February 2020 to date

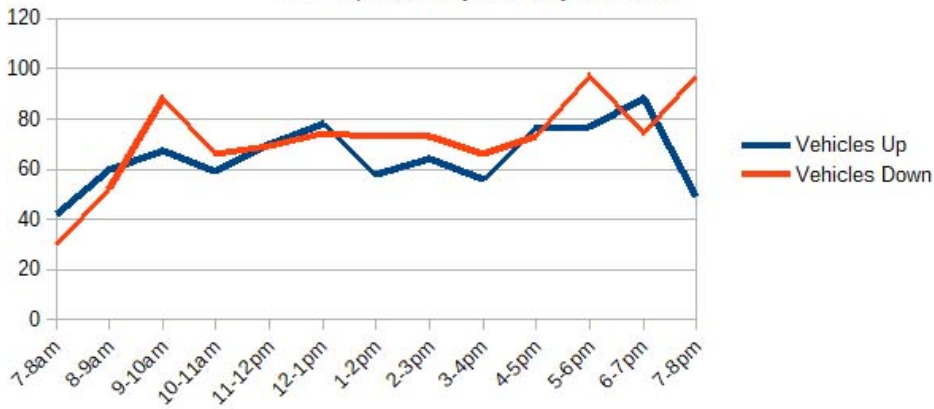
Vehicles Going Up and Down Brunstane Rd

9am-7pm Sunday 23rd February 2020



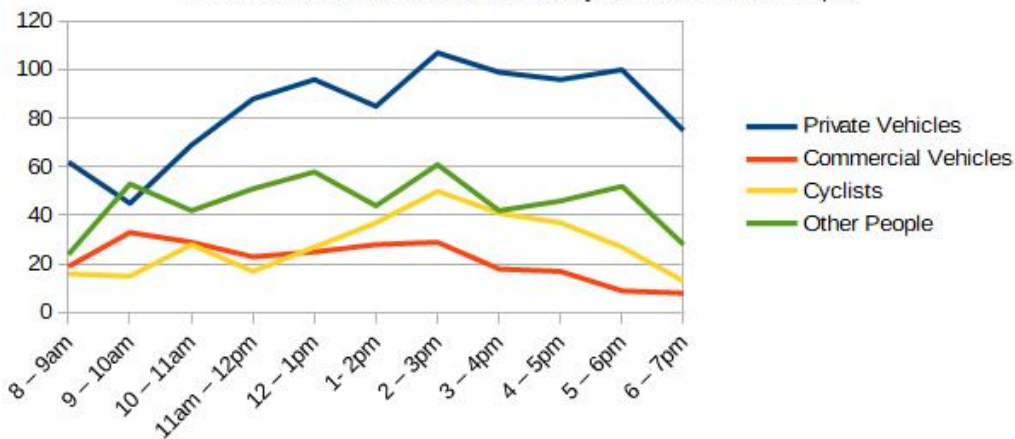
Vehicles Doing Up and Down Brunstane Rd

7am - 8pm Sunday February 27th 2020



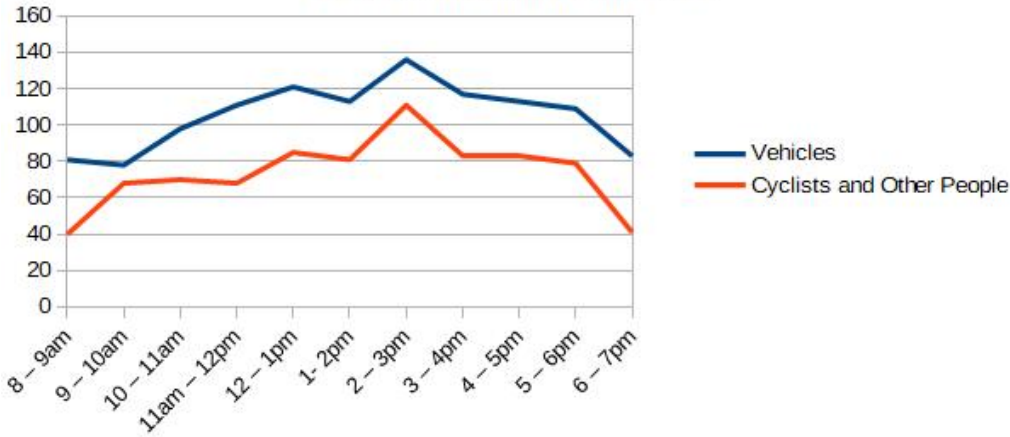
Brunstane Road Tuesday 2nd June 2020

Private and Commercial Vehicles, Cyclists and Other People



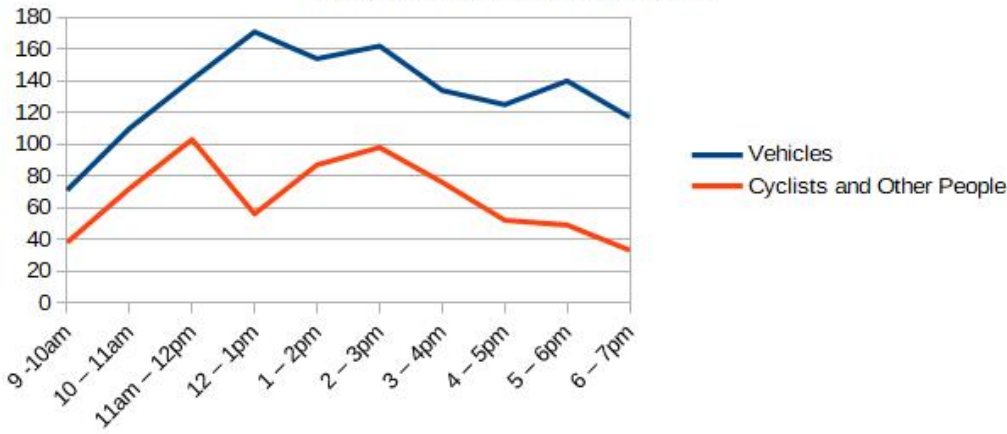
Brunstane Road Tuesday 2nd June 2020

Vehicles, Cyclists and Other People



Brunstane Road Sunday 12th July 2020

Vehicles, Cyclists and Other People



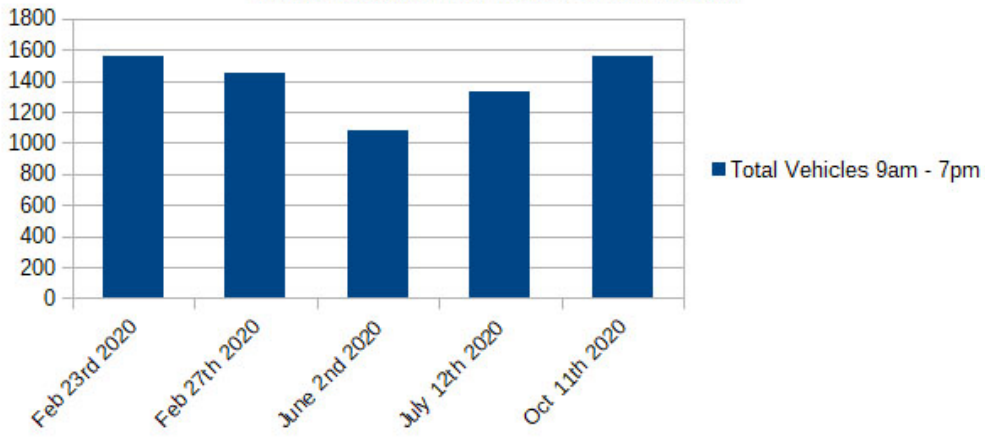
Brunstane Rd Traffic 9am - 7pm Sunday 11th Oct 2020

Vehicles, Cyclists and Other People



Brunstane Road Traffic 9am - 7pm

Before Lockdown to Phase 4 Circuit Breaker



eMails

i From: Evelyn Kilmurry, 31 August 2020

Dear Kate,

Many apologies for the delay in response to your email of the 20th. I appreciate that you will have received an out of office response from Graham as he has now left his post with the council.

As Graham mentioned in his email below, the previous plans to present a traffic management proposal for the area to a September Transport and Environment Committee were paused due to the capacity of the teams who have been responding to work prioritised as a result of the pandemic. However, I would like to reassure you that officers are aware of the challenges that are continuing for residents and are still committed to taking forward proposals to improve traffic management in the area as soon as they have the resource to do so. I would also like to thank you for your continuing patience and for gathering the information from local residents which will help to inform the position.

I am copying in colleagues from the Transport team to this response as, following a realignment of service responsibilities, the project now sits with the citywide team to progress. I know from discussion with colleagues in the Transport team that they have an understanding of the position and with the progress already made on the Joppa Triangle project so will be in future contact with you to advise.

Kind regards,
Evelyn Kilmurry (CEC)

ii From: Maria Gray, May 2020

Dear Councillor

I hope you are keeping well in these strange times. I am emailing you before the meeting of the Policy and Sustainability Committee on 14th May as a representative of residents living on Brunstane Road, Portobello.

You may know that we have been working to seek closure of our road, which is a narrow rat-run linking Milton Road to Portobello Road. Before C-19 the road was very busy with cars, we have recorded data from the whole of February showing an average of 137 cars an hour at weekends and 155 an hour on weekdays. A level of traffic you would expect on a distributor road for a busy housing estate of 10,000 people. The street is 6metres wide from pavement to pavement but with cars parked on both sides, this is reduced, at best, to 4 metres. The street is, however, particularly narrow where a bridge crosses the East Coast rail-line, the bridge has only one narrow pavement (1.5M) which is fenced off with railings to stop people walking on the road, the bridge is humped and quite long at 10metres, which means that if you meet another person using the pavement, to try and keep safe physical distance you have to be on the road, unsighted to drivers, all of which means that it is challenging for pedestrians, older people and families with pushchairs to cross the bridge safely because the street is busy with people cycling and with an increasing number of cars. It should also be noted that Brunstane Road is a key link in Edinburgh's cycle network as it connects Portobello Prom with the National Cycle Network (Route No1) running from the city centre, it is very busy right now with people exercising.

We have been working with your officers from the local and transport teams to address our predicament and a report recommending a TTRO to close the road was to have gone to the Transport and Environment Committee on 14th May, but understandably that meeting has been cancelled.

In the meantime and following the announcement by Michael Matheson of £10m to support projects to help physical distancing we were delighted to see CEC delivering very quick wins for Silverknowes Rd, Braid Rd and Links Gardens. We wondered if CEC would take the same approach and implement a TTRO now on Brunstane Road to help people keep safe physical distance by walking, wheeling and cycling safely? And we wondered if your committee, as the Sustainability Committee, would help approve such a decision?

Thank you for your help.
Maria Gray (CBR)

To:
Leith Links Community Council

Copied to:
CEC Transport & Environment Committee
CEC Leith Ward Councillors
CEC "Spaces for People" team

23rd October 2020

Dear community council,

As local residents who walk our area a number of times daily, often with children of varying ages, we would like to comment on your recent motion regarding the closure of Links Gardens and the Lochend & Easter Road junction. We believe a review of both measures is welcome and appropriate and are therefore grateful for your initiative on this matter.

We want to add our voice to ensure any review has safe, healthy and efficient walking for all ages and abilities as its first priority, followed by cycling and public transport. We appreciate there is some local concern about traffic congestion, which appears echoed in your motion, but we strongly feel any review of our local areas street and public space layout ought to follow the widely accepted transport hierarchy and hence with promote alternatives to the car. Sadly, in too many areas and at too many times, our neighbourhood remains unsafe for children and other more vulnerable residents. Dangerous driving, rat running, speeding and parking irresponsibly all pose huge daily risks to our communities and ought to be addressed urgently.

Firstly, we remain sceptical re-opening Links Gardens and a change to the junction will result in a sudden disappearance of all or even a significant reduction in congestion. The issue remains a too high number of cars and, as many examples from around the world have shown, adding more car lanes or new streets never results in less congestion as more car lanes attract more cars. Congestion is only reduced by reducing demand and offering alternatives. We agree the current layout of the junction can certainly be improved, but we ask for any such review to have as its first priority the safety and well-being of pedestrians and cyclists - and secondly ensuring priority is given to public transport. The junction is a major crossing and meeting point for our neighbourhood and should be designed as such, not a quick thoroughfare for cars.

Furthermore, we share your concern about our residents' safety when currently walking, cycling or wheeling, both from air pollution and traffic danger. We however strongly believe the answers to these indeed crucial matters will never come from giving more priority to individual cars. Making walking (and cycling) safe and healthy for everyone aged between 1 and 100 as well as offering frequent and quick public transport should be our paramount priorities, both from an efficiency and climate point of view.

We respectfully ask, would anyone concerned with the issue of air pollution and pedestrian & cyclists safety really ever start by suggesting opening up a street through the middle of a park (home to 2 primary schools and 2 nurseries) and increasing traffic speed and flow for cars? Whilst we absolutely agree traffic jam bring their own risks to pedestrians and cyclists, we would also like to add that the current setup generally reduces the speed of any cars passing through the area (albeit sadly not enough in some cases) which has to be a positive impact on walking and cycling safety.

As part of the revision you are calling for and you mention is due to take place by the council's transport & environment committee we are calling for the main focus to be on expanding pavements, improving pedestrian crossing points by making them safer and more frequent, creating dedicated bus lanes to avoid buses being stuck in amongst cars, adding segregated cycle lanes covering our area's main routes. This review - in order to create a safer and healthier environment for us all, should include considering which one of our, in many instances narrow, streets should be accessible by car and in what direction.

In addition to some short-term measures, we are calling for both our Community Council and Edinburgh City Council to engage our local community and work towards a vision for a neighbourhood built for all of us, of all ages and abilities, to be able to move around in an as safe, healthy and green way possible. The possibilities are clearly endless to create a truly transformative neighbourhood with the highest quality of life if we focus on quality walking, cycling and wheeling journeys - especially for our youngest and oldest residents. The world is full of examples and initiatives, from 20-minute neighbourhoods, green corridors, school streets to name but a few, who might have all seem slightly utopian at the outset but are all proving to bring enormous advantages to local residents and businesses alike. We believe the community council could play a major part in shaping and steering this crucial debate our neighbourhood deserves.

We hope our comments are seen in the constructive manner they are given and hope to work together to make the Leith Links area the best it can be for all residents.

Kind Regards,

Angela Burke

Hillary Brown

Gordon Carmichael

Stephen Finlayson

Sarah Fletcher

Fred Freitas

Susana Freitas

Katriona Harding

Joseph Hägg

Charlotte Irelan-Bunting

Philippa Kemp

Evie Love

Fraser May

Steven McCluskey

Dirk Nols

Amy O'Leary

Carla Pereira

Martyna Popko

Nick Rougvie

Kieran Smith

Duncan Wallace

The Liberal Democrat Citizens Team petition the Council to

1. re-open Braid Road,
2. to press ahead with the planned improvements at the Hermitage Drive/Braidburn Terrace crossroads to widen pavements, install a light-controlled pedestrian and cycle crossing, remove the mini-roundabout and raise the road surface; and
3. to consider other road safety and traffic calming improvements for this area.

We will include your name and address when submitting the petition to the City of Edinburgh Council.

The Liberal Democrat Citizens Team petition the City of Edinburgh Council to

1. Pause the implementation of the Greenbank to Meadows Quiet Route using a temporary traffic regulation order; and
2. Hold a full public consultation to give residents the chance to express their views and for those views to be taken into account on all potential measures to improve road safety, make walking and cycling more attractive and reduce unnecessary car journeys and CO2 emissions in the East Morningside area centred on the proposed Greenbank to Meadows cycle route and bounded by the A702, Kilgraston Road/Blackford Avenue, Bruntsfield Links and the Hermitage; and
3. Carry out traffic studies and analysis to support all improvement proposals.

Written Deputation on behalf of South West Edinburgh Residents

Item 7.6 Spaces for People Update

12 November 2020

We oppose the package of measures being proposed under Appendix 2B. While there is merit in some aspects, such as the welcome reduction in the speed limit, the scope of the measures and the undemocratic means of implementation are unacceptable.

Below, we lay out our principal complaints.

1. The proposals are an abuse of Spaces for People legislation

Put plainly, the City of Edinburgh Council (CEC) is abusing the powers made available to local authorities in the CORONAVIRUS (SCOTLAND) ACT 2020. The guidance issued by the Scottish Government emphasises measures that contribute to physical distancing and advises that local authorities may deploy TTROs, "where they are satisfied that traffic on a given road should be restricted or prohibited because of the likelihood of danger to the public the authority."

In the case of Lanark Road, this has not been demonstrated, and indeed the public health argument has been almost entirely absent in all discussions at the Transport and Environment Committee, as have the possible negative effects on the mental health of residents.

Before the COVID-19 pandemic there was published intent by CEC to introduce segregated cycle ways of exactly the kind now being introduced. The draft City Mobility Plan published in January 2020, states a direct commitment in Policy Measure 17 to: "Create direct, segregated cycling routes along main arterial roads."

This intention clearly encompasses Lanark Road, an arterial road by any definition.

The fact that there is clear premeditation predating the COVID-19 pandemic makes it clear that COVID-19 TTRO provisions are being used to implement a pre-existing plan without due process, undermining the confidence of communities in their local politicians and creating resentment and a sense of disenfranchisement in the democratic process.

2. The proposals are being implemented despite overwhelming community opposition and lack of open consultation

A closed consultation process carried out by the Spaces for People team reported back to the Transport and Environment Committee in late October. The consultation responses are available publicly and are overwhelmingly in opposition to the proposals. Only because of last-minute local dissemination of the unpublicised consultation were there wider public contributions made to this.

The comments made by the public, by disability interest groups and by local community councils are broad, well-considered and thoughtful. They are not knee-jerk or NIMBYism in any sense, but rather raise very legitimate safety and access concerns affecting thousands of residents, cyclists and business customers.

A petition opposing the proposals was launched on 8 October and raised 1000 signatures in only a few days.

The CEC has engaged in no open consultation with communities, and by ploughing ahead in the face of such clear concerns demonstrates that it cares only for its own political agenda and not for the circumstances of citizens whose interests it is meant to serve.

This approach also lays the CEC open to legal action under European Directive 2003/35/EC.

The proposals received severe criticism from community councils, specifically Currie and Juniper Green & Baberton Mains Community Councils, whose residents are among the stakeholders affected e.g. Currie Star FC players and families.

3. The proposals impact disabled and elderly people

A key element of the proposals is the near-total removal of kerbside parking from outside residents' homes.

The impact on these individuals has not been considered in the plans. Disabled residents rely on kerbside parking, and the likelihood that this will be removed as early as January 2021 is a source of great and unnecessary anxiety, made even more stressful by the COVID-19 crisis.

The parking which is envisaged will require a disabled or elderly person to traverse the cycleway. For similar reasons, there are major concerns for people who need to load / unload wheelchairs from their car to the pavement.

Very serious concerns have been raised by Edinburgh Access Panel about this.

Similar considerations apply to boarding / deboarding buses for disabled, elderly and visually impaired people. In this context the RNIB has criticised the "rushed roll-out of untested cycle infrastructure".

During the COVID-19 pandemic there is greater need for carers and family to provide support to the elderly and disabled, yet immediate kerbside parking outside a property will be withdrawn, making visits considerably more inconvenient. This is particularly acute for carers who must visit many clients in one day.

The lack of an impact assessment on the elderly and disabled is a major shortcoming of these proposals.

4. Impact on the community of the removal of kerbside parking

The near-wholesale removal of parking is one of the greatest concerns of residents, businesses and those accessing the area for leisure activities in Dovecot Park.

Eliminating kerbside parking discriminates against parents and carers of young children, who need to park on Lanark Road to access Dovecot Part, Lanark Road Children's Nursery and Crawley Nursery.

Nursery staff parking will be displaced into narrower nearby residential streets, with associated inconvenience and elevated risk of accidents for residents.

Golfers at Kingsknowe Golf Club and footballers from Currie Star FC (who train at Dovecot Park) will be unable to park without considerable inconvenience to themselves and residents of side streets.

Parking and the reduction to a single carriageway will make access to properties by delivery / removal vehicles extremely difficult at a time when COVID-19 is making the demand for such services greater than normal.

Elimination of on street parking and reduction of carriageways will undoubtedly lead to congestion in side streets which are already busy. Side streets, particularly on the north side of Lanark Road, are often hazardous in winter and parking by bus drivers using the depot on Inglis Green Road is already problematic

5. Access to businesses

Local businesses are also concerned, including not only the nurseries on Lanark Road, who have not been consulted by CEC, but others such as the barbers and architectural ironmongers at the junction with Inglis Green Road, and automotive engineers and retail and hospitality in Inglis Green Road.

People wanting to use any of the businesses along Lanark Road / Inglis Green Road will now find parking nearby to be significantly more challenging at a time when these businesses are already under pressure by government restrictions. We all complain about the "disappearance of the high street", but the fact is that these proposals will influence customers to take their business to out-of-town venues where parking is more available—

another unintended but serious consequence of rushing through these plans under a process that knowingly suppresses consultation and scrutiny.

6. Safety and traffic congestion

The proposals introduce a speed reduction from 40mph to 30mph. This is universally welcomed. The signatories to the petition (nearly 1400 to date) concurred with this feature of the proposals. However, the proposals also have severe implications for traffic congestion, and knock-on effects of greater air pollution and access for businesses.

Residents of Lanark Road are very familiar with the impact that temporary roadworks near the Inglis Green Road junction can have on traffic flow. Pre-pandemic roadworks between Redhall and Longstone caused tailbacks extending hundreds of metres up Lanark Road. The introduction of segregated cycleways on the northbound approach to Sainsbury's Longstone will have two impacts: (a) by reducing capacity (two lanes are reduced to one) it will put greater pressure on the Longstone / Lanark Road junction; (b) it will compress the right-turn lane, creating congestion, with a long-term impact on customer numbers to the store, at the same time as the building of new houses on the former Booker Wholesale site will increase traffic volume significantly.

The proposals will severely reduce the capacity of Lanark Road by narrowing its cross-section from dual to single carriageway. At peak times this will inevitably cause traffic to back up to the arterial junctions—Longstone (as noted above) and Gillespie, where Lanark Road joins Westerhailes Road. It is far from uncommon for this section of Lanark Road and the B701 in both directions to become congested when there is an RTC on the City Bypass.

Similarly, delivery vehicles and bin lorries will block traffic for prolonged periods, leading to frustration and risk-taking by drivers who will need to overtake. Lanark Road is also regularly used by emergency services vehicles seeking to avoid congestion on other routes to the Bypass.

Pedestrians and those living on Lanark Road will now have increased risk, either accessing their own homes or having to cross cycle lanes to access public transport.

Reverse parking into driveways between wands, with only a single carriageway and with an independent cycleway will become considerably more dangerous for everyone. These proposals will put residents and road users at greater accident risk simply by accessing their own homes as they reverse park into driveways.

The proposals also miss an opportunity to install a pelican crossing on Lanark Road, which is hugely disappointing, again, because no meaningful consultation has taken place. This, combined with the removal of staff and customer parking adjacent to parks and nurseries, places those visiting the nurseries and Dovecot Park at increased danger.

Again, the rushed nature of these proposals mean that they fail to carry out due diligence, such as a traffic flow analysis to consider what the impact will be if traffic returns to pre-pandemic levels.

7. Lack of evidence for the need or the statement of measures of success

The proposals, their severe impact on people's access and quality of life, and the way they are being rushed through are made all the more difficult to accept because of the absence of any objective evidence for their need.

The case for using COVID-19 emergency legislation is fully undermined by the fact that these proposals were already on the CEC's agenda, before the pandemic.

No public health case or other evidence has been provided that shows how these proposals will increase the space available for people to socially distance, in line with the Scottish Government's guidance.

The major road safety benefit will be the reduction in the speed limit from 40mph to 30mph, but this is already in process under a TRO. In fact, the other measures, as noted above, are likely to increase risks for pedestrians and residents.

It is extremely wishful thinking that these proposals will increase significantly the (currently extremely low) volume of cyclists using Lanark Road by displacing cyclists from the Water of Leith and Union Canal routes. Cyclists currently joining the latter north, south and west of Gillespie Cross Roads are unlikely to go out of their way to join Lanark Road city bound. In addition, coming from the city, Lanark Road gains 200 feet of altitude from one end to the other, making it a cycle route for the few, not the many. No amount of cycling infrastructure will change this geographic fact, and regular cyclists to / from Riccarton are unlikely to change their route along the canal if these measures are forced through. Cycling beyond the city-bound end of Lanark Road will not be improved, in that the shorter route via Slateford Road and the initial section of Inglis Green Road are unchanged. The requirement to moderate current cycle speeds in this direction may even decrease the number of cycles using this route.

The CEC has also entirely failed to articulate any measures of success for the proposals. This makes it impossible to hold the scheme to scrutiny after 18 months of temporary implementation. This again is anti-democratic and lacks the transparency and accountability that tax payers are entitled to.

We need to see in plain English how these measures will be judged after 18 months. Will the measures be revoked if there is a fatality caused by them? What if the number of accidents goes up? What if there becomes a regular problem with congestion and standing traffic, and associated air pollution? What if traffic is displaced onto neighbouring roads instead? Will cycling numbers be monitored to know if the proposals have created space on the Water of Leith and Union Canal shared paths? And is the baseline number for cyclists on these routes known anyway? Residents observe that the current volume on Lanark Road is extremely low and it would be important to look at future use across all three routes.

Residents are also asking for an assurance that there is a budget in place to reverse measures at the end of the temporary implementation period.

8. The impact on local democracy

The way these proposals are being brought in is extremely disappointing. Using COVID-19 emergency legislation as a pretext for a pre-pandemic agenda to deliberately frustrate the rights of communities to scrutinise and object is a cynical circumvention of the democratic process.

Such proposals which, encroach on already very different ways of living in the current pandemic, will have implications for mental health and need to be taken collegiately and sensitively. Many residents, in particular the disabled, the elderly and those with young families, have chosen to live in this part of our city because it offers ease of access, open spaces and unregulated parking, free from the encroachment of a city-centre regulatory framework. There are implications for property values and residents' rights to respect from their local authority for their family, private life and their home.

There is demonstrably huge public objection to the measures. The public petition opposing the measures has been signed by 1387 people. If the CEC chooses to introduce them in this way then it will lead only to community resentment and mistrust in our elected politicians.

Frankly, we expect better of our councillors than these underhand manoeuvres designed to frustrate due democratic process and accountability.

The Committee will be aware of legal opinion obtained by another resident's group, which casts doubt on the legality of the actions being proposed under the CORONAVIRUS (SCOTLAND) ACT 2020. Our group is now also engaging lawyers and expect that legal opinion will also support a case against the Council in this matter.

Deputation on Greenbank to Meadows Quiet Route.

Blackford Safe Routes

On behalf of:

James Gillespie's Primary School Parent Council

Bruntsfield Primary School Parent Council

Sciennes Primary School Parent Council

St Peter's Primary School Parent Council

Background to the route

The community group known as Blackford Safe Routes initially designed plans for a “Liveable Neighbourhood” or “Low Traffic Neighbourhood” (LTN) based around quiet routes to James Gillespie's Primary School, recognising the danger to the school children from traffic on routes to school, as well as increased pollution levels. This plan won the support of Sustrans before the Covid pandemic and has been modified and re-used to constitute the Spaces for People Greenbank to Meadows Quiet Route.

The benefits of the creation of the LTN are

- Reduced use of residential routes as “rat-runs” - particularly outside schools.
- Reduced noise, pollution and traffic danger, particularly outside school but also on residential streets.
- Opportunities for place-making - planters, benches, street trees and greenery.
- Modal filters which open roads to walking, wheeling and cycling but prevent use of certain roads as through-routes by motorised vehicles, are cheap, modifiable and approved for use elsewhere by emergency services.
- Continuous footways allow priority in residential areas for pedestrians and slow down traffic increasing safety.
- Less isolation, more sociable streets - allows more opportunities for neighbours and children to socialise and take part in unstructured play.
- As the Spaces for People Quiet Route is a temporary trial, the trial itself will act as a form of consultation, and a more accessible form of consultation at that, as everyone can see how it works
- Low Traffic Neighbourhood benefits everyone who lives in the area - those who wish to walk more safely, and those who wish to have more shareable community spaces.

Evidence in Favour of LTNs

Evidence shows that when safe alternatives to driving are provided, many people who are able to, stop driving, and instead take up more sustainable forms of transport - this is known as “Traffic evaporation”. There is a huge latent demand of those who wish to walk, wheel or cycle for some journeys, but currently won’t because of traffic danger.

<https://londonlivingstreets.com/2019/07/11/evaporating-traffic-impact-of-low-traffic-neighbourhoods-on-main-roads/>

<https://spice-spotlight.scot/2020/10/07/low-traffic-neighbourhoods/>

Reduced traffic volumes in residential areas are shown to support local businesses in many cases:

<https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business-58213>

In established LTN areas such as Waltham Forest, the opposition to the LTN pre-installation was 44% - yet after the bedding-in period, those wishing to revert the changes is now only 1.7% - installing LTNs is ultimately a “vote winner”

<https://www.sustrans.org.uk/our-blog/opinion/2020/october/backlash-over-new-street-changes-is-inevitable-but-it-can-be-managed/>

Covid-specific reasons to support

The government guidance on managing the Covid-19 pandemic has been around maintaining distance where possible through “social distancing” to prevent transmission of the virus. As a result, fewer people are using public transport and more are using cars which is causing congestion and pollution. It is important that people are given safe alternatives to using cars in the city. The Quiet Route would allow parents with children to walk or cycle to school more safely, and return home more safely. From the anecdotal evidence gathered from running the James Gillespie’s Primary School Bike Bus and also during the initial lockdown period, many parents would cycle or walk with their children if they felt safe to do so on the roads. Understandably, due to the level of traffic on roads such as Whitehouse Loan, many do not because of the perceived, or real danger from motor traffic. Giving people the opportunity to travel more sustainably on residential streets would reduce traffic volume and allow people a safer means of transport. Many parents are now working from home meaning there is a reduced need to take a car for onward journeys.



(Pic outside Gillespie's Primary School at 3 pm Nov 3rd)

Criticisms of LTNs

- *Traffic increases on main routes such as Comiston Road*

The response to this is that the increase in traffic on Comiston road is mainly due to the lack of use of Public Transport. It cannot only be reasonably attributed to the Braid Road closure - there is no evidence to support that this is the main contributing factor.

Comiston Road has always been congested - the only way to solve congestion is to reduce the volume of traffic coming into the city. Giving people safe travelling alternatives such as walking and cycling gives the opportunity for "traffic evaporation".

- *Emergency services response times will be affected*

All evidence from the LTNs in London shows that Emergency Services approve installation of modal filters. The main impediment to fast response times is increased traffic volume.

- *Consideration for the disabled and those that need to drive*

Everywhere can still be accessed by car - some routes are potentially longer due to residential streets having modal filters installed. Please also see here for the statistics on the reality of modal share for people with mobility issues:

<http://blackfordsaferoutes.co.uk/documents/>

Signatories to this document.

The school Parent Councils counter-signing this deputation all support the Quiet Route proposals (*as distinct from the other emergency measures in place through Spaces for People on the main roads*). They represent the parent bodies of those schools, who are primarily concerned with the safety and well-being of the children attending these schools.

This Quiet Route would also provide a safe route for children who attend many other schools such as South Morningside Primary School, Boroughmuir High School, James Gillespie's High School, George Watson's and George Heriot's. Due to time pressures we have been unable to get official approval from the parent bodies of these schools for this document.

MORNINGSIDE, BRUNTSFIELD AND TOLLCROSS TRADERS

In relation to Item 7.6 on the agenda – Spaces for People Update – November 2020

Conditions have worsened significantly for businesses and residents since the parking restrictions were introduced in the area. There are already now 11 empty retail premises between Morningside and Bruntsfield with a further 6 between Tollcross and Bruntsfield. Takings for most of the remaining businesses are significantly down with further closures and/or redundancies expected. The traders of Morningside, Bruntsfield and Tollcross therefore urge that the ineffectual measures introduced under the Temporary Traffic Regulation Order must be changed now. Time is now very short and action needs to be taken quickly. (Note 1)

The public is now urged NOT to take public transport under the new guidance – with no public transport and no parking we are prejudicing against the vulnerable and disabled in our society. Members of the public have been seriously injured as a result of the temporary measures. (In the space of one day there were 3 ambulances called and there have since been more incidents). And those who wish to cycle are clearly worried, with Edinburgh having the most dangerous roads for cyclists in the UK, according to an independent survey of more than 6,000 people. Other councils have accepted feedback and taken action.(Note 2)

Despite huge public opinion calling for change (our petition now stands over 4500), Edinburgh Council has failed to carry out immediate changes requested by this group, other businesses and residents resulting in a catastrophic fall in both footfall and takings. Following a meeting with Councillor McVey on 24th September we were hopeful that the Council understood the need for this urgent change. (Minutes of that meeting below) Instead the Council has quoted a process that takes weeks / months - with the meeting on 12 November being cited as the first opportunity to review the measures as consultation is required - Why is consultation required now when no consultation was completed before the measures were introduced. And worse there was a notification in the newspaper and on City of Edinburgh Council website last week extending the measures from 6 November 2020 to May 2022 - again without the traders or residents being informed. If changes cannot be made to the current measures before consideration on 12 November surely that means that no extensions to the proposals can be considered until after that meeting also?

The Council are bound (by their own marketing material and 'spaces for people' website) to demonstrate that they are actually attending to and meeting the 'practical needs of businesses', to help them to survive where possible. Councillor Day wrote last week "The outlook for businesses operating in the city is dire - there's got to be a balance between public health and the impact on business". We continuously read about the Council supporting local businesses. Based on our efforts over the course of the past 6 months to work with the council, these comments are as insulting to us as they are false. We ask again that the Council urgently reinstates as many of the parking spaces as possible in order to encourage customers into the area before it is too late.

As has been shown by One20 cafe and the East Craigs LTN movement, the Council only seems to respond to legal challenges. (note 3). We therefore look with interest at the Residents in Ealing who are the first group to win the right to challenge their local Council in court for illegal introduction of measures which required planning permission. This is not what we want to do - we want to run our businesses, look after our employees and our communities through what is an unprecedented period – we will not survive if we have to continue diverting our attention away from those goals in order spend unnecessary time fighting our Council. Please work with us – not against us and understand the urgency required for change.

Yours sincerely The Traders of Bruntsfield, Morningside and Tollcross.

Minutes of the Meeting with Councillor McVey 24 September 2020.

Below is the summary of our requests for information and for changes sent to you on 25th September. Updates in bold.

1. The publication of a list showing the temporary measures adjusted since 27th July 2020, and only in Bruntsfield, Morningside and Tollcross wards.

REQUESTED BY TRADERS WITHIN TWO WEEKS. AGREED BY COUNCILLOR McVEY.

We have not seen or received a list of any adjustments between 27th July - 24th September, for Bruntsfield Morningside or Tollcross. For the record, we therefore assume there were no changes made over that eight week period despite feedback received.

2. The publication of the Impact Report or Summary Report undertaken by the Council, prior to the implementation of the measures.

COUNCILLOR MCVEY DID NOT RESPOND. UNLESS THIS IS PRODUCED WITHIN A TWO WEEK TIMEFRAME TRADERS WILL ASSUME THIS DOES NOT EXIST.

Nothing has been produced. A FOI request shows that no impact analysis exists

3. All the businesses on the call, to be visited within a two week period by Councillor Day and/or Councillor McVey.

AGREED BY COUNCILLOR DAY.

We appreciate the efforts of Councillor Day to meet with local traders in Bruntsfield and Morningside, and for his acceptance of the deep rooted issues caused by some of the measures. He understood the urgency of the requirements for change to be made. However, we have not seen any action since these meetings.

4. Understanding adjustments are required urgently. Local jobs, the survival of businesses count on immediate action.

UNDERSTOOD BY COUNCILLOR MCVEY.

5. Assurance the Council want to avoid any adverse impact on the surrounding community, and are willing to take action to allow for the practical needs of businesses.

AGREED BY COUNCILLOR MCVEY.

6. A halt to any additional temporary measures until the publication of an Impact Report / Sustainability Study (written before the measures in place).

NOT GIVEN.

7. A visit to all businesses on the call from Lloyd Richardson, to walk around and understand the practical needs of business.

AGREED BY LLOYD RICHARDSON. VISTS TO BE ARRANGE WITH TRADERS COPIED ON EMAIL.

We appreciate the efforts of Lloyd Richardson to meet with local traders in Tollcross, Bruntsfield and Morningside, and for his acceptance of the challenges some of the measures cause business. In Bruntsfield, Yolanda Luca & Lesley Drummond received confirmation from Lloyd on all 7 points highlighted, however there has been no action in the Bruntsfield or Morningside area since.

8. A date suitable for Councillor McVey for the physical handover of a petition (social distancing measures and guidelines all adhered to).

COUNCILLOR MCVEY TO ADVISE DATE WITHIN TWO WEEKS.

Despite your commitment to get back to us, we have not received any communication.

9. Confirmation of the date for a three week follow up meeting.
AGREED. COUNCILLOR McVEY TO CONFIRM DATE WITHIN TWO WEEKS
Despite your commitment to get back to us, we have not received any communication.

Note 1

<https://www.edinburghnews.scotsman.com/health/coronavirus/coronavirus-scotland-growing-number-empty-shops-edinburghs-morningside-parking-affects-trade-3022917https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.edinburghnews.scotsman.com%2Fhealth%2Fcoronavirus%2Fcoronavirus-scotland-growing-number-empty-shops-edinburghs-morningside-parking-affects-trade-3022917&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830279015%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=e0Dkv6qkTH3tHCj241bjWWtVQpma3TRhFTJ56Go5VN4%3D&reserved=0>

Note 2

St Andrews <https://www.thecourier.co.uk/fp/news/local/fife/1635760/fife-council-bows-to-pressure-and-will-remove-controversial-st-andrews-parking-restrictions/https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thecourier.co.uk%2Ffp%2Fnews%2Flocal%2Ffife%2F1635760%2Ffife-council-bows-to-pressure-and-will-remove-controversial-st-andrews-parking-restrictions%2F&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830279015%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=34A3DEOLROkM2LK93OcQcYxPMfdrUxdUXVCByZoXxSI%3D&reserved=0>

Perth - <https://www.dailyrecord.co.uk/news/local-news/victory-traders-battle-open-up-22722273https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.dailyrecord.co.uk%2Fnews%2Flocal-news%2Fvictory-traders-battle-open-up-22722273&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830289007%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=S%2Bfx1ozizeA92A7IcFmkEgez4zqOVajCZJxBmAM2JaQ%3D&reserved=0>

Bridge of Allan - <https://www.dailyrecord.co.uk/news/local-news/council-apologises-unforgivable-oversight-over-22320639https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.dailyrecord.co.uk%2Fnews%2Flocal-news%2Fcouncil-apologises-unforgivable-oversight-over-22320639&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830289007%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=Fk1QTyNqr1h3ZAuy6LZ07Nsqx1%2Bth68ttJuO28a08g%3D&reserved=0>

Note 3

Residents fight road closures in High Court

<http://digitaleditions.telegraph.co.uk/data/388/reader/reader.html?social#!preferred/0/package/388/pub/388/page/40/article/98382https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fdigitaleditions.telegraph.co.uk%2Fdata%2F388%2Freader%2Freader.html%3Fsocial%23!preferred%2F0%2Fpackage%2F388%2Fpub%2F388%2Fpage%2F40%2Farticle%2F98382&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830269018%7CUnknown%7CTWFpbGZsb3d8ey>

JWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=UvAqjkFxilkc92UcL0LfBAIwTgzimbBjq73J%2FR5nTdU%3D&reserved=0

11 November 2020

Holyrood Park: Spaces for People Consultation Report

Car-Free Holyrood Park is a group of local residents interested in a safer, greener Holyrood Park that is free from through-motor traffic. We have representation in the group from many of the neighbourhoods near the park, including Newington, Abbeyhill, Meadowbank, Dumbiedykes, Willowbrae, and Duddingston. We write regarding the report on the Spaces for People consultation and corresponding proposals.

The report submitted to the committee did not recognise the huge public support in the Spaces for People consultation for road closure in Holyrood Park. Of the 4,000 comments submitted by residents, all top five most-agreed comments demanded road closure in Holyrood Park, and 9 out of the top 10 most-agreed-comments were about Holyrood Park.

Our members conducted an analysis which showed 99 comments and over 2,000 agreements were made about the park by residents, with the most reported barriers being speed and volume of traffic. 3 out of 4 contributions about Holyrood Park recommended closing the park roads to traffic. For comparison, the next most popular solution, adding a cycle lane, was favoured by only 1 in 3 contributions. This reflects the enormous public interest in Holyrood Park compared to other areas, a mandate for improvements in walking, wheeling and cycling, and a clear highly-favoured solution from residents.

The report given to this committee cited potential interaction with the South Bridge scheme as the reason demands for road closure in Holyrood Park (Queen's Drive) could not be realised. There should be further clarity about why closure of the roads in Holyrood Park cannot be completed as well as the South Bridge scheme and why South Bridge should be prioritised given the consultation results.

Our analysis of the Spaces for People consultation showed that volume of traffic was the second most-reported issue in Holyrood Park. We are also concerned that the Council plan to use Holyrood Park as a key diversion in the South Bridge scheme for traffic travelling north during the hours of 0730 and 1830, with potential negative impacts on park users and residents.

Finally Holyrood Park's roads are private and all operational decision making (and maintenance costs) are undertaken by Historic Environment Scotland. While HES currently allow through-motor traffic, we do not believe it is appropriate for the Council to use the private park roads as a ring road of the city centre in its transport planning. Instead, the Council should be working with HES to facilitate full time road closures.

If there is a single proposal to come out of the Spaces for People consultation, it should be to close Holyrood Park to motor traffic. Residents completed this consultation in good faith, and it is vital that councillors take action based on the consultation results.

Kind regards,

Barbara Bolton, Ross Andrew, Diarmid Mogg, Chris Russell, Nicholas Oddy, and Sarah Gowanlock

(on behalf of Car-Free Holyrood Park)

Better Broughton: transforming our local streets for a better community

Transport & Environment Committee, 12 November. Item 7.6 Spaces for People Update

Broughton Street and the surrounding areas are one of Edinburgh's most vibrant and varied communities. Broughton Street itself has an exciting mix of shops and facilities, which are popular both with local residents and visitors.

However, the full potential of Broughton Street is undermined by the fact that it is frequently congested, and unsafe for all road users. Footpaths are too narrow, provision for cyclists in non-existent, traffic frequently speeds, pollution is often present, and pedestrian crossing facilities across the street, and the entrance to side streets, are poor. "Better Broughton" is a group of local people who wish to see Broughton Street become a genuine centre for our community, which will also be a welcoming destination for those from elsewhere. We want to see a street with safe crossing points, where people can meet and talk, and stay longer in local shops and cafes, restaurants and bars.

We have produced a set of proposals to tackle these issues and work for the transformation of our community. We identified the need for wider footpath space, and protected cycle lanes, particularly uphill, as a major early priority. We are therefore pleased to see that the recommendations for further "Spaces for People" measures, include, as a top priority, the provision of wider pavements and an uphill cycle lane in Broughton Street, along with pedestrian improvements to the Broughton Street roundabout.

We note that these improvements are rated with the highest score by the Council's analysis of public comments in its 'common space' consultation process earlier this year. More detailed analysis of the response shows that 92% thought footpaths were too narrow, and 51% wanted a segregated cycle lane. 71% wanted to restrict or suspend local parking, and 69% wanted to see slower traffic. The Council's proposals would allow all these priority improvements to be provided.

We believe that these proposals have widespread support in the local community, and will also benefit those who use Broughton Street to walk or cycle from the north of Edinburgh to the City Centre, as many do each day. These will also link to the current developments on Picardy Place, and hopefully for measures on Leith Street to increase pedestrian space, and continue the cycleway, to improve links with North Bridge.

Our vision is for a Broughton Street where pedestrians can walk up and down across the street in safety; where cyclists, of all ages and experience, can safely access local shops and community facilities; a street provided with accessible bus stops; and where streets and public spaces are safer and more welcoming for their entire community, including older people and disabled people.

Martin McDonnell and Mark Lazarowicz on behalf of Better Broughton

www.broughton.scot Twitter: @BetterBroughton email: betterbroughton@gmail.com
Facebook: <https://www.facebook.com/groups/695723331037930>



The Scottish Parliament
Pàrlamaid na h-Alba



Daniel Johnson MSP

Cllr Lesley Macinnes
Convenor Transport and Environment Committee
The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Dear Cllr Macinnes & Transport Committee Members,

RE: Review of Spaces for People Measures – Greenbank to Meadows Quiet Route

I would like to submit the following survey results to give a clear indication on the need for the Council to listen and engage with residents on those measures and schemes introduced under Spaces for People.

Spaces for People will be reviewed this week and the survey that I and colleagues carried out gives a clear indication of the frustration that many constituents have felt to date. The general comments made by a serious number of constituents, that correspond with these results, is that some form of real engagement is needed. Consultation is key and Spaces for People measures have bypassed that.

The impact of displaced traffic onto Comiston Road also features heavily in comments made by constituents but this should not be seen as residents simply protesting the introduction of measures that improve active travel routes, as 62% of those taking part support the Council's move to introduce more routes.

While this survey is in effect a straw poll I believe it clearly shows that the measures introduced to date have created a serious level of disquiet and the council should now listen, properly engage and carry out its own official survey with local residents and businesses.

Yours sincerely,

Daniel Johnson
MSP for Edinburgh Southern

Daniel Johnson MSP

MSP for Edinburgh Southern
134 Comiston Road, Edinburgh, EH10 5QN
0131 541 2145 | daniel.johnson.msp@parliament.scot

(Total Number of constituents taking part in survey = 682)

1. Do you support current plans for the introduction of the Quiet Route from Greenbank to the Meadows?

Response to Question	Number	Percentage
Yes	339	50%
No	301	44%
Don't Know	39	6%
No valid response	3	N/A

2. Would you support the introduction of the Quiet Route from Greenbank to the Meadows if changes to current plans were made?

Response to Question	Number	Percentage
Yes	290	43%
No	120	18%
Don't Know	258	38%
No valid response	14	1%

3. Should the Council introduce more active travel routes across the city?

Response to Question	Number	Percentage
Yes	421	62%
No	148	22%
Don't Know	109	16%
No valid response	4	N/A

4. Do you support the measures being introduced in the wider Morningside area under Spaces for People, such as temporary pavement widening, removal of parking spaces and introduction of cycle lanes?

Response to Question	Number	Percentage
Yes	320	47%
No	319	47%
Don't Know	39	6%
No valid response	4	N/A

5. What would you like to see happen on Braid Road?

Response to Question	Number	Percentage
Full reopening	306	45%
Partial Reopening	116	17%
Remain Closed	225	33%
None of the above	10	1%
No valid response	25	4%

On behalf of the Edinburgh Private Hire Association.

Dear Committee,

Reference Agenda Item 7.6- Appendix 2A – South Bridge-Town Centre Measures

Please find our deputation regarding the above item, specifically to ask that consideration be made at this stage to amend the proposal to allow PHC the same access as the Taxi trade to the specific areas we mention below.

With that in mind there are a lot more similarities now in the way the 2 sectors work, than there has ever been before, and particularly during the current Covid-19 pandemic, there are no longer customers flagging down Hackney Vehicles, we are all now 100% reliant upon pre-booking of vehicles, either through App or by telephone, regardless of the type of vehicle. We, as PHC Operators are, unsurprisingly, at a loss to understand the logic of **NOT** allowing access to PHC vehicles in exactly the same way as a Licensed Hackney Vehicle.

The proposal in front of you today effectively means that the hundreds of thousands of journeys that are carried out by PHC vehicle's in Edinburgh will be discriminated against using our more cost-effective service.

If you pass this item, it will mean that 2 of the 3 main arterial routes from south to north across the city, will effectively be closed to PHC vehicles, and would leave us currently with the only option of Lothian Road.

At this stage I would also like to point out that the City of Edinburgh Council prides itself in its "open and transparent" dealings with both Trade representatives, and the public at large, when it proposes these sorts of changes, which is why we are extremely bemused as to why we have had **NO CONSULTATION** whatsoever in the proposed measures in front of you today.

I would also like to add at this point that, as a Trade, we are not against the principles of the proposed changes, and what they represent, which is for a better environment for the public at large, particularly under the extreme conditions we are all under with the Covid-19 situation, **but we are totally against the decision of not being allowed equal access to the Bus Gates in exactly the same way as our colleagues in the Hackney Trade.**

Our logic for that is as follows:

As a trade the PHC sector is numerically the larger of the 2 groups of Licensed vehicles in Edinburgh, and contributes a very large proportion financially to the Licensing Department and its income, but most importantly of all given the numbers concerned, PHC in Edinburgh pre Covid represents approx 7 million journey's a year from the public of Edinburgh, and businesses alike, including many school and social

work journeys, paid for by the City of Edinburgh Council, all of which are pre booked journeys from our local community, who obviously enjoy the service our PHC vehicles provide, whether that be because of the various vehicle types we have to offer, the level of service we provide, or indeed the financial packages we offer to save the public of Edinburgh money, particularly at this time of national emergency.

As we are now looking at the economic impact the Lockdown, and other Covid-19 measures have had both on the business community and the public at large I am sure we will see that the PHC sector will introduce further cost saving measures to enable people easier and more cost-effective use of our services.

As a trade we contribute greatly to our city, and especially in these very difficult times, we are as a trade assisting keeping Edinburgh moving with many thousands of essential workers using our services, from NHS staff, to Train workers, supermarket workers, banking staff, and frontline key workers of all descriptions, deliveries for vulnerable and the elderly alike, and assisting with the transport of prescriptions etc from chemists. We have also been involved in donations of food and supplies to the more vulnerable in our community, supplies of specific PPE equipment, face masks and visors etc to Care Homes in the area, all of these measures have been by way of donations at our own expense, including delivery directly to where its required.

As a trade we are an integral part of the community, and offer a **public transport system** that is valued by both business and the public alike, offering discounted fares for both the elderly and NHS frontline staff has also been a major part of our business throughout this Covid-19 epidemic.

We are a **valuable part of the Public Transport network in our great city**, and effectively to be excluded from these new Bus Gate measure's, is to be quite frank both a slap in the face and illogical.

We have national recognition from the Scottish Government as being, alongside the Hackney trade, ***"important integral parts of the public transport infrastructure in Scotland"***.

It however beggars belief that Edinburgh Council appears to have a different opinion of our trade, and not only does it not feel that we are worthy of being considered part of the public transport network, but we have not even been worthy of any consultation regarding these changes, which undoubtedly will have a major impact on how our fleets move around the city in future, and will also impact on those individuals and businesses who not only use our service, but **RELY** on our service to move them around the city.

If you were only to consider the number of PHC vehicles that are currently contracted to the council's own contract arrangements for both School and Social Work transport, it would give you some idea of the need for the PHC sector in our city, and being excluded from these measures will certainly have a major impact on those contracts alone.

A reason for exclusion given previously is that the public do not recognise that our vehicles are actually Licensed Private Hire Vehicles, in the same way that they recognise a Hackney Vehicle, and that ordinary car drivers will try to follow our vehicles into these Bus Gates.

I have to say that my response to that absolute nonsense is the citizens of Edinburgh are more intelligent than that, and do know the difference between an ordinary car, and a Licensed PHC Vehicle.

Each and every PHC Vehicle licensed in Edinburgh has signage that can plainly be seen across ALL FOUR SIDES of our vehicles, there are Plates mounted both front and rear of the vehicles giving full details and plate numbers of the licence, and every vehicle also has Pre Booked Hire Only signage on both sides of the vehicle, and indeed most, but not all, also have the name of the company and telephone number also on both sides of the vehicle. And to suggest that the Edinburgh Public would not recognise that it is a licensed vehicle is, to be quite frank, insulting people's intelligence. However, we would quite happily agree to any other signage that the Committee would require going forward to be added to our vehicles.

Unless of course there is some other reason, that we are not aware of, as to why it is felt necessary to **discriminate** against our Licensed Vehicles and Drivers, and if indeed that is the case, we feel that it is incumbent on the Committee to inform us of those reasons to enable us to respond to those views.

We are as I say an integral part of the public transport network, and if we are proposing ANPR gates, then access could also be made available to the PHC sector, given that the council holds all of the same Licensing details of vehicles and drivers that is held for the Licensed Hackney trade in Edinburgh, and this simple addition would see all areas of our public transport network catered for, and provide the level and type of service that the city of Edinburgh public has come to expect from the PHC sector.

As all of these measures would require appropriate signage at each Bus Gate, we would suggest a very simple modification for the wording to read as follows: Bus and Edinburgh Licensed Vehicles ONLY.

All we ask is that we have fair and even treatment when it comes to access in our city, particularly the city-centre, and at a time when we are looking at emissions etc the PHC sector is leading the way in both hybrid and electric vehicles going forward, it would be unjust at best not to allow the same rules to be applied to both sectors of the Hire Car Trade in Edinburgh.

The truth of the matter is quite simple, the PHC sector **IS** an integral part of our city's public transport network, in exactly the same way that the Hackney Trade is, and should be treated in a fair and equal way to our colleagues in the Hackney Trade, it's only right and proper to do so, and we humbly ask that this amendment is made to the proposals in front of you and going forward to ensure our great city has a public transport network that reflects the travelling needs of the Edinburgh public. If it is acceptable for a Licensed Hackney Vehicle to use particular roads, then it should be no different for a Licensed Private Hire Vehicle to be able to use those same roads. Its either acceptable for both, or acceptable for neither, and that Committee, with all due respect, is all we are asking for, Fair and Equal Treatment, in whatever is allowed, or not, as the case may be.

If the Committee decides to go ahead with these measures with no access to PHC vehicles, then we would firstly request the reason, or reasons, as to why exactly PHC vehicles are not allowed access to this and any other Bus Gates that are currently in place, or may be put in place in the future, and we would ask for these in writing asap.

If this discriminatory measure goes ahead against our trade, we will be forced to take legal action on these Bus Gate measures, which is something we do not really want to do.

Please let common sense prevail here and allow PHC access in exactly the same way as a Hackney Taxi does, and indeed as any licensed vehicle should have, this Discriminatory Policy has to stop being used to the detriment of the public of Edinburgh, and as stated earlier the approx 7 million journeys carried out by PHC vehicles in Edinburgh Pre-Covid.

Thank you Committee Members for your time today.

Deputation to Transport and Environment Committee meeting to be held on 12 November 2020 regarding item 7.6 Spaces for People Update – November 2020

Broughton Street

The New Town and Broughton Community Council (NTBCC) welcomes the decision to short-list Broughton Street for inclusion in the next phase of the Spaces for People initiative. Broughton Street plays a key role in the neighbourhood as a retail and hospitality venue, as well as an important thoroughfare for this part of Edinburgh. We have concerns, however, that the focus of the changes outlined in the update being considered today does not address the key issues identified in the comments submitted on the Commonplace tool or indeed the issues that have been highlighted by the community. We therefore urge that before any definite plans are developed for this area that there should be further direct engagement between the Spaces for People team and various local interest groups including businesses on Broughton Street. The NTBCC is very willing to participate in and facilitate these discussions with the community.

As you will note from our analysis (see attached summary) of the comments on the Commonplace consultation map, it is apparent that the greatest concern is pedestrian safety in terms of the opportunity for social distancing on the pavements, the extent of pavement clutter and the speed of traffic. We believe that these issues should be prioritised in any work planned for Broughton Street. In particular, we believe that adding a further controlled pedestrian crossing part way down Broughton Street would not only improve the safety of pedestrians crossing the road but also help in reducing the speed of traffic, especially that heading downhill from Picardy Place. We note the concerns raised regarding cycling safety but believe that there are better solutions than that proposed to install a segregated cycle lane uphill along the full length of Broughton Street. These alternatives need to be explored further with the local community and in particular those local interest groups representing cyclists.

As a result of the ongoing road works in the area including those for the tram extension, we recognise that the options for Broughton Street are limited in the short term that the Spaces for People initiatives are intended to address. As a result of road closures and diversions, Broughton Street is already taking more traffic than normal, resulting in additional congestion and thus atmospheric pollution. Keeping traffic moving must be one of the goals of any improvements implemented on Broughton Street. This will require a careful review of the use of the existing road space including the number of parking and loading bays especially at the top end of Broughton Street as it emerges into Picardy Place. Any review must also take account of the needs of those people with limited mobility using local shops and cafes in the area, as well as those businesses, but also be supported by effective enforcement of parking and monitoring of pollution levels.

We urge the Committee to support the decision to include Broughton Street in the short list of the next Spaces for People initiatives, but also to require that the Spaces for People team do engage further with the local community, including NTBCC, before any more detailed proposals are issued for consultation or approval.

South Bridge

NTBCC notes that the Committee is being asked to approve changes to South Bridge, which include some largely unspecified changes to North Bridge. The proposed changes on North Bridge have not been subject to any consultation with the local community. We have previously raised significant concerns about any closure of North Bridge in terms of its effect on congestion, rerouting of traffic on to alternative routes and consequent additional pollution.

We urge the Committee to defer any decision on South Bridge until the impact on North Bridge and adjoining streets can be properly assessed and the views of local residents considered.

Mike Birch

Transport Convenor, New Town & Broughton Community Council

Broughton Street: Spaces for People Commonplace Map Analysis Summary

Which barriers are preventing you from walking, running, cycling and wheeling while observing physical distancing?

Answers in order of popularity:

1. **Pavement too narrow**: 110 people agreed with 9 comments
2. **Speed of traffic**: 83 people agreed with 6 comments
3. **Limited space to queue outside shop/bus stops**: 40 people agreed with 4 comments
4. **Amount of traffic**: 34 people agreed with 3 comments
5. **Limited/no cycle parking**: 24 people agreed with 2 comments
6. **Sharing paths with other users**: 19 people agreed with 2 comments
7. **Pavement parking/clutter**: 16 people agreed with 1 comment
8. **Path too narrow**: 0 people agreed with 1 comment

Which of the following temporary measures would help you to walk, run, cycle and wheel while observing physical distancing?

Answers in order of popularity:

1. **Extend pavement**: 110 people agreed with 10 comments
2. **Restrict or suspend vehicle parking**: 92 people agreed with 7 comments
3. **Slow vehicles**: 90 people agreed with 7 comments
4. **Add protected cycle lane to main road**: 56 people agreed with 4 comments
5. **Marked pedestrian waiting areas outside shops**: 56 people agreed with 4 comments
6. **Remove street clutter/railings**: 45 people agreed with 4 comments
7. **Close street to vehicles**: 37 people agreed with 4 comments
8. **Marked waiting areas outside bus stops**: 34 people agreed with 3 comments
9. **Improve crossing**: 23 people agreed with 2 comments
10. **Add cycle parking**: 23 people agreed with 2 comments
11. **Ban as many cars as possible from entering city centre**: 7 people agreed with 1 comment
12. **Cycle lane**: 0 people agreed with 1 comment



Edinburgh Association of Community Councils

Submission to Edinburgh City Council Transport & Environment Committee

12 November 2020

In respect of agenda items 7.6 and 7.7 Spaces for People

This submission to the Transport and Environment Committee draws on a wide ranging discussion of issues relating to the Edinburgh Spaces for People programme (SfP) and related actions which took place at the Edinburgh Association of Community Councils meeting on 22 October 2020. The meeting had presentations from speakers from different perspectives (the City Council, Living Streets, Sustrans and 2 Community Councils). Representatives of around half the Community Councils in Edinburgh participated.

This EACC paper is a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. It is offered as a constructive contribution to current debates, recognising the difficult circumstances in which all agencies are operating just now.

The context and concept of Spaces for People

The uncertainties in the current challenging context within which policies are formulated and delivered is widely acknowledged. Community Councils are fully supportive of the public health and safety rationales which underpin the SfP proposals, and of the urgency with which action is required if the steps taken are to impact on current emergency conditions.

At the same time Community Councils understand that the actions taken under today's conditions are relevant to, and have implications for, the achievement of longer term city planning and development objectives, for example with respect to the city environment, carbon reduction, mobility and traffic management. Meeting these objectives will require significant change.

Both of these policy rationales – the short-term health and safety concerns and the longer term environmental issues - are valid and related but should not be elided in a narrative which is open to misunderstanding and mis-interpretation, thereby risking community buy-in to new measures such as Low Traffic Neighbourhoods.

Furthermore, it has to be acknowledged that actions taken under one policy rationale can have important knock-on effects which may undermine the achievement of the objectives of other policies. For example, the restricting of parking to provide increased space for

walking and safer cycling may undermine the viability of local high streets and divert traffic to other locations. Or again, re-allocating road space to encourage active travel may 'squeeze' traffic flow with implications for public transport journey times.

Issues and lessons

The implications of these policies raises some issues for the development and presentation of specific proposals within the SfP programme which were highlighted in the EACC discussion and are set out below.

Prioritisation and data

The coherence and priority with which SfP schemes have been implemented has not always been understood. It would be helpful to community councils, and wider communities to have greater insight into the data used to prioritise particular schemes and to extend opportunities for safety and active travel. For example, some cycleways do not appear to be well used, and some do not encourage use because they are discontinuous or have poor quality surfaces. Street furniture often discourages and limits the benefits of changes for all users. A shortage of crossing points does not encourage support for local traders.

The meeting pointed to other similar issues. A more obviously holistic approach to the implementation of schemes would be welcome.

Community engagement

The very complexity, and in some cases, the substantial changes for some communities arising from SfP proposals require significant engagement with communities beyond the extremely limited consultation undertaken in many cases which allowed only a few days for responses. The process needs to help communities understand and respect the right of all residents to move freely and safely and reach an accommodation around the different priorities for pedestrians, cyclists and motorists. This will mean that it takes longer to implement changes but will bring benefits in avoiding polarisation of views. Inequality of impact needs to be more widely acknowledged and addressed.

Transparency and Review

It is recognised that the SfP projects have been implemented in different forms from place to place in the city in an attempt to find appropriate solutions to a range of local circumstances. Some of the schemes have been more successful than others. There is often confusion about why local schemes look the way they do, and about the processes for review and amendment of schemes as implemented. It was encouraging to learn that there are regular reviews of local schemes: it would be beneficial if communities were more aware of these, how they might participate, and the review outcomes.

Conclusions

The EACC meeting remains supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It is important to improve 'buy-in' to the SfP programme, and EACC and Community Councils will support steps which promote community engagement beyond formal consultation requirements.

The meeting was strongly of the view that 'change must come'. EACC and Community councils will assist in taking this agenda forward.



CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Transport & Environment Committee 12 November 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s (CEC) Transport and Environment Committee (TEC) as our residents are affected by the Low Transport Neighborhood(s) (LTNs) plans being discussed at the TEC meeting on 12 November 2020.

The appended deputations at Annex A & B are provided to remind Committee members of the views Corstorphine CC has previously expressed on behalf of our residents. While the concerns have been clearly articulated we offer the following further thoughts -

Our remit as a Community Council

Key responsibilities of community councils are stated in *The City of Edinburgh Council Scheme for Community Councils* (CEC, 2019) and include:

3.1 The general purpose of Community Councils is to act as voices for their local areas, articulating the views and concerns of individuals and groups on a wide range of issues of public concern, including making representations to the City of Edinburgh Council, other public sector bodies and private agencies on matters within their sphere of interest.

3.2 Community councils have a statutory right to be consulted on planning applications.

We make this deputation in that context and seek to reiterate the perspective of Corstorphine Community Council and views of the community affected by the proposed traffic changes in East Craigs.

As a Community Council, we believe that further discussion on the revised proposal is required. We note two elements: that the Spaces for People initiative and the LTN have been separated, and we welcome that, and also that an Experimental Traffic Regulation Order (ETRO) has a guaranteed statutory consultation element, as with all Traffic Orders. Clarity is required around Option 2a as it is not clear what traffic calming measures CEC intend to implement. Is North Gyle Road included in these measures?

We contend that the process of consultation with Community Councils, including ours, about planned traffic management changes has been insufficient for us to properly discharge our duties of community representation. It is made more complex as the proposed introduction of LTNs was not intimated to us when plans were being made. In common with our approach to all engagement with the City Council Corstorphine CC has engaged positively and constructively with the West Edinburgh Link team. This was evidenced by our invitation to them to the January 2020 Corstorphine CC meeting to discuss the Gogarloch/South Gyle element of their plans, at which over 60 members of the public were in attendance. The proposed changes to East Craigs were not mentioned.

We are grateful for the input of City Council officers who have given time to Corstorphine CC to discuss traffic matters at various points, including about the Featherhall area. We are aware that the Get Edinburgh Moving (GEM) group, which represents residents in the East Craigs, North Gyle, Craigmount and Drumbrae area, have met with the Council Leader, Transport and Environment Committee



Convenor, Deputy Convenor, and others, which we also welcome. As previously noted, we have engaged with CEC through work via Steve Kerr, Chairperson Corstorphine CCs roles as Co-Chair and Vice Chair respectively with the North West Locality Community Planning Partnership and the Edinburgh Association of Community Councils (EACC). However, we suggest that consultation could be improved upon by bringing together relevant parties to discuss the current situation and the details of future consultations. Crucially, it is important that those consultations are sufficiently broad to include relevant residents' groups and, vitally, the Drumbrae Community Council in addition to Corstorphine CC.

We have noted that our colleagues in Drumbrae Community Council felt compelled to submit a Participation Request under the Community Empowerment (Scotland) Act 2015 to seek to ensure their involvement in deliberations. We understand this is still outstanding. Is Corstorphine CC required to resort to a similar Request? We have always assumed that as a statutory consultee on planning matters, we would be among the first organisations that the City Council would engage with. We state our wish to move past deputations to meaningful engagement with the CEC Administration and officers over the local and immediate issues as well as the longer-term and strategic planning work.

We reiterate our continued commitment as Corstorphine CC's to working with the City Council in a collaborative manner to help improving our area's environment, and to the soliciting and faithful representation of the views of all members of our community. Our aim is to help find solutions that address issues in ways that command community support and that will, we feel, require careful consideration if we are to achieve a positive result.

Residents' views

We are aware that residents have communicated their views directly with the Council so do not seek to reiterate all their arguments. However, as Corstorphine CC has received written communication this week from one such resident, we include a summary of some of the main points raised with us, as an example.

- The writer, like many, is a long-term resident, loves living in this area and wishes to protect and enhance it. She and others are active in doing so, describing themselves as 'local' in a strong sense.
- There is a commitment to and engagement with a variety of travel modes, including active travel of all sorts.
- She is concerned about what she sees as confusion and ineffectiveness in consultation processes with CEC, including that the two community councils need to be involved but that that does not appear to be happening.
- A lot of work has gone into capturing the unheard views, and she suggests that a reflection of many LTN resident concerns, described as from real people within the extensive LTN area, of Maybury, West Craigs, Craig, Craigmount, Fauldburn, North Gyle, Drumbrae etc.
- There is support for measures that address, e.g. speeding on Craigs Road, by reductions and enforcement, especially around schools, and she describes herself as open-minded.
- However, she believes positive change can be made, prioritising any genuine area of concern, by using simple measures and without speedily implemented road closures. She asserts that East Craigs is not a dangerous area.
- She has concerns but, is clear in stating, that she does not support the implementation of this LTN.

Another resident has created a video diary to show the road conditions in the area at various times.



Elsewhere, including on social media, residents have contended that *“the East Craigs LTN is a solution without a problem, and is unnecessary”* and have expressed their wish to engage on the wider strategic challenges around west Edinburgh traffic. Many of their points resonate with the example above.

As a Community Council we have also received representations of support from residents living in the proposed LTN. While these views have been in the minority, as a community council reflective of locals it is important to note that there are residents who do support the proposed changes. In a similar vein to the above correspondence, we received recent communications from a resident who raised the following points:

- They have not engaged with the LTN debate because they have found the tone of discussion ugly and aggressive, and feel that much weight has been afforded to those who state their views are reflective of the whole community when they are not.
- They are delighted at the prospect of their road being closed to through traffic, as traffic has increased greatly in the 30+ years they have lived on their street. They are particularly keen to see their road filtered as it is a major route for children walking to Craigmount High School.
- They have many friends and neighbours in the area who are supportive of the scheme, who appreciate they will have to make adjustments when getting about the area, with benefits including the reduction in traffic resulting in less pollution and greater safety for children and adult pedestrians.
- They trust that, as a community council, we will continue to represent all residents affected by these proposals.

Conclusion

As a Community Council, we suggest that a way is found to move forward positively with the community, drawing on their constructive suggestions, and seeking to find a genuinely helpful solution that attracts the active support of all residents.

References

The City of Edinburgh Council Scheme for Community Councils

<https://www.edinburgh.gov.uk/downloads/file/23674/scheme-for-community-councils>

News page of the Get Edinburgh Moving website:

<https://getedinburghmoving.godaddysites.com/news>

East Craigs Video Diary

<https://vimeo.com/477611288?fbclid=IwAR3EfrZRTE6y0QzQkpU5LB8asdTUsApzK3g1uxSurtss4FBcxT5LKnEDOR4>

STEVE KERR

Chairperson

Corstorphine Community Council



ANNEX A

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Full Council 15

October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council’s Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

East Craigs ‘Low Traffic Neighborhood’ LTN

The East Craigs ‘Low Traffic Neighborhood’ (LTN) falls in part within the north western boundary of the Corstorphine CC area, with the remainder being within the Drum Brae CC area. As we stated in our TEC submission, ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a ‘low traffic neighborhood’ and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craigs Residents group now constituted and known as “Get Edinburgh Moving” (GEM) with more than 1,400 members has been invited to join Corstorphine CC in the same manner as residents’ associations in Pinkhill and Forrester. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to Low Traffic Corstorphine representatives, another local group advancing the voices of residents in the East Craigs community who are supportive of the scheme.

Corstorphine South LTN

Background information regarding the Corstorphine South LTN can be read in Corstorphine CC’s deputation to the TEC on 1 October. There have long been complaints from residents about parking and traffic in the Featherhall area, as well as street safety concerns on Corstorphine High Street and



around Corstorphine Primary School. Corstorphine CC members met with City Council officers on 30 September to review and discuss proposals for a trial Corstorphine South LTN to see if measures could help address these concerns as well as support social distancing for the school. There was good support for actions along Corstorphine High Street and the primary school, including widened pavements and tightened junctions for easier pedestrian movement and better social distancing. Feedback was given asking for more improvements of these types. Members also requested actions to reduce/enforce vehicle speeds along the High Street. Proposed modal filtering along residential streets had a mix of views. Some members (including Featherhall residents) were keen to see modal filters, as they felt it would make the area less traffic-dominated, better for children walking/cycling to school and generally safer.

Concerns were expressed on traffic displacement, as well as worries about people not being able to access some local businesses. There were specific concerns raised re people having difficulty accessing the pharmacy from the doctor's surgery. Feedback was collated by Council officers. Corstorphine CC expects CEC to liaise with residents, providing a timeline and context regarding the trial with the opportunity to feedback. Corstorphine CC's understanding is this is a temporary measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area. An initial discussion on the proposals has been held between a group of parents and the Corstorphine Primary Head Teacher. All were broadly supportive of the proposals as it was felt that reducing through traffic would make the journey to school safer and more pleasant. Everyone agreed that traffic calming and pavement widening along Corstorphine High Street were particularly important to making a difference to families travelling to and from the school.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Traffic Neighborhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers and supports public transport provision. We advocate for an exacting Low Emission Zone (LEZ) for the whole City, as we have high pollution levels in roads in our area. There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters such as LTNs, as there are informed, eloquent and measured members who support active travel but view the East Craigs LTN as extreme. This does not mean that either should be dismissed as 'activists'. Corstorphine CC is not 'anti car' or 'pro-car'. Rather we support the right of all our residents to move freely and safely, and that includes cycling and walking.

We recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. The Corstorphine CC is willing to assist in any way it can.

In my capacity as Co-Chair of the **North West Locality Community Planning Partnership**, I attended the Partnership's meeting on 9 October. This was the first meeting of the Partnership since lockdown



began. Spaces for People'/LTN measures were discussed, and I asked what forum was appropriate for Community Councils to discuss these measures with City Councillors and officers. I suggested in the context of the Locality Improvement Plan or City Plan. I was told that neither was appropriate and that these matters should be discussed directly with the Officers concerned. The Corstorphine and Drumbrae Community Councils wish to have such a meeting as soon as practicable.

In my capacity as Deputy Chair of the **Edinburgh Association of Community Councils (EACC)** I will be introducing a discussion on 'Spaces for People'/LTN measures' at the EACC meeting on 22 October.

The desired outcome from the deliberations is -

- Guidance that all Edinburgh's Community Councils can utilize when engaging with residents
- A submission to the City Council that reflects where possible EACC members unified position

I trust that Corstorphine CC's motivation and our continued commitment to improving our area's environment are both clear. We will continue to engage with the City Council in a collaborative manner to achieve these ends. We will also continue to solicit the views of all members of our community and seek to represent them faithfully as we work with the City of Edinburgh Council in helping find solutions that address issues in ways that command community support.

STEVE KERR

Chairperson

Corstorphine Community Council



ANNEX B

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Transport & Environment Committee 1 October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Transport and Environment Committee (TEC) as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the TEC meeting on 1 October 2020. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

BACKGROUND

The Corstorphine CC has consistently solicited the views of residents to inform and prioritise our activities. This was initially achieved through undertaking a **Placemaking Exercise** with the assistance of the City of Edinburgh Council. The Exercise involved utilizing a Scottish Government designed matrix to ascertain resident satisfaction on the services and facilities in the area. We conducted a series of public meetings and an online survey which provided significant numbers of contributions from residents across Corstorphine. The number one issue for residents was what can broadly be described as the Environment. There is a deep appreciation of the access residents have to green spaces such as parks and playing fields and a desire to move freely and safely within the area. Equally there was concern about increasing levels of traffic which would be exacerbated by building in the West of the City, poor air quality, traffic management and parking. There was such strong feeling on the latter matter that we held a **Traffic Management and Parking Public Meeting** which was attended by local elected representatives, Council officials, the Police, and many residents from across Corstorphine. The meeting was emotive with residents demanding immediate action on long standing problems.

Subsequently the Community Council hosted the Environment, Climate Change and Land Reform Committee of the Scottish Parliament. The Committee who were producing a report on poor air quality in Scotland singled out Corstorphine for attention and comment as St. John’s Road had the unwanted epithet of ‘the most polluted street in Scotland’.

The Community Council has also hosted representatives of the Transport and Environment Committee at one of regular monthly meetings to discuss action on pollution issues, particularly around the proposed Low Emission Zone (LEZ) for Edinburgh.

To reiterate Corstorphine CC has advocated on behalf of residents articulating the views and concerns they have expressed to us.



LTN(s)

The **East Craigs 'Low Traffic Neighbourhood' (LTN)** falls in part within the Corstorphine CC area that takes in Craigmount (East Craigs itself is part of Drum Brae CC area). During the one-week notification period Corstorphine CC received one written representation from a resident which was immediately forwarded to Council officials. We did not have the time and resources to widely canvass residents' opinions during this period. There has been considerable local opposition to the proposals with a 2,500-signature petition opposing the LTN and crowd funding to challenge the City Council in court. Members of Corstorphine CC attended the public meeting on Friday 28 August held in Gyle Park. National and Local elected representatives addressed a large crowd of residents, the majority of which appeared opposed to the introduction of the LTN in its current form. The principal reasons cited are misuse of Covid -19 powers to pursue an Administration agenda (the Community Council does not have the competence to comment on questions of legality); lack of resident consultation; mixed messages as to why the Council wishes the LTN to be introduced; and more. The City Council administration committed to review the LTN proposal considering the representations they had received. A revised LTN has been produced which in part reflects the requested changes and the Community Council welcomes this.

The **Corstorphine South LTN** has evolved from an initial proposal for a Filtered Permeability Scheme (FPS) in the Featherhall area of Corstorphine. Featherhall has long been identified as an area with chronic parking and 'rat running' issues. Corstorphine CC secured £50,000 of Council funding to establish a one-way system on Featherhall Avenue to address traffic flow problems. The one-way system had been overwhelmingly endorsed by the residents in a Council consultation following a trial. Council officials then approached Corstorphine CC with an alternative proposal for an FPS which would deal with the issues in a more holistic fashion. We have now been informed that the FPS will be part of a wider Corstorphine South LTN. We have no details of what this will encompass.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Transport Neighbourhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers. We strongly advocate for an exacting Low Emission Zone (LEZ) for the whole City and not the two-tier LEZ that is currently proposed. We could hardly do otherwise with St. John's Road and Queensferry Road as two of the most polluted roads in Scotland within and adjacent to our area.

There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters. This does not mean that they should be dismissed as 'activists'. Corstorphine CC is not 'anti car'. Rather we support the right of all our residents to move freely and safely and that includes cycling and walking.

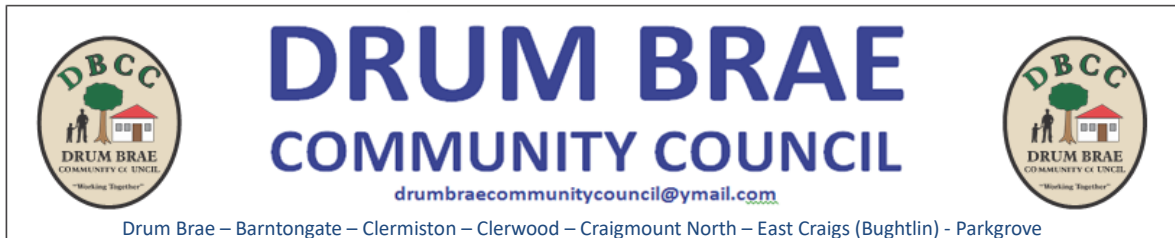
Ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The 'Say No East Craigs LTN ('Get Edinburgh Moving') Residents Action



Group have been invited to join Corstorphine CC in the same manner as Residents Associations in Pinkhill and Forrester. We hope the Committee will accept and work with the Community Council.

I appreciate that this exposition is lengthy, but I felt it was important to correct any misapprehension about Corstorphine CC's motivation and give some context to our continued commitment to improving our areas environment and enriching the lives of our residents. We will continue to engage with the City Council in a collaborative manner to achieve these ends.

STEVE KERR
Chairperson
Corstorphine Community Council



Drumbrae Community Council – Written deputation to the Transport & Environment Committee, Thursday 12th November 2020

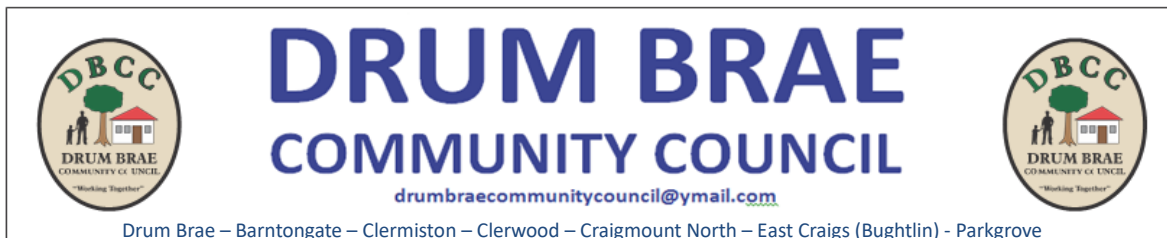
Spaces for People – East Craigs Low Traffic Neighbourhood

Drum Brae Community Council wishes to make the following submission to the City of Edinburgh Council's Full Council as our residents are affected by the Low Transport Neighbourhood(s) plans being discussed at the City of Edinburgh Council Transport and Environment meeting on 12 November 2020. We have previously provided submissions to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020 and the City of Edinburgh Council's Full Council 15 October 2020 covering the same matters and these are included at ANNEX A and B respectively. We believe that Drum Brae Community Council should specifically be mentioned in the papers Committee members are considering. East Craig's 'Low Traffic Neighbourhood' (LTN) falls in part within the south western boundary of the Drum Brae Community Council area, with the remainder being within the Corstorphine Community Council area. As we stated in our previous submissions, ultimately Drum Brae Community Council would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

From the outset we would like to record our growing disappointment with the approach being applied by the City of Edinburgh Council. We would assert that there is clearly something far wrong with an administration which doggedly refuses to accept that it might ever be wrong in a matter, while also refusing to participate with the communities they purport to serve, and doing that against their own Council procedures, inherent in the *City of Edinburgh Council Scheme for Community Councils ...* it states the following...

"Community Councils should engage with and establish positive working relationships with the City of Edinburgh Council and other agencies. In carrying out their activities community councils must at all times adhere to the law and the Community Councillors' Code of Conduct, detailed in Schedule ". We have attached the Scheme for your perusal and attention as we do believe that process to be a two way street, in that there are inherent duties to be carried out by the City of Edinburgh Council. Please correct us if you disagree.

At this time we now have to ask... why on earth should a Community Council or indeed, any resident in the City of Edinburgh have to resort to submitting of Community Participation Requests to be allowed to participate and be consulted in a matter in the City of Edinburgh. On this matter we can advise that Drum Brae Community Council submitted a CPR (on East



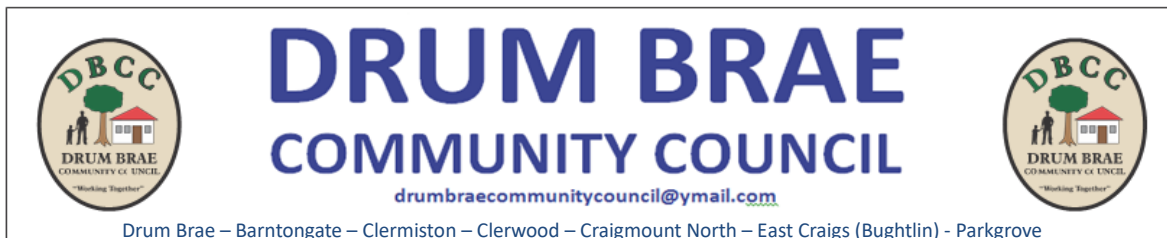
Craig's LTN) on 13th October 2020 and received confirmation of receipt from Sue Brown Information Rights Officer on 16th October 2020 from the City of Edinburgh Council informing us, that this had been passed to the Head of Place Management, Gareth Barwell for consideration. We can't imagine that the relevant Council officers and Councillors in this committee would not know that by now, but they now appear to be willing to sit on that CPR for another day and continue to ignore the depth of feeling out there. If it assists we can further advise that we are aware of more than one CPR submitted already to the City of Edinburgh Council, perhaps on other matters, but it seems a pattern is emerging.

However, and even with that, later that very same day, 16th October 2020, the leader of the City of Edinburgh Council Adam McVey, the Transport and Environment Committee Chair and Vice Chair met with Get Edinburgh Moving, the very vocal and active local action group on this matter and STILL failed to invite the two relevant Community Councils to participate in that particular meeting, ergo, once again both Corstorphine Community Council and Drum Brae Community Council remain non participants in this process to date. One might even ask why Community Councils were not involved a long time ago in the planning of road changes that were advertised in August to the community as something that were intended to become a permanent in due course.

As we understand it Community Councils became statutory consultees under the Local Government (Scotland) Act 1973 Community councils were given the status of statutory consultees for 1st April 1996. From that time, authorities were required to inform community councils about plans and applications received and consult with them on request. Local authorities should also be given a new duty to consult community councils on preparing the statutory development plan and Community Council's should be given the training and resource to be able to comment effectively.

It is our understanding that a City of Edinburgh Council Committee decision is also needed where the recommendation is at odds with the views of the Community Council as a consultee. However and yet this administration continues to deny our Community Councils that right of consultation or participation in preference to bulldozing this matter through with small tweaks that they simply hope will suit all the differing views in this matter, but once again without that all important consultation with the Community Councils impacted by it who are left to pick up the pieces.

As previously stated, DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.



Our continued view is that consultation is technically any activity that gives local people a voice and an opportunity to influence important decisions. It involves listening to and learning from local people before decisions are made or priorities are set.

Ergo, our remaining view is that the City of Edinburgh Council has a responsibility to communicate with all the residents living in our communities, they should do this regularly and effectively to be able to claim that they represent their views and needs, and not the personal opinions of political parties, officers or elected members.

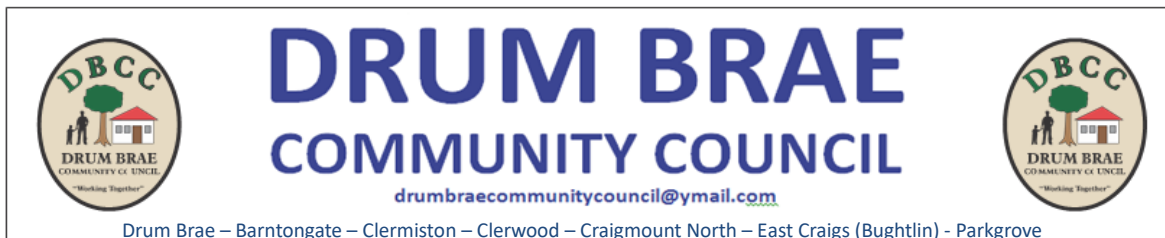
The City of Edinburgh Council administration would do well to remember these five basic principles sourced from the Scottish Governments Good Practice Guidance For Local Authorities And Community Councils:

- Always make it easy for the public to contact you,
- Always seek comments and opinions from the Community,
- Always evaluate your effectiveness or otherwise regularly by results,
- Never let the personal opinions of individual officers or elected members replace the views of your communities,
- Always adhere to the principles of the Councillors Code of Conduct.

The question in this matter is ... are you currently confident you as members of the City of Edinburgh Council have actually complied with these principles in this instance?

We can advise therefore that from DBCC's perspective, this current proposal as it stands still contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. Subsequently these proposals continue to be unacceptable to DBCC who, given that we are now awaiting the response to our Community Participation Request would take this time to strongly advise that the City of Edinburgh Council do likewise, defer any decisions and wait until the outcome of that process prior to any decisions being taken on these proposals.

Kenny Wright
Chair Drum Brae Community Council



Appendix A

Drumbrae Community Council – Written deputation to the Transport & Environment Committee, Thursday 1st October

IRO Item 7.1 - East Craigs Low Traffic Neighbourhood

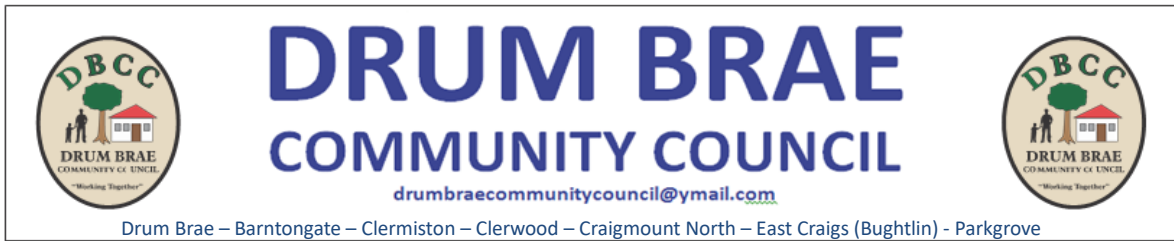
Our written deputation today seeks to lay out our ongoing concerns in respect of the regrettably very divisive Low Traffic Neighbourhood proposals impacting our community council area.

It also requests that Transport & Environment Committee take stock of the ongoing community opposition to the proposals and halt the East Craig's LTN process in order to consult and engage in the appropriate manner and to then progress with the benefit of informed decisions based on accurate and fit for purpose information and statistics, achieving consensus where it can be delivered and to review the whole matter with a view to learning from the mistakes made to avoid repeats.

In relation to the report, it is to our recall that we spoke in terms of the impact of developments at Cammo and West Craig's purely on the basis of obvious arterial routes and impacts of congestion and traffic volumes. We are happy to be corrected, but in DBCC's view we never really did get into the minutia of our separate community routes and impacts and it is simply disingenuous in our view to suggest that we have 'longstanding concerns from local Community Councils' regarding increases in traffic through East Craig's and surrounding areas due to the West Craig's/ Cammo Developments. The City of Edinburgh Council know full well that the concerns are about increased traffic and congestion in Edinburgh West in general, due to these developments, and this Committee will inevitably be charged with rubber stamping proposals to make good the infrastructure fit for purpose for the future.

DBCC also do not recognise the Spaces for People feedback which we are now told apparently included these same issues reported during the WEL consultation as well as highlighting unsafe conditions for cycling, narrow footways and requests for certain roads to be closed in the East Craigs area) subsequently DBCC feel that the continued approach of non-provision of the requested statistics is frankly absurd. In preference, we appear to have an approach applied by the City of Edinburgh Council which has been akin to community engagement being a type of hostile process because it seems that the City of Edinburgh Council appear to believe they just cannot be wrong (god forbid be seen to change after representation from concerned parties).

Put bluntly DBCC has an overwhelming sense of disappointment in regard to what we see were proposals in which we believe there were perhaps many good intentions and benefits for our communities but these were then overtaken and carried out with a quite woeful approach to implement them. This Committee today have to be made aware that there are continued major



concerns in regard to this type of approach, these are exacerbated when main reasons for speed being offered are the necessity due to the current Covid -19 pandemic to push through what clearly appears to be an Administration agenda without the required rationale to allow informed comment on concerns of legality of process, more so when DBCC does not have the expertise and competence to respond accurately to concerns raised.

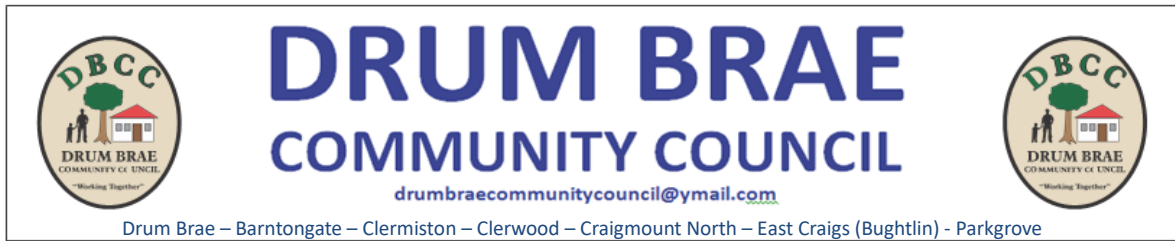
DBCC simply ask that we should be striving for an outward looking Council which is open and accessible to members of the public to ensure the Council stays close to the people they purport to serve, regardless of their differing views on the subject matter? DBCC see this episode as quite a litany of failure so far on an important issue to our community and it does seem to us that talks with communities appear to have stopped in preference to utilisation of valuable City of Edinburgh Council time and vast resource, to have what appears to be yet another tick box exercise, this time once again with extremely late to no notification and with hard to meet, extremely tight timescales, all of which unfortunately seem to have become the norm within the City of Edinburgh Council.

The Committee should also be aware that with the demise of Neighbourhood Partnerships followed by the brief life of Localities, Community Councils such as ours now find themselves cast adrift with no direct means of representing their communities to the various departments and functions of the City of Edinburgh Council. If there has been a replacement for Localities established, or even planned we have neither been consulted nor invited to any meeting of such a body for many, many months, subsequently and as things stand we are finding it more and more difficult to function despite the onerous responsibilities imposed up in us by Governance; subsequently you should be aware that the approach taken on this issue by the City of Edinburgh Council has made that situation substantially worse. From a DBCC perspective, the resentment and factionalism seen currently in our communities is hardly surprising when the City of Edinburgh Council are not seen to listen or engage in major concerns or fully consider democratic accountability properly ... anyone who doesn't see the danger in that simple fact, is simply not paying attention.

We can advise for example, as a Community Council we've always believed in prioritising doing it properly rather than at speed, that way we don't waste time, inordinate amounts of money and resource by going back to repair the mistakes we should have noticed in the first place, perhaps you will be familiar with that?

Additionally - and under DDA legislation (disability access and egress is a genuine and significant concern) - there is a requirement that public bodies promote equality of opportunity and minimum standards for people with disabilities. One therefore rightly assumes this includes East Craigs. Can we really say in all honesty that this consultation and opportunity has been completed in this case? If you believe the answer is yes, then resolution of our many concerns should therefore be relatively simple; please provide the supportive evidence that this requirement has been fully completed confirming this to the extent required by the legislative process. This is part of the evidence and statistics which we requested in regard to these proposals which would assist our understanding.

Given that we are similarly uninformed in regard to this matter, please also tell us more also of the East Craig's Primary School Travel Plan in which we are now told, apparently indicates that some of



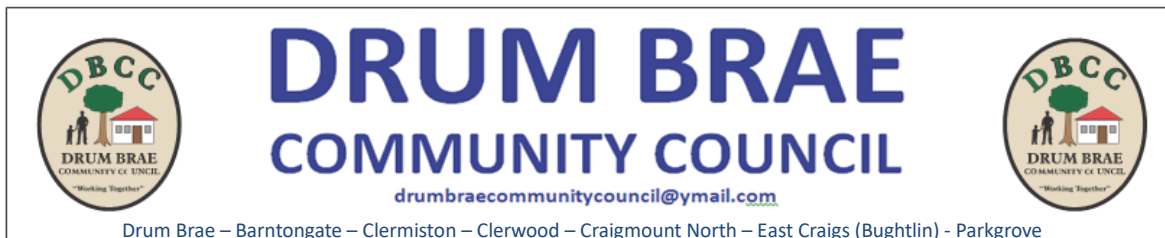
the same issues reported in the WEL consultation are also ones that make parents and pupils feel less safe about travelling to school by walking, cycling or wheeling. Similarly, in the same vein, perhaps you could also show us the data where and when vehicle volume and speed surveys were carried out which confirmed these issues. We would be grateful if you could tell us more surrounding this detailed feedback which was received from, an as yet unknown, 'advisory group' of local residents, such as the circumstances on how was this group formed and why the local community council (DBCC) know nothing about them? This would perhaps help to resolve at least some of the concerns of whether input was requested and afforded to the main bulk of residents of East Craig's in this matter and not just residents of one particular view in a matter.

Also given that we were afforded negligible informative feedback on the points already submitted to the City of Edinburgh Council 'stakeholder' consultation back in July 2020 (and let's all be honest here, this process was not just produced from the void or ether in May 2020, there had to be much resource and work completed prior to that and the Covid 19 pandemic ... and we all know that).

DBCC would like to make it crystal clear to any Councillor or officer who foolishly believes that these huge decisions affecting our communities, which on the face it, are being made predominantly by officers and box ticked by Councillors, is not the officer tail wagging the Council dog ... or that by wilfully bypassing local democracy and pushing on with your own already pre-determined decisions and version of events is a good thing ... is sadly mistaken.

We can advise therefore that from DBCC's perspective, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council



Appendix B

DRUM BRAE COMMUNITY COUNCIL

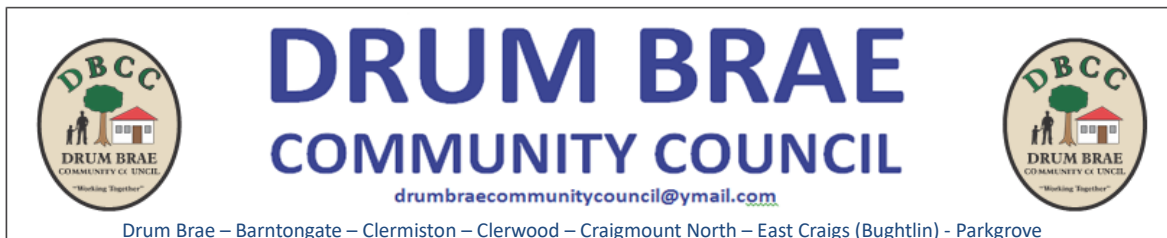
Submission to City of Edinburgh Council's Full Council 15 October 2020

Drum Brae Community Council wishes to make the following submission to the City of Edinburgh Council's Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, Drum Brae Community Council should specifically be mentioned in the papers Committee members are considering.

East Craig's 'Low Traffic Neighborhood' (LTN) falls in part within the south western boundary of the Drum Brae CC area, with the remainder being within the Corstorphine CC area. As we stated in our TEC submission, ultimately Drum Brae Community Council would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a 'low traffic neighborhood' and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craig's Residents group now constituted and known as "Get Edinburgh Moving" (GEM) with more than 1,400 members has been invited to join both Drum Brae and Corstorphine CC in the same manner as our already affiliated other local interest groups. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to representatives, other local groups within our area of remit who are advancing the voices of residents in the East Craig's community who are supportive of the scheme.

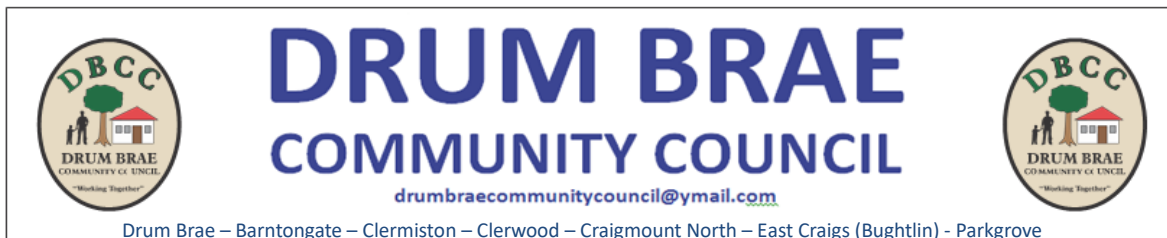
For some time now concerns have been expressed on traffic displacement, as well as worries about people not being able to access and egress their homes. There are specific concerns raised re people having difficulty accessing the only shops, pharmacy, place of worship and doctor's surgery. DBCC expects the City of Edinburgh Council to liaise with residents, providing a timeline and context in regard to trials with the opportunity to feedback. DBCC's understanding is that this is a temporary



measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area but we are very concerned that these proposals are clearly not informing the majority of residents of our communities by placing restrictions on the important messages we wish to convey, we seem content to have these reach Council committees and Community Councils, without seeking to impart the message to the wider public for scrutiny, feedback and input.

Like our friends in Corstorphine Community Council, Drum Brae CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognising the intent behind Low Transport Neighborhoods; continuing to advocate for traffic management measures including combating parking and 'rat running' issues; and encouraging provision for cyclists and walkers and supports public transport provision. However we also recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. We were further concerned to discover at the meeting of the Transport & Environment Committee, Thursday 1st October that information was taken from an advisory group of 6 unknown to us, people who were invited by the City of Edinburgh Council to participate in the process to inform decision making on these proposals however the council did not consider affording that invitation to the local Community Councils who represent the very communities impacted and we are simply left to wonder what is required for an invitation by the City of Edinburgh Council to participate and be utilised as key stakeholders now? Our immediate and perhaps cynical thought on hearing this was that it not unreasonable to make the connection that this might have been because The City of Edinburgh Council might just get a few harder questions to answer from residents and stakeholder groups like DBCC who we hope you will all agree, should have been consulted. Furthermore when this as yet unknown advisory group and what their input was, no one has been told, is then put together with difficult questions remaining such as the quite stunning revelation as to whether the proposals as they stood on the day of that meeting, actually met the required Legal and DDA compliance, we felt enough was enough and that this whole process required urgent review.

Ultimately we were left in the position where it was felt that all in all that was a very sad day for local democracy following the Transport & Environment Committee, this was because whatever your own personal point of view, we all seem to have missed the very significant point that we had sacrificed our valued local democracy in favour of utilising the Covid19 pandemic to expedite the speed of application of these proposals and the City of Edinburgh Council were not for changing that approach. We can advise that DBCC is willing and always has been to assist in any way it can however we cannot and will not accept that local democracy can be ignored and undermined in this way ... in any circumstances. We're currently unaware of any Community Councils being appropriately consulted and engaged in the matter, DBCC and Corstorphine CC were never asked to participate however we find ourselves in a position where as the local Community Councils we are being taken to task by opposing factions who believe that we are in some way culpable for this shambles in communication.



We would also have to observe that it does not help the feeling of mixed messages and poor communications when we have a former City of Edinburgh Councillor, Nigel Bagshaw, using his social media account to fuel that particular fire by proclaiming his, one assumes, own personal views, that one faction is siding with ill-informed, self-entitled groups of individuals ... simply put and to remind us all, the people Nigel was referring to are residents of our communities who, because of a quite damning communication deficit by the City of Edinburgh Council, sadly still remain ill informed!!!

This is also relevant when this is joined by another unhelpful comment placed on social media which tells everyone who cares to read it, that the process is NOT part of Spaces for People ... so the community has a say in it. The obvious inference being, that communities like ours have no say in Spaces for People initiatives. Is that right? Who decided that? What is going on with local democracy here? Someone might want to explain that to our residents because over here, we were all blissfully thinking that all of our residents could and should be able to engage with the processes delivered by the City of Edinburgh Council!!! It is not for us to say but, perhaps both of comments are not required in this matter as we would robustly disagree that an approach of central control/non consultation and name calling is acceptable in any matters affecting communities. Subsequently we can't see what is wrong with a pausing of this initiative and an approach of the City of Edinburgh Council properly consulting with the affected communities to at least try and gain a consensus on areas of agreement, more so when the current position seems to be to impose the proposals on the communities using the Covid 19 emergency as the power to do so ... at speed ... when we already know there are polarised and entrenched views and concerns, in large numbers, out there.

It is just as clear to us that the approach utilised by the City of Edinburgh Council is an approach where we're doing it to Communities rather than working with them on an issue which perhaps is unnecessary and alternatives and resolutions could be found and on that basis alone we can advise therefore that from DBCC's perspective and as stated previously, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. We simply take the view that surely if there are many supporters and opponents of a proposal then that should be an added incentive to consultation prior to application of the proposals to reach a consensus on areas of agreement?

DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council

THE CITY OF EDINBURGH COUNCIL

SCHEME FOR COMMUNITY COUNCILS

1. Introduction

- 1.1 Community Councils were first established in Scotland by the Local Government (Scotland) Act 1973, with the Local Government etc. (Scotland) Act, 1994, which creating the current system of unitary local authorities, and providing, under Section 22, for the continuation of community councils. These acts provide the legal framework for community councils.
- 1.2 The City of Edinburgh Council Scheme for Community Councils (the Scheme)
 - (1) Establishes the governance framework under which community councils in the City of Edinburgh Council local authority area are to comply, and
 - (2) Forms the constitution of each community council.

2. Statutory purposes

- 2.1. The statutory purposes of the community councils established under the Scheme are set out in Section 51 (2) of the Local Government (Scotland) Act 1973, as follows: -

"In addition to any other purpose which a community council may pursue, the general purpose of a community council shall be to ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible, and to take such action in the interests of that community as appears to it to be expedient and practicable"

3. The role and responsibilities of community councils

- 3.1 The general purpose of community councils is to act as voices for their local areas, articulating the views and concerns of individuals and groups on a wide range of issues of public concern, including making representations to the City of Edinburgh Council, other public sector bodies and private agencies on matters within their sphere of interest.
- 3.2 Community councils have a statutory right to be consulted on planning applications.
- 3.3 Community councils are competent objectors to all licence applications lodged with the City of Edinburgh Council in terms of the Civic Government (Scotland) Act 1982, which includes applications for House in Multiple Occupation licences.
- 3.4 Community councils are the key community representative bodies within the local community planning arrangements across the city of Edinburgh.

- 3.5 Community councils may carry out other activities that are in the general interests of the communities they represent, provided these activities fall within Section 3 of the Scheme.
- 3.6 Community councils should engage widely with their local communities to represent their views when engaging with the City of Edinburgh Council. It is essential that these views are demonstrated to be representative, and each community council should expect to be able to explain why it has taken a particular position. Strategies should be devised to secure greater involvement by all sectors of their communities.
- 3.7 Community councils should be able to demonstrate how they are fulfilling their responsibilities as representative bodies by provision of an annual report and other forms of engagement such as newsletters, surveys, websites and use of social media.
- 3.8 In order to fulfil their responsibilities as effective and representative, community councils shall:
- a. Inform the community of the work and decisions of the community council by posting agendas and minutes of meetings in public places, such as libraries, online and notice boards; and (subject to provisions contained within data protection legislation) provide contact details of community council members.
 - b. Circulate agendas and whenever possible draft minutes of community council meetings at least seven days prior to the date of a meeting to facilitate access by the community and circulation to the local authority, relevant elected members, relevant council officers and relevant parties.
 - c. Seek to broaden both representation and expertise by enlisting associate members onto the community council for specific projects/issues.
 - d. Make particular efforts to encourage young people and other under-represented groups to attend/participate in community council meetings and activities to ensure equality of opportunity in the way the community council carries out its functions.
 - e. Maintain proper financial records and present financial reports at community council meetings.
 - f. Liaise closely with the City of Edinburgh Council on any change of membership (e.g. resignations, co-option) and circumstances.
- 3.9 Overall, community councils should engage with and establish positive working relationships with the City of Edinburgh Council and other agencies. In carrying out their activities community councils must at all times adhere to the law and the Community Councillors' Code of Conduct, detailed in Schedule 3 to this scheme.
- 3.10 A community council shall be non-party political in all its activities.

4. Community council areas

- 4.1 Edinburgh is divided up into 46 community council areas and community councils may be established to serve and represent these areas identified in Schedule 1 to the Scheme.

5. Membership of Community Councils

Elected and nominated representatives

- 5.1. The maximum numbers of elected and nominated representatives for each community council is specified in Schedule 1 to the Scheme. Provisions detailing eligibility of elected and nominated representatives are detailed at Section 6 below.
- 5.2. Elected and nominated representatives shall be entitled to vote, move motions or amendments and hold office.
- 5.3. An individual shall not be permitted to hold elected membership and nominated membership concurrently.

Ex-officio representatives

- 5.4. Local Authority Councillors, MPs, MSPs, MEPs and SYPs whose wards fall wholly or partly within the geographical area of the community council area shall be ex-officio members of the community council.
- 5.5. Ex-officio representatives shall not be eligible to be elected or nominated representatives and shall have no entitlement to vote, move motions or amendments or hold office.

Associate representatives

- 5.6 Associate representatives may be appointed by a community council where a need for individuals with particular skills or knowledge has been identified and agreed. Associate representatives have no entitlement to vote, move motions or amendments or hold office. They may serve for a fixed period as determined by the community council or for the term of the community council which has appointed them. Associate representatives may include, for example, someone with expertise in IT, communication or environmental issues.

6. Community council elections

Eligibility of Elected Members

- 6.1 Candidates wishing to stand for election to a community council must reside in the local area and be named on the Electoral Register for that area. The same criteria will apply to voters in a community council election.
- 6.2 16 and 17 year olds residing in the community council area and named on the Electoral Register for that area and subject to the provisions in Clause 5 above, are also entitled to both stand for the community council and vote in any election.

Young people under the age of 16 $\frac{3}{4}$ may not appear on the electoral register so residency can be confirmed by other means such as school registration.

- 6.3 Any elected community council member who no longer resides within the community council area will have their membership terminated from the date their residency ceases.
- 6.4 Any individual who is elected to serve on the City of Edinburgh Council, or the Scottish, UK or European parliament shall be ineligible to be a member of a community council from the date of election.

Nominations and elections

- 6.5 The first election for representatives of a community council shall be held in the event of 20 or more local electors submitting a written request to the City of Edinburgh Council for the establishment of a community council.
- 6.6 The second and subsequent elections shall be held on a four-yearly-cycle, outwith local government election years, on dates to be determined by the Council.
- 6.7 The Council may defer a requested election until the next community council election cycle, if this falls within the subsequent 12-month period.
- 6.8 Should the community councils' election cycle fall in the year of Scottish local government or parliamentary election, the electoral proceedings can be deferred by the Council to the following year.
- 6.9 All elections will be administered by the City of Edinburgh Council.

Returning officer

- 6.10 The City of Edinburgh Council will approve an independent Returning Officer for community council elections. The independent Returning Officer must not be a current elected or nominated member of the community council and once appointed shall be ineligible to stand for election to the community council.

Nominations for elected representatives

- 6.11 Individuals seeking election to a community council should be nominated by a proposer and seconder, both of whom must be on the electoral register for the community council area. Each elector may propose one nominee and second one nominee. Nominations require to be submitted with the candidate's consent. Self-nomination is not permitted.
- 6.12 A nomination form should be completed and submitted on the date set down in the election timetable. No forms submitted after that date will be accepted.

Election process

- 6.13 At the end of the nomination period:
1. If the number of candidates is more than half but less than the maximum permitted elected membership, as specified for the community council area in Schedule 1 of this scheme, the candidates will be declared elected and no ballot will be held.
 2. If the number of candidates exceeds the number of available places a ballot will take place. At the ballot each voter shall be entitled to vote for candidates up to the number of vacancies for elected members on the community council, but cast no more than one vote for each candidate. For example, if there are 26 candidates and 18 vacancies for elected members each voter can vote for up to 18 candidates but cast only one vote for each candidate.
 3. If the number of candidates elected is below half of the total maximum permitted membership, as specified for the community council area, no community council will be established at that time. A further request from 20 or more electors to the City of Edinburgh Council to make arrangements for the establishment of a community council under the terms of Section 52 (7) of the Local Government (Scotland) Act 1973 can be submitted after a standstill period of six months.

Method of election

- 6.14 Elections shall be conducted by secret ballot of local electors, organised by the Returning Officer approved by the City of Edinburgh Council in accordance with the Scottish Local Government Election Rules but subject to modification and simplification as deemed necessary by the City of Edinburgh Council.

Eligibility, appointment and role of nominated representatives

- 6.15 Nominated representatives may be appointed by local interest groups registered with the City of Edinburgh Council. Nominated representatives need not live within or appear on the electoral register for the community council area provided that they remain voluntary active members of the nominating group.
- 6.16 The organisation must be a voluntary group whose governing body has a majority of unpaid (volunteer) members which does not distribute profit among its members and which provides services for public benefit not restricted to its members. The first appointments shall be made at a joint meeting of the interest groups organised by the Returning Officer in accordance with the procedures set out in Schedule 2 to this Scheme.
- 6.17 Nominated representatives shall cease to be members of the community council if they cease to be a member of the nominating interest group.
- 6.18 Nominated representatives are appointed to represent the interests of their group on the community council and to reflect the views of the community through the community council.

- 6.19 If a community council member has any private and/or personal interests in a matter before the community council they have a duty to declare this and withdraw from discussions and the decision-making process with regard to that matter.

Filling of casual places/vacancies for elected members between elections

- 6.20 Casual vacancies on a community council may arise when an elected community council member:
- a. Dies;
 - b. Submits their resignation;
 - c. Ceases to be resident within the community council area;
 - d. Is suspended for a period exceeding a year or is expelled.
 - e. Unreasonably does not attend meetings for a period of six months.
- 6.21 A temporary suspension of a community councillor for a period not exceeding one year will not result in a casual vacancy on the community council.
- 6.22 If vacancies arise on a community council between elections, which do not result in the number of community council members falling below the minimum as specified in Section 6 (paragraph 6.29) of the Scheme, it will be at the discretion of the community council whether to fill the vacancy.
- 6.23 Filling a vacancy can be undertaken either through the process of co-option to a maximum of one third of the total membership of the community council as governed by Section 6 of the Scheme. An extraordinary general meeting can also be held in order that the vacancy (and any other outstanding vacancies) can be filled, on the basis that such vacancies would be publicised, nominations invited and an election held where the number of candidates exceeded the number of places available. Such interim elections will be administered with permission and guidance from the City of Edinburgh Council.
- 6.24 Should circumstances arise that lead to the number of elected community council members to falling below half of the maximum permitted elected membership, the City of Edinburgh Council shall be informed and shall determine whether an interim election is required to be held. Such an election will not be held within six months of a planned community council election.

Co-opting members through the casual vacancy process

- 6.25 Members who are co-opted through the casual vacancy process must be eligible for membership of the community council as detailed in Section 5. They must be elected to the community council by a two-thirds majority of the elected and nominated community council members present. Such co-opted members shall have full voting rights, with the exception of voting on co-option of new members, and will serve until the next round of elections.

- 6.26 If the number of co-opted members is to exceed a third of the maximum permitted elected community council membership approval must be granted by the City of Edinburgh Council.

Election of office-bearers

- 6.27 At the first meeting of the community council after elections in the year when elections are held and at the Annual General Meeting in May or June in years when elections are not held, the community council shall appoint a Chair, Secretary, Treasurer and Engagement Officer.
- 6.28 All office-bearers shall be elected for one year but shall be eligible for re-election without limitation of time.
- 6.29 Without the express approval of the City of Edinburgh Council, a member shall hold no more than two of the following offices at any one time: Chairperson, Secretary or Treasurer and shall not hold office on more than one community council.
- 6.30 Community councils may appoint employees from time to time provided that no member of a community council shall hold any paid office.
- 6.31 Community councils may reimburse office bearers, other members and employees for any reasonable expenses incurred in the performance of their duties.

7. Equality and diversity

- 7.1 Community councils must ensure that in all their activities they seek to eliminate discrimination and promote equality of opportunity and good relations between all people within their community in accordance with the guidance provided to community councils.

8. Disqualification of membership

- 8.1 Disqualification of membership is automatic under the following circumstances:
- Relocation which renders invalid the residency qualification for membership.
 - Failure to attend any community council meeting, with or without submitting apologies, throughout a period of six months.
- 8.2 If absence is due to ill health or any other reasonable circumstance e.g. planned holidays, work shift patterns etc, a leave of absence not exceeding six months may be approved at the discretion of the community council.
- 8.3 Registered interest groups shall ensure that their nominated representatives conform to the attendance clause above and must remain voluntary, active members of the group.
- 8.4 The Independent Complaints Panel with ratification by the Council may take the decision to suspend or expel an individual from the position of community council member. This is governed by the Community Council Complaints Procedure.

9. Meetings

- 9.1 The first meeting of a community council following election and establishment of a community council will be called by the Returning Officer or by a Depute Returning Officer approved by the City of Edinburgh Council. The meeting will take place within 21 days of that date, or as soon as practicable thereafter. The frequency of meetings will be determined by each community council, subject to a minimum of one Annual General Meeting and six ordinary meetings being held each year.
- 9.2 The quorum for community council meetings shall be at least one third of the current voting membership of a community council or three voting members, whichever is the greater.
- 9.3 Dates, times and venues of regular meetings of the community council shall be fixed at the first meeting following ordinary elections and thereafter at its annual general meeting. Special meetings shall require at least 10 days public notice, either called by the Chairperson or on the request of not less than one-half of the total number of community council members. An officer of the City of Edinburgh Council has the discretion to call a meeting of the community council.
- 9.4 Notices calling meetings of the community council and its committees shall be posted prominently within the community council area before the date of any such meeting and, where possible, be advertised by other such suitable means.
- 9.5 Should the community council receive a common written request (petition), signed by at least 20 persons resident within the community council area, to convene a special meeting for a particular matter or matters to be debated, it shall hold such a meeting within 21 days of receipt of such a request and advertise it in the manner prescribed for special meetings called by the community council.
- 9.6 Copies of all minutes of meetings of the community council and of committees thereof shall be approved at the next prescribed meeting of the community council but the draft minute shall be circulated at least 7 days before the date of the meeting to community council members and the City of Edinburgh Council.
- 9.7 All meetings of the community council and its committees (subject to paragraph 9.8 below) shall be open to members of the public. Proper provision is to be made for the accommodation of members of the public and the opportunity should be afforded at each meeting to permit members of the public to address the community council under the guidance of the Chairperson.
- 9.8 The community council can meet to discuss items of business in private where it considers it appropriate to do so. The decision to meet in private will be agreed in advance and decided by a majority vote. Notice of such a meeting will be given to the public in the usual way. However, the Notice will record that the meeting, or a part thereof, shall be held in private.

- 9.9 The annual meeting shall be held in the month of May or June with the exception of an election year when the appointment of office-bearers shall be deferred until the first meeting of the community council following the nomination and election period. The annual general meeting will have the purpose of receiving and considering the annual report of the community council, the appointment of office bearers, and the submission of the independently examined annual statement of accounts.
- 9.10 The City of Edinburgh Council shall be sent an annual calendar of the community council's prescribed meeting dates, times and venues, minutes of all meetings, the annual report, the annual financial statement and any other such suitable information, as may from time to time be agreed between the community council and the City of Edinburgh Council. When special meetings of the community council are to be held, the City of Edinburgh Council should be advised of the date, time, venue and subject(s) of debate of such meetings, at least 10 days in advance of the meeting date.
- 9.11 Procedural rules that community councils should adhere to when holding ordinary, special and annual general meetings are contained within the Model Standing Orders (Schedule 4).

10. Liaison with the City of Edinburgh Council

- 10.1 In order to help facilitate the effective functioning of community councils, the Council will provide a point of contact for community councils.
- 10.2 Community councils may make representations to the Council and other public and private agencies on matters for which they are responsible and which the community council considers to be of local interest. Representations in the case of statutory objections, such as planning or licensing matters should be made to the appropriate Council officer. On issues where a Council directorate/service area is consulting with community councils, representations should be made to the appropriate council officer.
- 10.3 Community councils shall provide copies of their agendas, minutes, signed annual accounts, an annual report on engagement activities and details of changes in membership to the Council via the Council's provided point of contact. Failure to submit the above may lead to a withholding of the community council's annual administrative grant.
- 10.4 The Council and community councils shall actively seek to keep each other well-informed on matters of mutual interest.

11. Resourcing a community council

- 11.1 The Council shall provide administrative grants to community councils to assist with their operating costs. Grants are based on a standard lump sum payment plus an additional per capita contribution proportional to the population for that area.

Community councils are discouraged from accumulating surpluses at the end of the financial year amounting to twice the amount of annual grant from the Council, unless such surpluses are dedicated to specific projects designed to elicit community opinion on local issues or otherwise support community needs.

- 11.2 Each community council shall appoint a suitably qualified person to audit the community council's accounts. (This should be someone who is independent from the community council with a financial background, though not necessarily a qualified accountant).
- 11.3 The financial year of community councils shall be the same as that of the Council (i.e. 1 April to 31 March) and the audited accounts of the community council shall be submitted for approval to the Annual General Meeting.
- 11.4 Each community council shall establish a bank account, run a balanced budget and shall submit its audited accounts to the Council by 1 November each year, in respect of the previous financial year, and no administrative grant will be paid until that community council has submitted its annual accounts. The Council has the right to waive this requirement in extenuating circumstances.
- 11.5 Any two of three authorised signatories, who must be office-bearers of the community council, may sign cheques on behalf of the community council. Authorised signatories may not be co-habitees or family members.
- 11.6 The annual accounts of each community council shall be independently examined by at least one examiner appointed by the community council but who is not a member of the community council. A copy of the independently examined statement of accounts/balance sheet shall be forwarded, as soon as the statement is approved, to a named officer of the City of Edinburgh Council who may, at their discretion and in consultation with the Council's Chief Financial Officer, request the community council to produce such records, vouchers and account books as may be required.
- 11.7 Each community council shall have the power to raise its own financial resources for schemes, projects and all other purposes consistent with its functions.
- 11.8 Each community council shall be eligible to apply for grants for suitable projects through the City of Edinburgh Council's grant system.
- 11.9 The City of Edinburgh Council shall determine any additional support services/resourcing, such as: photocopying and distribution of community council minutes and agendas; and free lets of halls for community council meetings, to suit local requirements.
- 11.10 Property and other assets belonging to the community council shall be vested in the Chair, Secretary and Treasurer of the community council and their successors in these respective offices.

11.11 The Council shall facilitate advice and assistance to community councils and arrange for the establishment of a training programme for community councils on: the duties and responsibilities of community council office bearers; the role of community councils; the functions of the Council; and other relevant topics.

12. Code of conduct

12.1 The Code of Conduct in Schedule 3 to the Scheme sets out the standards and principles of conduct that individual community council members are required to adhere to in performance of their duties.

12.2 Failure of any individual to comply with the Code will be dealt with according to the Community Councillor Complaints Procedure.

12.3 Breaches of the Code should be reported to the Council's provided point of contact.

13. Community council boundaries

13.1 Any request to change the boundaries and names of community councils must be made in writing to the Council Elections Manager who will arrange for the request to be submitted to the appropriate City of Edinburgh Council committee.

14. Dissolution of a community council

14.1 A community council may take the decision to dissolve in extraordinary circumstances. This decision will be decided by a simple majority of those eligible to vote and present and voting.

14.2 In the event of a vote of the community councillors that results in a majority not being achieved, the Chairperson shall have a casting vote.

14.3 If a community council fails to hold a meeting for a period of three consecutive prescribed meeting dates; or its membership falls below the prescribed minimum for a period of three consecutive prescribed meeting dates, during which time the community council fails to address the situation, the City of Edinburgh Council may take action to dissolve that community council.

THE CITY OF EDINBURGH COUNCIL - COMMUNITY COUNCILS

	Name of Council	Maximum Members	Elected Members	Nominated Members
1	Balerno	18	12	6
2	Colinton	18	12	6
3	Corstorphine	24	16	8
4	Craigtinny/ Meadowbank	21	14	7
5	Craigleith/ Blackhall	18	12	6
6	Craiglockhart	15	10	5
7	Craigmillar	24	16	8
8	Cramond and Barnton	22	15	7
9	Currie	15	10	5
10	Drum Brae	21	14	7
11	Drylaw/Telford	15	10	5
12	Fairmilehead	15	10	5
13	Firrhill	18	12	6
14	Gilmerton/Inch	24	16	8
15	Gorgie/Dalry	21	14	7
16	Grange/ Prestonfield	24	16	8
17	Granton and District	18	12	6
18	Hutchison/ Chesser	15	10	5
19	Juniper Green/Baberton Mains	15	10	5
20	Kirkliston	15	10	5
21	Leith Central	24	16	8

22	Leith Harbour and Newhaven	18	12	6
23	Leith Links	18	12	6
24	Liberton and District	18	12	6
25	Longstone	21	14	7
26	Marchmont and Sciennes	21	14	7
27	Merchiston	24	16	8
28	Morningside	21	14	7
29	Muirhouse/ Salvesen	18	12	6
30	Murrayfield	18	12	6
31	New Town/ Broughton	24	16	8
32	Northfield/ Willowbrae	21	14	7
33	Old Town	18	12	6
34	Portobello	21	14	7
35	Queensferry and District	15	9	6
36	Ratho and District	15	10	5
37	Sighthill, Broomhouse and Parkhead	22	15	7
38	Silverknowes/Davidson Mains	15	10	5
39	Southside	18	12	6
40	Stenhouse, Saughton Mains and Whitson	18	12	6
41	Stockbridge/ Inverleith	21	14	7
42	Tollcross	18	12	6
43	Trinity	18	12	6
44	West End	15	10	5
45	West Pilton/ West Granton	18	12	6

46	Wester Hailes	18	12	6
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**The City of Edinburgh Council
Community Councils**

Procedure for the Appointment of Community Council Nominated Members

1. The maximum number of nominated members for each community council is listed in Schedule 1.
2. Local interest groups must first apply to be registered with the City of Edinburgh Council (the Council) on the approved forms which will be available from the Council's provided point of contact.

Registration for community council purposes will be accepted from any local interest group provided it complies with the following criteria:

- The organisation must be a voluntary group that has been in operation for at least 12 months prior to the notice of election.
- The organisation must be a properly constituted group with a publicly available constitution, the objects of which explains how it provides services for public benefit not restricted to its members.
- The organisation must have a committee that (after the first year) is elected at an AGM and has a minimum of three members.

The Council will determine the eligibility of the groups seeking registration. Where registration is refused, reasons will be provided.

Where a group's local interest extends into more than one community council area, it may apply to be registered as local interest groups in each area. This application will be considered by the Council.

3. Local interest groups may register with the City of Edinburgh Council at any time of the year. The Council will notify the relevant community council(s) when an application for registration has been received and will inform the community council(s) when an appointment has been approved.
4. Before an election local interest groups must reapply to be registered as approved groups. After the Notice of Election has been published only those applications from local interest groups registered by the closing date for delivery of nomination papers for elected members, and subsequently approved by the Council, will be accepted.
5. Should the number of nominations exceed the number of places for nominated members on the community council, then a joint meeting for the appointment of nominated members will be held.

6. The date, time and place of the meeting of registered local interest groups will be fixed by the Returning Officer subject to the meeting taking place before the first meeting of the community council following the nomination and election period.
7. The Chair of the Joint Meeting will be the Returning Officer duly appointed by the Council.
8. Each registered local interest group will be entitled to send one voluntary representative to the Joint Meeting.
9. Each registered local interest group will be entitled to nominate one person for election as a nominated representative for the community council. This person must be a named individual. No political party or sectarian affiliations may appear on the nomination paper or on the voting paper.

The representatives of the local interest groups and the elected members of the community council will vote by ballot up to the number of places to be filled; e.g. 12 nominations for 7 places - each representative may vote for 7 persons out of 12 nominations, with only one vote for each individual.

10. Should the number of registered local interest groups be less than the maximum number of places for nominated members then the community council can subsequently approve further eligible groups, registered and approved by the Council until the full quota has been achieved.
11. The named representatives from local interest groups subsequently elected will become full members of the community council, with entitlement to hold office and vote in business and constitutional matters.

Any casual substitution of a named representative by another representative from the local interest group will not have entitlement to hold office and vote on community council business and will have an observer status.

Any request for permanent substitution by the local interest group should be made in writing to the Council with details of the named individual who is to become the new group representative. Such members will have entitlement to vote and hold office.

12. If it comes to the attention of the Council that the following may apply:
 - (a) a local interest group has ceased to operate,
 - (b) a local interest group has ceased to meet the criteria for registration, or
 - (c) the purposes for which a local interest group was set up are no longer relevant or no longer apply,

the local interest group may be required to resubmit its registration forms and accompanying documents. In the event that the Council concludes that any of the above provisions (a) to (c) apply, or the local interest group fails to resubmit relevant documentation on request, the local interest group may be de-registered by the Council, in which case its nominated representative will cease to be a member of the community council.

The City of Edinburgh Council
Code of Conduct for Community Councillors

1. Introduction and enforcement

- 1.1 The Code of Conduct for Community Councillors (the Code) is based largely on the Code of Conduct for City of Edinburgh Council elected members and relevant public bodies as provided for in The Ethical Standards in Public Life etc (Scotland) Act 2000.
- 1.2 Community councillors, as representatives of their communities, have a responsibility to make sure that they are familiar with, and that their actions comply with, the principles set out in the Code. The Code and its principles, shall apply to all community councillors and those representing the community council.
- 1.3 The practical application of these rules is a matter for your judgement but if in any doubt as to how they should be applied you should seek advice from the Chairperson or other office bearer of the community council or from an officer of the City of Edinburgh Council (the Council).
- 1.4 You may be appointed or nominated by your community council to serve as a member of another representative body. You should ensure that the Code is observed when carrying out the duties of the other body.
- 1.5 The Community Councillor Complaints Procedure sets out provisions for dealing with alleged breaches of this Code and for the sanctions that can be applied in such an event.

2. Duties

- 2.1 The following general principles are those upon which the Code is based. These should be used for guidance and interpretation by community councillors in all community council activities.

Service to the community

- 2.2 As a community councillor you have a duty to act in the interests of the local community, which you have been elected or nominated to represent. You also have a duty to act in accordance with the Scheme for Community Councils (the Scheme) as set out by the Council under the terms of the Local Government (Scotland) Act 1973.
- 2.3 Wherever possible you should establish and reflect, through the community council, the views of the community as a whole on any issue, irrespective of personal opinion.
- 2.4 You should ensure that you are, within reason, accessible to your local community and local residents. Various mechanisms to allow the general

community to express their views, i.e. websites, suggestion boxes, surveys, opinion polls, should, where possible, be made available.

Selflessness

- 2.5 You should take decisions solely in terms of the interest of the community that you represent. You must not use your position as a community councillor to gain financial, material, political or other personal benefit for yourself, family or friends.

Honesty and Integrity

- 2.6 You have a duty to act honestly. If you have any significant private and/or personal interests in a matter for the community council, you have a duty to declare this and withdraw from discussions and the decision-making process with regard to that matter.
- 2.7 You must not place yourself under any financial or other obligation to any individual or organisation that might reasonably be thought to influence you in your representation of your community.

Gifts and Hospitality

- 2.8 You should not accept gifts or hospitality that may be seen to influence or be intended to influence your opinion or judgement. The offer and/or receipt of any gifts or hospitality with a value above £10 should always be reported to and noted by the secretary of the community council.

Objectivity

- 2.9 In carrying out public business, including award of grants or decisions regarding planning applications, you should make decisions on merit and on the basis of information which is publicly known.
- 2.10 You are free to have political and/or religious affiliations; however, you must ensure that you represent the interests of your community and community council and not the interests of a particular political party.

Accountability

- 2.11 You are accountable for the decisions and actions that you take on behalf of your community through the community council. You must ensure that the community council uses its resources prudently and in accordance with the law. Any expenses, allowances, or facilities provided for use in your duties as a community councillor must be used strictly for those duties and no other purpose.
- 2.12 Community councillors will individually and collectively ensure that the business of the community council is conducted according to the Scheme and the Code.
- 2.13 Any breach of the Scheme and Code may be reported to the City of Edinburgh Council to determine what action, if necessary, should be taken. This may include referral to the Community Councillor Complaints Panel.

Openness

- 2.14 You have a duty to ensure that your decisions, actions and representations reflect the wishes and views of the community you represent. You should be open and able to justify your decisions, actions and representations when acting as a member of a community council.

Leadership

- 2.15 You have a duty to promote and support the principles of this Code of Conduct by leadership and example, to maintain and strengthen the community's trust and confidence in the integrity of the community council and its members in representing the views and needs of the local area. You must also promote social inclusion and challenge discrimination in any form.

Respect and General Conduct

- 2.16 You should behave openly and honestly, treating another community council members in a positive, respectful and non-discriminatory manner. Similarly, you should treat ex-officio community council members, staff from City of Edinburgh Council and other agencies as well as members of the community with respect.
- 2.17 Recognition should be given to the contribution of everyone participating in the work of the community council. Equality of opportunity should be given to every participant to have their knowledge, opinions, skills and experience taken into account with all barriers to participation removed.
- 2.18 You should ensure that confidential material, including details about individuals, is handled with dignity and discretion and is not used for personal or malicious purposes.
- 2.19 You should be supportive of the office bearers on the community council and refrain from trying to undermine their confidence or authority. It is unacceptable for community councillors to make personal remarks, make personal attacks or otherwise humiliate other members either at meetings or non-members or in other settings such as internet forums and social media.

3. Conduct and behaviour

Conduct at meetings

- 3.1 You must respect the Chair, fellow community councillors and any members of the public or partnership organisations that are present during meetings of the community council and its sub-committees or of any bodies where you have been appointed by, or are representative of your community council or community councils in general. You must comply with rulings from the Chair in the conduct of the business of these meetings.

Conduct in public

- 3.2 In conducting yourself in public (including online) you must respect community councillors and key stakeholder organisations (such as the Council and Police Scotland). Community councillors should take note that their activity in public may be a breach of the provisions of this code if they are identifiable as a community councillor.
- 3.3 If you have dealings with the media, members of the public or others not directly involved in your community council, you should ensure that an explicit distinction is made between the expression of your personal views and opinions from any views or statement made about or on behalf of the community council.
- 3.4 You should not act in such a way as to bring yourself or the community council into disrepute through your actions, discussion or communications.
- 3.5 Furthermore, any individual found to be responsible for anonymous activities (such as letter writing, blogging or other online activities) that would otherwise be a breach of the provisions of this Code will consequently have breached the Code.

Bullying and harassment

- 3.6 Bullying or harassment is completely unacceptable and will be considered to be a breach of the Code.
- 3.7 Harassment is any unwelcome behaviour or conduct which has no legitimate purpose and which makes someone feel offended, humiliated, intimidated, frightened and/or uncomfortable. Harassment can be experienced directly or indirectly and can occur as an isolated incident or as a course of persistent behaviour.
- 3.8 Harassment can take the form of unwelcome physical contact; inappropriate remarks or questioning; intrusive questioning; and the sending of unwelcome emails, messages or notes. This is by no means an exhaustive list.
- 3.9 Bullying is inappropriate and unwelcome behaviour which is offensive and intimidating, and which makes an individual or group feel undermined, humiliated or insulted. It is the impact of the behaviour rather than the intent which is the key.
- 3.10 Bullying can arise as a result of an individual misusing their power and can occur through all means of communication. Bullying can be a pattern of behaviour or a one-off serious incident that becomes objectionable or intimidating. This can include the unwelcome physical, verbal or non-verbal conduct; intimidatory behaviour; disparaging, ridiculing or mocking comments and remarks; physical violence; deliberately excluding an individual from conversations or activities in which they have a right or legitimate expectation to participate. This list is not exhaustive.

4. Financial probity
 - 4.1 High standards of financial probity should be demonstrated by all those who are responsible for administering or receiving funds on behalf of the community council.
 - 4.2 Office bearers must ensure that proper accounting records are kept for the community council bank account(s).
 - 4.3 Inability to demonstrate proper stewardship of funds or operate in a transparent manner will be deemed a breach of the Code.
5. Interests which require declaration
 - 5.1. The key principles of the Code are given practical effect by the requirement for you to declare interests at meetings which you attend.
 - 5.2. Interest which require to be declared may be financial or non-financial. Most of the interests to be declared will be your personal interests but, on occasion, you will have to consider whether the interests of other persons require you to make a declaration.
 - 5.3. It is your responsibility to make decisions about whether you have to declare an interest or make a judgement as to whether a declared interest prevents you from taking part in any discussions or voting. You are in the best position to assess your personal circumstances and to judge how these circumstances affect your role as a community councillor in regard to a particular matter.
 - 5.4. In deciding whether to declare an interest you should always comply with the *objective test* which is *whether a member of the public, with knowledge of the relevant facts, would reasonably regard the interest as so significant that it is likely to prejudice your discussion or decision making in your role as community councillor.*
 - 5.5. After declaring an interest you must withdraw from the meeting room until discussion of and voting on the relevant item where you have a declarable interest is concluded, other than in the following circumstances:
 - i) The interest is in relation to your appointment as an associate member of the community council or nominated member of a local interest group. In this case an exemption applies.
 - ii) The interest is so remote or insignificant that it could not reasonably be taken to fall within the objective test.

October 2019

MODEL STANDING ORDERS**1. Meetings (all held in public)**

- (a) Ordinary meetings of the COMMUNITY COUNCIL shall be held in the months of [to be entered]. Special Meetings may be called at any time on the instructions of the Chairperson of the community council; on the request of not less than one-half of the total number of COMMUNITY COUNCIL members; or the receipt of a common written request (petition), signed by at least 20 persons, resident within the COMMUNITY COUNCIL area, to convene a special meeting for a particular matter or matters to be debated, it shall call such a meeting, which special meeting shall be held within 21 days of the receipt of the request made to the Secretary of the COMMUNITY COUNCIL. Annual general meetings are held annually.
- (b) The notice of ordinary and annual general meetings of the COMMUNITY COUNCIL, featuring the date, time and venue, shall be provided to each COMMUNITY COUNCIL member and the local authority's named official by the Secretary of the COMMUNITY COUNCIL, at least 7 days before the date fixed for the meeting.

2. Minutes

Minutes of the proceedings of a meeting of the COMMUNITY COUNCIL should be circulated at least seven days before the date of the meeting and distributed in accordance with Section 3 of the Scheme of Community Councils and shall, following their approval, be signed at the next meeting of the COMMUNITY COUNCIL by the person presiding thereat and retained for future reference.

3. Quorum

A quorum shall consist of one-third of the current membership of the COMMUNITY COUNCIL or 3 voting members, whichever is the greater.

4. Order of Business**(i) Ordinary Meeting**

The order of business at every ordinary meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) The minutes of the last meeting of the COMMUNITY COUNCIL shall be submitted for approval.

- (c) Any other item of business, which the Chairperson has directed, should be considered.
- (d) Any other competent business.
- (e) Questions from the floor.
- (f) Chairperson to declare date of next meeting and close meeting.

(ii) Annual General Meeting

It will not be uncommon that the COMMUNITY COUNCIL has arranged for an ordinary meeting of the COMMUNITY COUNCIL to begin at the close of the annual general meeting to enable any outstanding reporting on business matters to be heard; and for COMMUNITY COUNCIL members and members of the public to have an opportunity to bring matters to the attention of the COMMUNITY COUNCIL, possibly for inclusion on a future agenda.

The order of business at every annual general meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) The minutes of the last annual general meeting of the COMMUNITY COUNCIL shall be submitted for adoption.
- (c) Chairperson's Annual Report (and questions from the floor).
- (d) Secretary's Annual Report (and questions from the floor).
- (e) Treasurer's submission of Balance Sheet and Annual Accounts duly independently examined and certified correct (and questions from the floor).
- (f) Engagement Officer's Annual Report (and questions from the floor)
- (g) Demit of current office bearers/election of office bearers.
- (h) Chairperson to declare date of next annual general meeting and close meeting.

(iii) Extraordinary General Meeting

The order of business at every extraordinary general meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) Business for debate, as described in the calling notice for the special meeting.

- (c) Chairperson to close meeting.

5. Order of Debate

- (a) The Chairperson shall decide all questions of order, relevancy and competency arising at meetings of the COMMUNITY COUNCIL and his/her ruling shall be final and shall not be open to discussion. In particular, the Chairperson shall determine the order, relevancy and competency of all questions from the public in attendance at meetings of the COMMUNITY COUNCIL raised at 4. i (e) above. The Chairperson in determining the order, relevance and competency of business and questions shall have particular regard to the relevance of the issue to the community and ensure that the discussion and proceedings are conducted in such a manner that decisions are reached in a democratic manner. The Chairperson shall have the power, in the event of disorder arising at any meeting, to adjourn the COMMUNITY COUNCIL meeting to a time he/she may then or afterwards fix.
- (b) Every motion or amendment shall be moved and seconded.
- (c) After a mover of a motion has been called on by the Chairperson to reply no other members shall speak to the question.
- (d) A motion or amendment once made and seconded shall not be withdrawn without the consent of the mover and seconder thereof.
- (e) A motion or amendment which is contrary to a previous decision of the COMMUNITY COUNCIL shall not be competent within six months of that decision unless notice has been given of the proposed item in the summons for the meeting and the COMMUNITY COUNCIL agrees the decision was based on erroneous, incorrect or incomplete information.

6. Voting

- (a) Voting shall be taken by a show of hands of those present and eligible to vote, with the exception that, at an annual general meeting, the election of office bearers may be held by secret ballot.
- (b) The Chairperson of a meeting of the COMMUNITY COUNCIL shall have a casting vote as well as a deliberative vote.

7. Alteration of Standing Orders

A proposal to alter these Standing Orders may be proposed to the local authority to be altered or added to at any time by the COMMUNITY COUNCIL provided that notice of motion to that effect is given at the meeting of the COMMUNITY COUNCIL previous to that at which the motion is discussed. The local authority shall have final discretion on any proposed change.

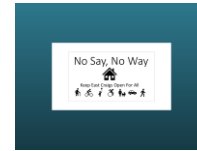
8. Committees

The COMMUNITY COUNCIL may appoint such committees as it may from time to time decide and shall determine their composition, terms of reference, duration, duties and powers.

Any committees formed by the COMMUNITY COUNCIL will be subject to Standing Orders 1, 2, 3, 5, 6 and 7.

9. Suspension of Standing Orders

These Standing Orders shall not be suspended except at a meeting at which three-quarters of the total number of COMMUNITY COUNCIL members are present and then only if the mover states the object of his motion and if two-thirds of the COMMUNITY COUNCIL members present consent to such suspension.



Get Edinburgh Moving

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 11th November 2020

Dear Councillors & Officials,

RE: CITY OF EDINBURGH COUNCIL (CEC) TRANSPORT & ENVIRONMENT COMMITTEE MEETING 12/11/20 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD PROPOSALS

I am writing on behalf of the Get Edinburgh Moving (GEM) community group, in relation to the Council's continuing proposal to impose a Low Traffic Neighbourhood in East Craigs, without consultation or due process.

As a reminder of context, more than **2,650** local residents have signed a petition demanding unequivocally that the LTN plan be halted. More than **1,450** local residents have joined the GEM social media community hub. **1,000** residents, socially distanced, attended the public meeting in Gyle Park in overwhelming opposition to the plans. In the 6 day Council 'notification window', 407 objections were received, with only 3 in support – a **99.3%** objection rate. All three local ward councillors, the local MSP and MP unanimously support the community in its objection.

In CEC's "Spaces for People – East Craigs Low Traffic Neighbourhood" report, published ahead of this week's TEC Committee meeting, it appears that:

- Following GEM's legal counsel opinion, and legal advice procured by the Council, CEC is recognising that introduction of the LTN under a TTRO would be unlawful, and therefore is not recommending 'Option 1' on this basis
- Option 2A from the report is being recommended by CEC officers – a bus gate, unspecified traffic calming and pavement adjustments on Craigs Road, several roads in North Gyle, and Drum Brae North
- Option 2B is brought forward as an alternative – as 2A but no bus gate, measures only for Craigs Road and Drum Brae North
- Option 3 is the final alternative – essentially the status quo
- Additionally, CEC intends to bring forward the 'version 2' reduced LTN under a ETRO, planning to move to a TRO after 6 months of 'try then modify'

GEM Craigs Road 2019 v 2020 traffic comparison

Chart 1:

The data was taken from the Council Aecom survey from June 2019 and GEM's professionally procured traffic monitoring survey data from October 2020. **It should also be noted that there were diversions in place in October 2020 meaning these traffic counts would be higher than 'normal'** if the diversions were not in place (North Gyle Terrace closure diverting via Craigs Road and North Gyle Road). Both traffic counts are taken from the Aecom report point 9.

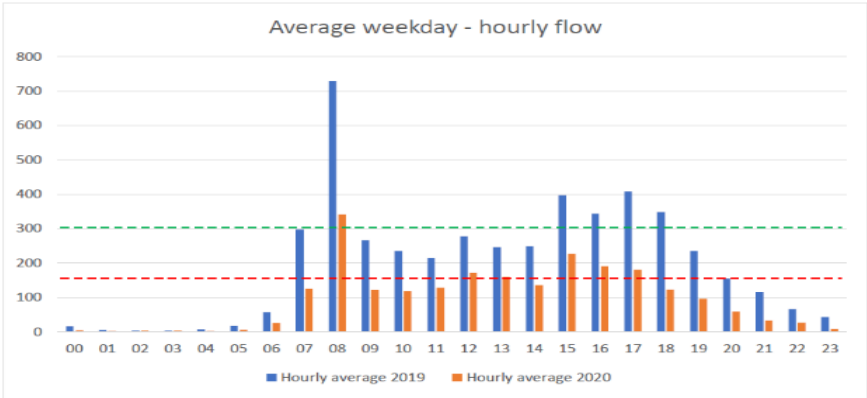
The average weekday traffic volume has **halved from 2019 to 2020**. The average hourly flow is below the 'very low traffic' threshold of 'Cycling & Cycle friendly sites' on all but peak school hours. The guidance for very low traffic volumes is 'quiet street'. The guidance for low traffic volume is 'quiet street or cycle lanes'. The data does not provide any evidence for implementation of bus gates or LTN type measures.



Charts 2 & 3:

Data from CEC Aecom survey from June 2019. The traffic counts are taken from the Aecom report points 10-16 which are the locations within the proposed LTN area (mainly North Gyle). **All but one of the data points (point 10) fall significantly below the very low traffic threshold for total daily volume** and all but two of the data points (point 10 & 11) fall significantly below the very low threshold for hourly traffic volumes. In all cases the volumes fall significantly below the low traffic thresholds. It should be borne in mind that the Craigs Road 2020 traffic has halved v Aecom 2019, and so if the same patterns are observed for points 10-16 (highly likely), this data demonstrates that the streets impacted by the LTB proposals are already very low traffic streets and do not require an LTN to make them so.

Chart 1



Cycling & cycle friendly sites:
 Very low threshold (quiet street) - - - - -
 Low threshold (quiet street or cycle lanes) - - - - -

Chart 2

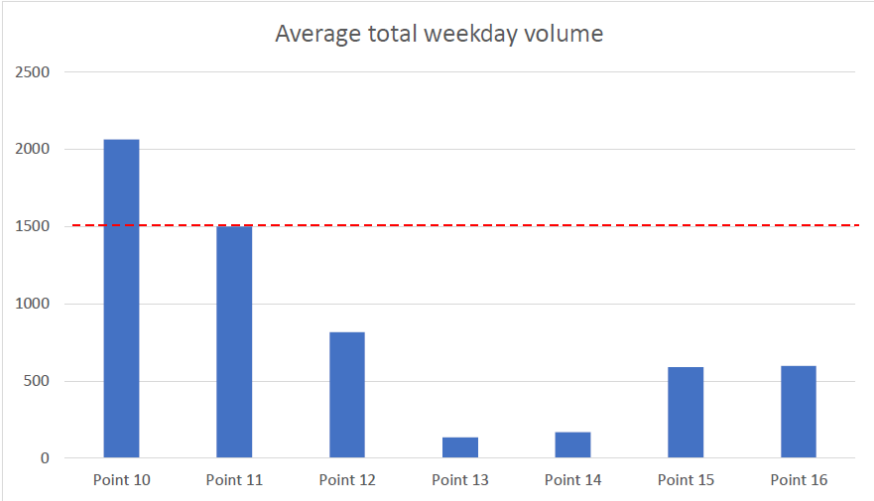
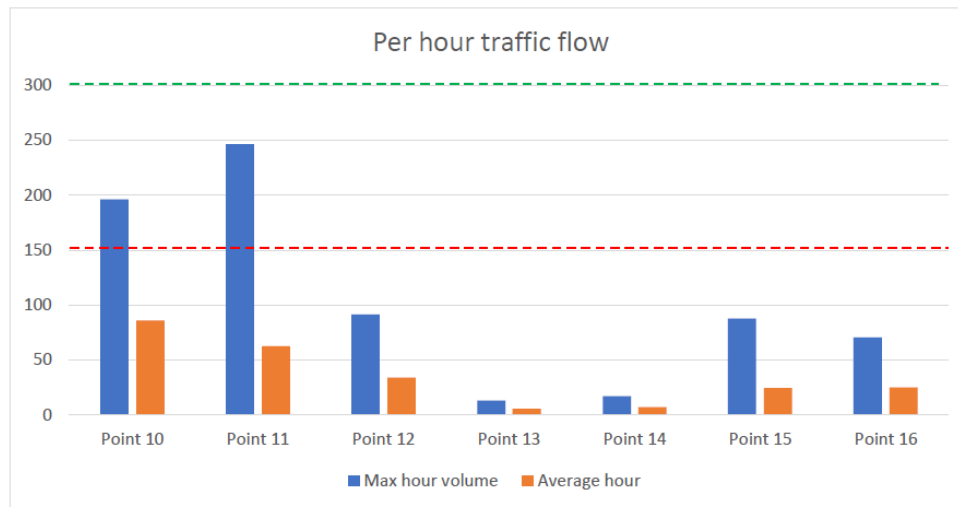
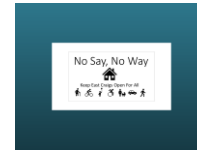


Chart 3



GEM response to CEC revised Paper

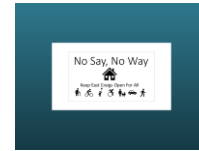
- **GEM welcomes that the recommendation is to drop the implementation of the LTN under TTRO.** While this is unsurprising given legal opinion that to do so would be unlawful, it is also exceptionally disappointing that it took residents (and council taxpayers) raising thousands of pounds in the middle of an economic and health crisis to secure this outcome. **CEC should reflect on this and apologise to residents.**
- It also appears clear that CEC is now admitting that the East Craigs LTN was never about Covid, but rather part of a long-held aspiration for wide-ranging strategic change, and political policy. As Paul Lawrence said in the press this week “people have felt as if we’ve been trying to introduce a scheme which we were going to do, as it were, before the pandemic, under cover of the pandemic”. Adam McVey also made comments in August around using the ‘guise’ of Spaces for People, as included in our previous deputations. There are significant inconsistencies between CEC papers for previous Committee meetings in relation to the appropriate traffic order to use for the plans. **CEC should also apologise for misleading residents as to the purpose and driver for the LTN.**
- Upon Paul Lawrence’s appointment to his role with CEC in 2015, GEM notes ‘Council chiefs’ were quoted as stressing that “*decision-making would be far less concentrated as part of a council restructure that will devolve as much power as possible to local communities and neighbourhoods*”. This policy needs to be reflected in how CEC approaches its plans, **before implementation.**
- **GEM rejects any introduction of a bus gate via TTRO or ETRO / TRO.** Specifically in relation to the TTRO, we believe that the bus gate is disproportionate, and creates a far-reaching change / deterioration in amenity for local residents in Bughtlin, Cammo, Turnhouse and West Craigs who justifiably use Craigs Road for access to local services. Further, CEC states its intention to use Spaces for People (SfP) funds to introduce the bus gate via TTRO, which it then intends to carry forward via ETRO and TRO. It is clear that the bus gate is not intended to be temporary, and therefore it is a misuse of SfP funds to introduce it. Should this option be selected by Committee, GEM will review its options promptly with regard to legal opinion, and the grounds for legal challenge. This potentially creates or continues significant legal and reputational risk for CEC, in relation to its risk appetite policy.
- Additionally and notwithstanding the above, there is no justification for a bus gate to be in force for 6 hours each day, when in our view even the clear peak hour (8-9 am) does not justify this measure on a temporary basis. The peak and safety argument is advanced in relation to the schoolchildrens’ ‘commute’ – this does not last 6 hours per day!
- **GEM’s strongly preferred option in relation to any TTRO is Option 3.** We feel that CEC has not made a case for urgent action requiring emergency temporary powers, in relation to Covid or safety. The LTN was scored 2/10 for physical distancing benefits. As per our last deputation, there is no substantial evidence to support that pedestrians passing each other on pavements is a transmission risk. The video shared with councillors by GEM, and the traffic data analysis, shows clearly that these are quiet streets. Our traffic data reflects this. Analysis of Crashmap data shows around 13 accidents within the proposed LTN area over the last 7 years. On Craigs Road, where measures are centred, only 3 accidents have occurred since 2014, one of which resulted in a serious but not fatal injury to a pedestrian; another a slight injury to a pedestrian; the last with no pedestrians involved and slight injury to driver. In the same period, around 30 accidents were registered in the Gracemount area within Cllr Macinnes’ ward, where no LTN measures are planned. Around 120 accidents on the arterial routes *surrounding* the LTN area speak clearly to where the problem and priority should be.



- GEM rejects option 2A for the reasons above. GEM believes that option 2B may also be unnecessary, however notes that no detail or design information has been provided by CEC – as such, we reserve judgment on 2B until detailed plans are shared with GEM. **We strongly recommend that a vote on 2B be delayed until these plans are available, as it is nonsensical to ask councillors to vote on measures that are not defined. This was articulated in our meeting with Paul Lawrence and his team today.**
- GEM notes CEC's intention to bring forward the 'Version 2' LTN under a ETRO, which appears to be an unusual and rare move. **We continue to object to the introduction of a LTN via any route** for reasons articulated here and before, and specifically to any introduction of a scheme on a 'try then modify' basis. Due to the history on this case, there is frankly a lack of trust with CEC on the likelihood of scheme removal after a consultation. In our meeting with Paul Lawrence, he explained that, of Committee votes accordingly tomorrow, the ETRO will then be developed by CEC officials who will then set out the proposals, and seek public feedback. Given the extent of public concern, **Paul committed that once feedback was received, the ETRO proposal would at least come back to Committee for a further vote before implementation. We welcome this commitment, and in the meantime can confirm that GEM is in the process of taking legal advice to establish the position** – we will revert in due course. In the meantime we reserve judgment, other than to firmly restate our objection.
- GEM notes the statement made on 11 November by Sarah Masson, the prospective SNP candidate for next year's Scottish Parliament election. In addition to the firm support for GEM's position from all local elected representatives, Sarah has articulated that **"the council needs to halt the LTN plans and bring forward a more tailored scheme for the area. One that does not involve road closures and takes account of the safety concerns being raised"**. It is clear that road closures in East Craigs do not even have the support of the SNP candidate endorsed by Councillor McVey for the seat, and should be dropped from any plans. Sarah concludes that action to improve roads **"must be done with our communities"**.
- GEM finds the inclusion of the proposed cycling lane for **Drum Brae North** in the East Craigs TTRO proposals frankly bizarre. To state the obvious, the area concerned is not in East Craigs, in fact its closes point is 1.4 miles from Craigmount High School. It should be removed and progressed separately. In the meantime, we note that the area proposed is probably the steepest section of road in the while of west Edinburgh, and so appears an odd choice to say the least. We also would highlight that this separate scheme should be subject to full consultation for the local residents directly affected prior to any introduction – is correct process being followed?
- GEM is in close liaison with multiple other communities and campaigns – Braid Road / Comiston; Morningside to Tollcross businesses; Lanark Road & Longstone to quote examples in Edinburgh. Regarding LTNs, also multiple campaigns in London, Birmingham, Glasgow and Aberdeen. We are learning at a fast rate. It is clear that Council policy has driven the 'little people' in communities to organise, collaborate and crowdfund.
- GEM notes significant recent objections from the Craigs Avenue / Crescent community, regarding the clear safety problems with that aspect of the proposals. These concerns were expressed clearly to CEC officials by GEM today.
- Finally, GEM reiterates that while we organise and represent the local residents / community to a degree, we do not speak for everyone. **Engagement with GEM is a vital part of the listening process, but does not and cannot replace a full residents' consultation before proposals are implemented.**

Reminder of outstanding issues

- **Participation Request under the Community Empowerment (Scotland) Act 2015** - Drum Brae Community Council submitted a formal Request to CEC under the above Act, with the full cooperation of GEM. Almost one month later, to our knowledge no response has been received. We request an urgent update from CEC as to how the Request will be fulfilled
- **Community rights under the Aarhus Convention** - We remain of the view that CEC is effectively denying the East Craigs community its rights to participate and be consulted under the Aarhus Convention, and as such is not complying with the provisions in force. We now request a formal response from CEC to outline how the provisions of the Convention will be fulfilled prior to introduction of any LTN measures.
- **Audit Scotland referral** – We understand that Audit Scotland's detailed investigation into CEC's decision making with regard to the East Craigs LTN continues, following the community referral as disclosed in last month's full Council deputation. We await the outcome with great interest.
- **SusTrans** - Our investigation is continuing into the appropriateness of placing an organisation described by the Guardian as a "cycling pressure group" at the heart of transport policy, representing only one mode of road user. Key council staff are seconded from SusTrans, funding is provided by them, and implementation responsibility ceded to them by the Council. This investigation may include a review of councillors' code of conduct responsibilities in relation



to transparency, and representing the community and all stakeholders. A Freedom of Information request has been submitted to CEC this week in relation to SusTrans activities in relation to CEC policy creation and implementation

- **Traffic monitoring data sharing** – It should be noted that GEM offered to share traffic data with CEC on a *quid pro quo* basis, however this offer has been ignored
- **Meetings with CEC leadership, and Council officers** – A meeting was held with council leaders in October, followed by a restatement of GEM’s position (see Appendix 1). A technical meeting with CEC officials to understand the revised plans was due to be held on 11 November. GEM has clearly stated that these meetings do not replace / negate the need for full residents’ consultation on the revised plans.

We look forward to further engagement, both in terms of these proposals and the wider west Edinburgh strategic context.

With many thanks and regards,

David Hunter

Chairperson

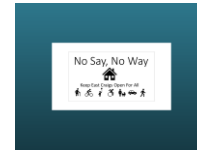
On behalf of,

Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>



APPENDIX 1: GEM MEETING CONFIRMATION EMAIL TEXT, 27 OCTOBER 2020

Good evening,

We write following our constructive meeting on Friday 16th, upon which we have now had the opportunity to reflect (some of us have been on holiday since).

Firstly, we would like to thank you for the positive spirit in which the meeting was conducted. We were very pleased when Lesley accepted our invite to meet, and while it is clear that we have differences of opinion on what is an emotive issue, we welcomed the polite and respectful approach from both sides in the meeting. Everyone was heard.

We appreciate the open approach from the Council side to discussing areas where we could potentially find common ground with regard to the proposed changes in the East Craigs area. At the same time, we were keen to underline our willingness for City of Edinburgh Council (CEC) to engage with us and the directly affected community, to consider in a broader context the transport and active travel challenges faced by West Edinburgh in the months and years ahead, in relation to congestion, pollution, safety and personal mobility choices. Get Edinburgh Moving (GEM) acknowledges that ours is a viewpoint that is borne out of a very significant portion of the community, but also that it is not reflective of every single voice within it. Our guiding aim therefore is to promote an inclusive debate where all voices can be heard, something which we believe would achieve near unanimous support amongst both promoters and detractors of the LTN.

As mentioned, GEM is prepared to invest energy in encouraging the community to participate fully in a 'big picture' engagement. This would involve community groups (GEM, local community councils, local councillors, Low Traffic Corstorphine and other stakeholders), plus most importantly the directly affected local residents, in considering actions we can take to make our roads and public spaces accessible to and safer for all, looking at public transport options, pollution and many other aspects. We are keen to discuss how the thousands of newly consented homes in the Maybury / West Craigs / Cammo / Gogar areas can be successfully integrated into the local area and transport infrastructure.

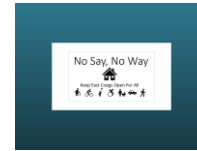
We articulated how we had already conducted private polling to gauge support for a range of possible measures, notwithstanding our view that these would have to be properly tested with the community, with directly affected local residents' views being ultimately respected. Whilst this polling is preliminary in nature, it underlines the breadth and depth of ideas that exist within the area for improvements, and almost everybody appears to be realistic about what can be achieved in a time of budget pressure due to the Pandemic.

What we have understood from you in our recent meeting is that CEC's immediate priority is the Spaces for People programme, and temporary measures that can be introduced in East Craigs under its auspices. We understand that CEC is not prepared to consider the wider context at this time.

Therefore, following the meeting, we have taken time to reflect carefully and respectfully on the conversation as a committee, and have also taken soundings from our wider community group.

With regard to the East Craigs Low Traffic Neighbourhood, proposed under the Spaces for People programme, our firm view remains that these measures are unacceptable to the vast majority of the community. We do recognise the sincere efforts by CEC officers to make amendments that addressed some of the most egregious flaws in the first revision of the proposals, while unfortunately creating others, however there is a more fundamental issue at stake about the lawfulness of the process itself which we believe should override any objective comment on revised proposals. As clearly articulated in our legal counsel opinion (openly shared with the Council), we believe that introduction of the LTN measures via a TTRO is unlawful. It appears from councillors' quotes at the full Council meeting last week, that CEC has received external legal opinion that held up our legal counsel view as accurate and valid – also that CEC would incur a massive legal risk in pursuing the LTN under a TTRO.

In the last few days, we understand further external legal opinion was circulated confidentially to councillors (with a fully redacted version being shared online by one councillor from the coalition). News reports indicate that this latest opinion also broadly agrees with ours. We assume then that CEC is now fully aware that using a TTRO to introduce such far-reaching changes as multiple junction closures and bus gates would be unlawful. For clarity, we cannot support any action that introduces the LTN, in whole or in part, via a TTRO under Spaces for People. It is clear from legal opinion in the public domain that this would be unlawful.



Within this frame it is also important for councillors, when considering voting on the East Craigs LTN proposals, to recognise their duties under The Ethical Standards in Public Life etc. (Scotland) Act 2000. Specifically, section 1.5 provides that “councillors hold public office under the law and must observe the rules of conduct stemming from the law”. Section 2.1 states that “you have a duty to uphold the law and act in accordance with the law and the public trust placed in you”.

We also recognise that a number of Low Traffic Neighbourhood schemes elsewhere in the UK have been suspended, cancelled or fundamentally altered – Wandsworth, Lewisham and Redbridge being recent examples. As recently as last week the UK Transport Secretary Grant Shapps, from whom we understand the Spaces for People funding originated, warned that badly designed programmes were causing unnecessary congestion, and that a significant minority of initiatives introduced by councils during the pandemic to promote green transport had backfired, leading to more traffic.

We won't repeat here our detailed objections already articulated in our deputations in relation to the LTN in original and amended form. We acknowledge CEC claims the measures are temporary, however our deputations detail the reasons why we believe this not to be the case. According to CEC, the 'need' was identified in the WEL discussions in 2017. Adam said in August that these 'long-held aspirations' were being introduced under the 'guise' of Spaces for People. CEC's letter to residents (dated 11 August) explained that the plans were to be made permanent.

More recently, last week the community received a Freedom of Information response that confirmed the specific LTN plans were first discussed by CEC in November 2019 – before anyone was aware of the existence of Covid-19. By definition, these LTN plans cannot have been driven by Covid – they were planned by the Council, and most recently constituted within the last year.

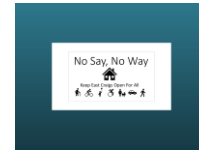
It has been claimed that the LTN is being proposed to keep the citizens of East Craigs safe from Covid. However, the Council's own scoring rated the LTN as only 2/10 for physical distancing – the lowest of all SfP schemes. There is no provision in the scheme (nor in our view any requirement) for temporary widening of pavements, for example. No space is being created. A high proportion of pedestrians using the pavements are school pupils walking to or from school, where they will sit in indoor classrooms in close proximity to other students – at far greater infection risk than while outside on the pavements. The Scottish Government's track & trace app works on the basis that a contact is only notified where they have been within 2 metres of an infected individual for 15 minutes. As such, how can pedestrians walking past each other on the pavement be classed a significant risk and, if they were, why wouldn't temporary pavement widening have been considered? The LTN purports to address Covid measures, when in fact it attempts to address much wider traffic issues / infrastructure in west Edinburgh, that should be a formal project with full consultation – not addressed under Spaces for People.

The Council has claimed that increased road traffic is a further justification for these 'safety' measures, yet our own traffic data shows that Craigs Road rush hour peak traffic flow is down by approximately half compared to the Council's own 2019 pre-Covid baseline data. Therefore increased traffic cannot be a justification for emergency measures. We confirm our offer to share our traffic data with CEC on a *qui pro quo* basis, in return for CEC's large number of datasets emerging from its apparent blanket coverage of the area in the last few weeks. It should also be noted that both ours, and the Council's, data for Craigs Road and North Gyle Road has been obtained at a time when both roads are central to the traffic diversion route due to the temporary closure of North Gyle Terrace, and so the data should be viewed with caution as it may be artificially inflated compared to baselines.

For clarity, we are of the view that the overwhelming majority of the community does not accept that Craigs Road is a 'rat run' for non-local traffic, and there appears to be only anecdotal evidence to support this. We do accept that it is used occasionally, and legitimately, as a key local access road for those from Bughtlin, Cammo, Turnhouse etc as a route to local facilities and amenities. For example, school access for children with special needs. Key workers and NHS staff who have come to us anxious of being able to get access to childcare in the area in time to get to their shift in another part of the city. We are also highly cognisant of the unintended effects of pushing traffic into areas that are currently quiet and/or to increase pressure further on arterial roads where such residents already are exposed to much higher levels of noise and pollution compared to residents in the East Craigs area. We would refer to the recent Corstorphine Community Council meeting where a local resident living on St Johns Road expressly reminded the Community councillors of the potential effects of LTNs on residents like him.

To conclude, our position in summary:

- We strongly oppose and will firmly resist any introduction of the East Craigs LTN, in whole or in part, under a TTRO. We believe to do so would be unlawful, and we further believe that the Council is fully aware of this as a result of several iterations of external legal advice procured by it.



- We reiterate our openness and commitment to engaging the community, and CEC, in the broader discussion around West Edinburgh's congestion and pollution challenges, both in the short and long term. We will continue to make suggestions to the CEC about the appropriate use of funds to address such issues as; the reclaiming of the dangerous pavements on Maybury Road; repairing the existing active travel network to remove dangerous potholes and obstructions throughout East Craigs, both on the roads and the paths; effective speed mitigation measures on Craigs Road.
- We thank again the Transport Convener and the Council Leader for their constructive ideas regarding the use of Spaces for People funding, however at this time we do not believe it would be appropriate to comment further on any proposals that do not meet the defined criteria required for implementation using a TTRO. We would welcome further discussions with the Council, and look forward to your response. In the meantime, this letter will be shared with the local community.

Best regards,

DAVID HUNTER, CHAIR;
DALE GRAHAM, TREASURER;
STEVE PICKAVANCE, VICE CHAIR;

- GET EDINBURGH MOVING community group



Cllr Lesley Macinnes, Convener
Transport and Environment Committee
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ

Low Traffic
Corstorphine

corstorphineltn@gmail.com | @TrafficLow

Dear members of the Transport and Environment Committee,

9th November 2020

RE: East Craigs Low Traffic Neighbourhood

We write with respect to agenda item 7.7 on the 12 November Transport and Environment Committee (TEC) meeting. Low Traffic Corstorphine (LTC) is a local community group in favour of the East Craigs proposed low traffic neighbourhood (LTN) and associated measures to make street environments safer for people walking, wheeling and cycling. We write to reiterate our support and ask you to vote for the council officers' recommendations.

We advocate for transport decisions to be legal and made based on data and evidence, and to that end support a temporary LTN implemented via an ETRO (ref 4.23 – 4.30). Coupled with Option 2a measures (ref 4.8 – 4.11), we hope that ongoing monitoring of these interventions will show their value to the community through increased walking, cycling and wheeling, lower vehicular speeds and less traffic.

In particular, we hope that these interventions will help to shift a percentage of short car trips in the area to alternative modes, such as [the school run to Craigmount High School](#) and the workplace commute to [local destinations such as the Gyle](#). The “try then modify” approach to consultation allows real-time observation, data collection and resident feedback, and amendments can be made based on evidence and transport users' input rather than conjecture.

We know that many people in the community are concerned about modal filtering and have objected to the proposals, but longstanding and successful LTNs in the area such as Bugtlin and Clerwood are examples of how LTNs can improve quality of life. As a complement, [impartial, accurate information](#) has been recently published by the Scottish Parliament's fact-checking service that supports the benefits of LTNs, as well as debunking many of the myths and misinformation that have been shared online in the last few months.

This research, as well as guidance from the new [Public Health Scotland transport use, health and health inequalities report](#) backs up the argument for the roll out of LTNs and associated interventions as tools to tackle transport inequalities during the Covid emergency and for the future. This recent briefing builds upon national and local policy across transport, public health, equalities, climate change and the environment that consistently align with the evidenced outcomes of LTNs.

It would take a significant amount of space to list all the Scottish Government, City of Edinburgh Council (CEC) and independent research and policy recommendations that back up a trial LTN in East Craigs and other locations such as Corstorphine South and Leith. We will instead focus on the CEC [City Mobility Plan](#). It notes that bold transport actions are needed, including the implementation of sustainable neighbourhoods with “...fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces”.

Now is the opportunity to vote in favour of a bold action to improve East Craigs and west Edinburgh to the benefit of all transport users. Please know that as well as LTC, there are quiet but hopeful residents in East Craigs and the wider Corstorphine area that support these bold actions and want their streets to be people-centred and safer, more equitable places to live, work and play.

Yours sincerely
(on behalf of Low Traffic Corstorphine)

Vikki Brown

Damian Mullan

Chris Young



Portobello Community Council

City of Edinburgh Council
Transport & Environment Committee, 12 November 2020

Dear Councillors,

I am writing to you on behalf of Portobello Community Council in light of the tragic death of Heather Stronach at the junction of Portobello High Street/Harry Lauder Road on 2nd November 2020.

While we are unaware of the specific circumstances of the incident, this is the second death of cyclist at this junction within 20 months.

We ask you to instruct officers to undertake an urgent review of this junction so that no further lives will be lost.

We understand that an investigation and inquiry was set up into the death of Stuart Elliott, the cyclist killed in March 2019, but the results of this are not anywhere to be found.

Please could you respond to the following points:

1. Has there been any findings from the investigation into Stuart Elliott's death in 2019?
2. What steps are being taken to have an immediate and urgent inquiry into this junction?
3. What temporary measures are planned in the interim?

I would appreciate a response to the questions in this letter as soon as possible, but certainly within one cycle.

Yours sincerely

Mike Leeman
Secretary, Portobello Community Council
secretary@portobelloc.org
6 November 2020