

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 18th August, 2022

Hybrid Meeting - Dean of Guild Court Room / Microsoft Teams

This is a public meeting and members of the public are welcome to attend in the Dean of Guild Courtroom or watch the webcast live on the Council's website.

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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

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

2. Declaration of Interests

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

3. Deputations

- 3.1 If any.

4. Minutes

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5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 27 - 32
- 5.2 Transport and Environment Committee Rolling Actions Log 33 - 70

6. Business Bulletin

- 6.1 Transport and Environment Business Bulletin 71 - 90

7. Executive Decisions

7.1	Updated Pedestrian Crossing Prioritisation 2022/23 – Report by the Executive Director of Place	91 - 104
7.2	Proposed Changes to Charging Mechanism for Road Construction Consent Inspections – Report by the Executive Director of Place	105 - 110
7.3	Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23 – Report by the Executive Director of Place	111 - 126
7.4	Delivering Scotland’s Circular Economy – Consultation responses – Report by the Executive Director of Place	127 - 144
7.5	Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order – Report by the Executive Director of Place	145 - 216
7.6	Objections to TRO/21/16 and TRO/21/25 – Communal Bin Review Phase 3 (Zones N1 to N5 and Zones S1 to S4) – Report by the Executive Director of Place	217 - 274
7.7	Active Travel Measures - Travelling Safely Update – Report by the Executive Director of Place	275 - 358

8. Routine Decisions

8.1	Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation – Report by the Executive Director of Place	359 - 376
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9. Motions

9.1	Motion by Councillor Macinnes - Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68:
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“Committee

1. notes the recent officer briefing regarding the decision by First

Bus to withdraw from the contract extensions for the supported bus services 20, 63 and 68.

2. notes that these services all operate in West and South West Edinburgh and offer vital transport links, particularly to rural West and South West Edinburgh and the negative impact on residents if they cease.

3. notes the 20 service provides vital links to Ratho and Ratho Station and the Calder.

4. notes the 63 service provides vital cross links between Balerno, Currie, Hermiston, Edinburgh Park, Gyle, Kirkliston and Queensferry to healthcare, employment and shopping.

5. notes the current and planned level of housing construction in West Edinburgh served by the 68, and the impact on public transport requirements that this will bring.

6. notes that without effective public transport links that there will be a subsequent increase in private car usage and related congestion and pollution impacts for West and South West Edinburgh, which is likely to undermine efforts to reduce car use inside the city.

7. thanks officers for their ongoing work to deliver alternative options for the impacted communities.

8. requests that, alongside work to deliver these contract extensions, officers consider whether budgets would allow temporary investment in community transport options to help keep the impacted communities served in the short term.

9. requests that officers and the Transport Convener meet with

the affected Community Councils to inform them of what actions the Council might take or encourage to help meet community needs.

10. commits to ensuring that the current level of public transport service for West and South West Edinburgh continues and that any transition to a new service provider is as seamless as possible.

11. requests that the Transport Convener meets and discusses the issue of industry wide driver shortage with the CPT and provides a detailed report to the next Transport and Environment Committee which outlines the key issues and what positive steps can be taken, industry wide and locally, to encourage greater recruitment and retention of public transport drivers.”

9.2 Motion by Councillor Macinnes - Severe Climate Change Impact

“Committee:

1. acknowledges that Summer 2022 has brought the UK many reminders of the devastating climate changes being created by how we live our lives. We have seen, for example, fires and flooding, as well as extreme weather events, occurring throughout Europe and close to home.

2. recognises the urgent need to move quickly towards the goals expressed in the city’s 2030 Net Zero Carbon Goals and to prevent any disruption towards that progress.

3. reaffirms its commitment to see the measures already agreed in key strategies, such as the City Mobility Plan, the Water Management Vision and the City Centre Transformation, acted upon as quickly as possible to help ensure that, here in

Edinburgh, we do what we can to contribute to a better, more sustainable way of life which reduces the negative impact we have on our environment and the subsequent future of this city and its residents.

4. calls on this administration, and all councillors, to act effectively on matters of climate change and to keep our 2030 Net Zero Carbon Goals at the centre of decision-making at every level, alongside poverty reduction and the reduction of inequalities in the city.”

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Scott Arthur (Convener), Councillor Danny Aston, Councillor Jule Bandel, Councillor Christopher Cowdy, Councillor Sanne Dijkstra-Downie, Councillor Margaret Arma Graham, Councillor Kevin Lang, Councillor Lesley Macinnes, Councillor Claire Miller, Councillor Marie-Clair Munro and Councillor Norman Work.

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.

This meeting of the Transport and Environment Committee is being held in the Dean of Guild Court Room, City Chambers and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Martin Scott or Taylor Ward, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email martin.scott@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10am, Thursday 31 March 2022

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Burgess, Jim Campbell (substituting for Councillor Hutchison for items 1-11), Child, Key, Lang, Miller, Mitchell (substituting for Councillor Hutchison from item 12 onwards), Mowat (substituting for Councillor Smith items 1- 13), Councillor Webber (substituting for Councillor Smith from Item 14 onwards) and Whyte.

1. Transport and Environment Committee Business Bulletin

(a) Deputation – Community Councils Together on Trams

The deputation were disappointed that the design of the Elm Row public realm being built would not comply with current design standards, nor provide the required level of segregation between cyclists and pedestrians at such a busy area. They felt that this was a missed opportunity to deliver a quality of public realm commensurate with the overall goals of the Trams project and failed to meet the commitments made to the active travel stakeholders during the design for this high profile area of public realm.

The deputation asked that the plan for officers to bring forward options for the pedestrianisation of Elm Row by Winter 2022/23 should fully address the concerns that had been raised by CCTT and the active travel stakeholders and provide a clear timetable and budget for any remedial work to be completed.

They urged that construction of the Elm Row public realm be paused to allow urgent changes to be made to the design to address the concerns raised.

(e) Business Bulletin – Update on Elm Row

The Transport and Environment Committee Business Bulletin for March 2022 was presented.

An update was provided on a petition calling on the Council to help local businesses by closing 'Elm Row' to traffic once a week to allow outdoor seating. It was expected that the Tram to Newhaven construction works in this area would be completed by Autumn 2022 and therefore officers expected to bring forward options for the pedestrianisation of Elm Row by Winter 2022/23.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

2. Petition on Station Road, Ratho Station – Motion by Councillor Lang

a) Deputation – Newbridge and Ratho Community Association

The deputation outlined their concerns regarding the ongoing safety issues with HGV's in Ratho Station particularly at the lower end of Station Road and its junction with Queen Anne Drive. They felt that the introduction of a Traffic Regulation Order would largely solve the problems in the area and allow for a greater level of enforcement.

The deputation urged the council to consider the introduction of a 24hour restriction, however indicated that a second option might be for a timed restriction on vehicles over a certain weight.

b) Motion by Councillor Lang

The following motion by Councillor Lang was submitted in terms of Standing Order 17 and verbally altered in terms of Standing Order 22.5:

“Committee:

- 1) notes that a petition was submitted to the Council on 23 December 2022, signed by 70 residents, calling for “a new restriction on Station Road to stop heavy goods vehicles coming through Ratho Station and passing by Hillwood Primary school”.
- 2) notes this petition was not presented to the January 2022 meeting of the Transport & Environment Committee.
- 3) notes a decision was taken to not bring a report on the petition to the March 2022 meeting of the Committee and instead for the matter to be deferred to the first meeting of the committee after the May elections which, under the current agreed diary, would be August 2022.
- 4) regrets that this decision would mean the committee's first discussion on the petition and issues raised could be eight months after the petition was validly submitted, despite it relating to one of child safety.
- 5) agrees that officers should, at the earliest possible stage, engage directly with the ward councillors elected following the May elections and with the Newbridge and Ratho Station Community Association on the issues raised in the petition and to initiate work on a draft vehicle weight restriction traffic regulation order for public consultation.

- 6) agrees that an update should be provided to the next meeting of the committee, whether through a full report or business bulletin update.”

- moved by Councillor Lang, seconded by Councillor Bird

Decision

To approve the motion by Councillor Lang.

3. Seafield Waste Water Treatment Works – Presentation by Scottish Water

Alan Thomson, Rebecca Williams and Craig Carr provided a presentation on behalf of Scottish Water. An update was provided on the operation and performance management of the site, the investment which had previously been outlined, and the ongoing community and stakeholder engagement.

The presentation covered the improvement of the operational and odour performance which had achieved an 80% reduction in complaint numbers, the investment objective in respect of sludge bottlenecks that could arise, the focus on how to improve further in terms of operational control and the monitoring of site conditions.

Decision

- 1) To note the presentation and thank Alan Thomson, Rebecca Williams and Craig Carr for their attendance.
- 2) To note that Scottish Water would share information on the Urban Waters Routemap with members.
- 3) To note that Scottish Water would arrange a briefing session for new Councillors after the forthcoming elections on their wider strategic partnership work and communications strategy.

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 27 January 2022 as a correct record.

5. 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)

6. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for January 2022 was presented.

Decision

- 1) To agree to close the following actions:
 - **Action 39** – Business Bulletin – Mobility Plan
 - **Action 53(1)** – Business Bulletin – Communal Bin Review
 - **Action 58(6)** – Progress Report on the “Vision for Water Management” and Operational Management of Roads Drainage Infrastructure
 - **Action 59** – National Litter and Fly-Tipping Strategy Consultation Response
- 2) To keep **Action 19 – Gilmore Place Driveway Parking Overhanging Footway** open for a further update to be provided.
- 3) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

7. Low Emission Zone – Objections Report and Final Submission

A summary of and responses to objections received following publication of the Council’s Low Emission Zone (LEZ) Scheme Proposal were submitted. This was a required pre-requisite step before a local authority may seek approval from Scottish Ministers to ‘Make a Low Emission Zone Scheme’.

The Statutory Notice Period had been undertaken from 1 February to 1 March 2022 in accordance with the Transport (Scotland) Act 2019, The Low Emission Zone (Scotland) Regulations 2021 and The Low Emission Zone (Emission Standards, Exemptions and Penalty Charges) (Scotland) Regulations 2021 (‘the 2021 Regulations’). Following this Statutory Notice Period, changes to the Scheme in response to the objections received may be recommended or the Council could continue with the Scheme as presented if no changes could be justified.

A total of 26 objections and one note of support had been received.

Motion

- 1) To acknowledge that the report responded to the actions approved by Committee on 27 January 2022; to commence the Statutory Notice Period during which formal objections to the Low Emission Zone (LEZ) Scheme Proposal could be made and to progress Scheme development.
- 2) To note that the Statutory Notice Period had now been completed in accordance with statutory requirements, and consideration of the objections received had been undertaken.
- 3) To agree that after full consideration of the objections, no changes to the Scheme could be justified, therefore the objections should be set aside.
- 4) To agree to proceed with the Scheme and submit the Final Submission to the Scottish Ministers for approval, as per statutory requirements.

- 5) To agree to delegate powers to the Executive Director of Place to 'Make a Low Emission Zone' should Scottish Ministers approve the LEZ, prior to 31 May 2022.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note that the LEZ scheme in its current format remains a matter of public and political debate, as evidenced by the continued objections from Statutory Consultees and its initial rejection by the Committee on 26 October 2021, and that taking forward a decision on this matter at this time may be in breach of Section 2 of the Local Government Act 1986 as amended by the Local Government Act 1988, which specifically prohibits the publication of material by a local authority where "the material ... promotes or opposes a point of view on a question of political controversy which is identifiable as the view of one political party and not of another".
- 2) To consider that the proposed Low Emission Zone remains poorly designed, will likely lead to patterns of traffic and pollution displacement, is expensive and will not meet its stated aim to improve air quality.
- 3) To agree that the majority of the Objections raise valid concerns related to the above issues, that have long been the subject matter of opposition to the scheme and that the objections should be upheld.
- 4) To therefore, reject the current LEZ scheme and instructs officers to produce a report in 3 cycles on a range of options for consultation, to incorporate analysis of likely traffic and pollution displacement from each scheme, evidence-based analysis of likely reductions in air pollution levels to be achieved and consideration of how any proposed scheme could become self-financing, if necessary by lobbying the Scottish Government to change the penalty mechanisms in this regard.
- 5) This report to be presented to the new Council to consider outwith the politically sensitive election period.

- moved by Councillor Whyte, seconded by Councillor Mowat

Amendment 2

- 1) To acknowledge that this report responds to the actions approved by Committee on 27 January 2022; to commence the Statutory Notice Period during which formal objections to the Low Emission Zone (LEZ) Scheme Proposal could be made and to progress Scheme development.
- 2) To note that the Statutory Notice Period has now been completed in accordance with statutory requirements, and consideration of the objections received has been undertaken.
- 3) To recognise the continued concern expressed by residents on the potential for traffic displacement to areas around a city centre zone, and that the air quality modelling forecasts increases in NO_x concentration in a number of streets outside the LEZ boundary following the implementation of the proposed scheme.

- 4) To believe that, after almost six years of work and another two years before restrictions are enforced, it is important to be ambitious in driving down pollution levels and improving air quality for all communities, not just those within the core city centre area.
- 5) To therefore agree not to approve the proposed scheme and agrees that officers should return to committee in two cycles with plans for a city-wide LEZ and the necessary statutory and non-statutory consultations which would be required
 - moved by Councillor Lang, seconded by Councillor Bird

Voting

The voting was as follows:

For the Motion	-	7 votes
For Amendment 1	-	3 votes
For Amendment 2	-	1 votes

(For the Motion - Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller.

For Amendment 1 - Councillors Jim Campbell, Mowat and Whyte.

For Amendment 2 – Councillor Lang.)

Decision

To approve the motion by Councillor Macinnes.

(References – Transport and Environment Committee of 27 January 2022 (item 8); report by the Executive Director of Place, submitted.)

8. Proposed Parking Controls – Hatters Lane, Powderhall and Bell's Mills, West End

Approval was sought to start the Traffic Regulation Order (TRO) process to include Hatter's Lane into Zone N1 of the CPZ and to amend restrictions for Bell's Mills within Zone 5 of the CPZ to introduce formal parking places. Both proposals would ensure consistency with the parking controls in place across all streets in the surrounding parking zones.

Decision

- 1) To approve the commencement of the legal process required to add all publicly maintained areas of road within Hatters Lane to the N1 Controlled Parking Zone (CPZ) and to approve the setting of charges as detailed in the report by the Executive Director of Place.
- 2) To approve the commencement of the legal processes required to amend the existing restrictions to formalise parking places within Bell's Mills, part of the Zone 5 in the CPZ and to approve the setting of charges as detailed in the report.

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

9. Call for Action on Zebra Markings for Side Streets – Motion by Councillor Neil Ross

In response to a motion by Councillor Neil Ross, an update was provided on the outcome of discussions between Council officers, Glasgow City Council and Transport Scotland regarding the potential to undertake trials of low-cost zebra crossings. The issue had also been escalated through the Society of Chief Officers of Transportation in Scotland (SCOTS).

Based on the feedback received, it was proposed to undertake a study to monitor the operation of existing low-cost zebra crossings in Edinburgh. The study would provide useful data that could be used to support the case for changes to legislation to allow the use of this type of crossing on a public road.

Decision

- 1) To note the correspondence between the Convener and the Cabinet Secretary for Net Zero, Energy and Transport and the Minister for Zero Carbon Buildings, Active Travel and Tenants' Rights.
- 2) To note that Council officers had held discussions with Glasgow City Council and Transport Scotland regarding the potential to undertake trials of low cost zebra crossings and had also escalated the issue through the Society of Chief Officers of Transportation in Scotland.
- 3) To note that Transport Scotland had advised that this type of crossing was not permitted on a public road under current legislation and that Scottish Ministers had no powers to authorise their use, even on a trial basis.
- 4) To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network.
- 5) To note that the Council would continue to engage with Transport Scotland, Ministers and other Scottish Local Authorities to build support for changes to legislation that would permit the use of this type of crossing on public roads.
- 6) To agree that an update report be provided to Committee in six months on the outcomes of the study.

(References – Act of Council No 9 of 25 November 2021; report by the Executive Director of Place, submitted)

10. Pavements Clear of Signs – Response to Motion by Councillor Webber

In response to a motion by Councillor Webber, details were provided on the work that had been undertaken in relation to temporary traffic signs and their placement on the network together with a review of the issues encountered, exemptions that existed and issues surrounding the placement of signs as a result of legislation pertaining to Health and Safety.

Motion

- 1) To note the information provided on signage and the Council's commitment to providing for the safety of all road users and reducing street clutter on Edinburgh's network.
 - 2) To note that officers would write to Transport Scotland to highlight weaknesses in current guidance that did not allow for maximum protection of footway widths and to ask for this guidance to be improved.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the information provided on signage and the Council's commitment to providing for the safety of all road users and reducing street clutter on Edinburgh's network.
 - 2) To note that officers would write to Transport Scotland to highlight weaknesses in current guidance that did not allow for maximum protection of footway widths and to ask for this guidance to be improved.
 - 3) To note the discrepancy between Edinburgh Street Design Guidance and current Transport Scotland guidance, and calls on officers to consider updating ESGG to note Edinburgh's ambition to provide wider pavements than required by law when possible
 - 4) To note that enforcement is currently a weakness, and calls on officers to continue work with Transport Scotland and public utilities to improve enforcement to achieve better outcomes for pedestrians
 - 5) To note that Councillors and residents would benefit from clearer information on the rules and scope of responsibilities of public utilities, the council and Transport Scotland, and therefore agrees to provide a briefing note to new elected members to support them to respond to ward casework, and to investigate how improvements can be made to labelling temporary road signs with the most relevant and helpful contact information
 - 6) To call for a progress update report on to be presented to Committee in two cycles.
- moved by Councillor Miller, seconded by Councillor Burgess

In accordance with Standing Order 22(12), the amendment was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the information provided on signage and the Council's commitment to providing for the safety of all road users and reducing street clutter on Edinburgh's network.

- 2) To note that officers would write to Transport Scotland to highlight weaknesses in current guidance that did not allow for maximum protection of footway widths and to ask for this guidance to be improved.
- 3) To note the discrepancy between Edinburgh Street Design Guidance and current Transport Scotland guidance and call on officers to consider updating ESGG to note Edinburgh's ambition to provide wider pavements than required by law when possible. To recognise that a street design review group already existed meeting monthly and that this topic could be included in their work.
- 4) To note that enforcement was currently a weakness, and to call on officers to continue work with Transport Scotland and public utilities to improve enforcement to achieve better outcomes for pedestrians. To note that there were regular fortnightly Roads Authority Area Utility Committee meetings alongside quarterly Roads Authority and Utilities Committee meetings across the wider local area and on a Scotland wide basis which considered such issues as well as legislative changes.
- 5) To note that Councillors and residents would benefit from clearer information on the rules and scope of responsibilities of public utilities, the council and Transport Scotland, and to therefore agree to provide a briefing note to new elected members to support them to respond to ward casework, and to investigate how improvements could be made to labelling temporary road signs with the most relevant and helpful contact information.
- 6) To call for a progress update report on to be presented to Committee in two cycles.

(References – Act of Council No 21 of 15 October 2020; report by the Executive Director of Place, submitted)

11. Health and Inequalities in relation to Active Travel Provision in Edinburgh – Motion by Councillor Macinnes

In response to a motion by Councillor Macinnes, details were provided on the issues raised in an open letter to Councillors from a group of 140 health professionals emphasising why active travel and actions to combat air pollution, the health inequalities and outcomes could help to address and to meet climate obligations, were of critical importance.

A summary was also provided of the likely effect of not making significant progress towards improved sustainable transport and the transport-related actions the Council was taking towards achieving a more equitable, healthier future for all those living, working and visiting Edinburgh.

Decision

To note the report by the Executive Director of Place in respect of Health and Inequalities in relation to Active Travel Provision in Edinburgh.

(References – Act of Council No 3 of 23 September 2021; report by the Executive Director of Place, submitted)

12. Edinburgh Recycling Centres – Motion by Councillor Lang

In response to a motion by Councillor Lang, details were provided on the background to the use of the current booking system for visits to Household Waste Recycling Centres (HWRCs). The system had been introduced in May 2020 to allow sites to reopen safely and support physical distancing during the coronavirus pandemic but had been found to deliver a number of unforeseen benefits both for customers and for the efficient and safe operation of the sites.

Motion

- 1) To approve the continuing use of the Household Waste Recycling Centre (HWRC) booking system.
 - 2) To agree to discharge the amended motion approved by the Transport and Environment Committee on 11 November 2021.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note that an online booking system was introduced for Edinburgh recycling centres in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
 - 2) To note that Aberdeen City Council introduced a booking system that relates only to a small number of limited circumstances depending on vehicle type and the waste to be recycled and is a good example of a pragmatic approach combining booking for particular reasons with providing convenience to the general public by providing open access for the vast majority of users.
 - 3) To therefore, agrees that, taking into account national COVID guidance and requirements, the need for users to book a slot in advance of accessing a recycling centre in Edinburgh has now passed and resolves that the current booking system should cease from 1 June 2022 except in similar circumstances to that used in Aberdeen.
- moved by Councillor Whyte, seconded by Councillor Mowat

Amendment 2

- 1) To approve the continuing use of the Household Waste Recycling Centre (HWRC) booking system.
 - 2) To agree to discharge the amended motion approved by the Transport and Environment Committee on 11 November 2021.
 - 3) To request that signage outside recycling centres is reviewed to ensure that it is made clear to residents attending any centre, but who do not have an advance booking, that bookings may be made online there and then, or by phone during office hours, if there is a slot available.
- moved by Councillor Burgess, seconded by Councillor Miller

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

Voting

The voting was as follows:

For the Motion (as adjusted) - 7 votes
For Amendment 1 - 4 votes

(For the Motion (as adjusted): Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller.

For Amendment 1: Councillors Lang, Mitchell, Mowat and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To approve the continuing use of the Household Waste Recycling Centre (HWRC) booking system.
- 2) To agree to discharge the amended Motion approved by the Transport and Environment Committee on 11 November 2021.
- 3) To request that signage outside recycling centres is reviewed to ensure that it is made clear to residents attending any centre, but who do not have an advance booking, that bookings may be made online there and then, or by phone during office hours, if there is a slot available.

(References – Transport and Environment Committee on 11 November 2021 (item 5); report by the Executive Director of Place, submitted)

13. Household Recycling Charter – Motion by Councillor Burgess

In response to a motion by Councillor Burgess, details were provided on The Charter for Household Recycling (the Charter) which had been developed by the Scottish Government and CoSLA in 2015. The Charter aimed to support Councils to deliver high quality, consistent recycling and waste management services for household waste across Scotland.

The Charter was accompanied by a Code of Practice which prescribed in some detail, across six outcomes, how services should be shaped (including which materials should be collected for recycling and how they should be collected).

Information was provided on the challenges to signing the Household Recycling Charter, details of what the implications would be for services and on how the Council was already meeting the objectives of the Charter.

Motion

- 1) To agree that the Council should sign up to the Scottish Household Recycling Charter.

- 2) To discharge the action arising from the approved adjusted Motion by Councillor Burgess from the Council meeting of 16 December 2021.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note that Section 2 of the Local Government Act 1986 as amended by the Local Government Act 1988, which specifically prohibits the publication of material by a local authority where
“the material ... promotes or opposes a point of view on a question of political controversy which is identifiable as the view of one political party and not of another”.
 - 2) To further note that the Communal Bin Review and the proposal to end the use of Gull Proof Sacks within the World Heritage Site are extremely politically and publicly controversial and have divided the Committee on Party political lines and elements of the report which refer to the Review are inextricably linked to any decision to sign up to the Household Recycling Charter through the changes it would require to waste collection.
 - 3) To consider that the report fails to properly set out any changes to waste collection for residents in Edinburgh in different types of property or the costs associated with making those changes regardless of whether external funding might be available.
 - 4) To therefore, agree to continue this matter for decision by the new Council outwith the sensitive election period.
- moved by Councillor Whyte, seconded by Councillor Webber

Voting

The voting was as follows:

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

(For the motion: Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller.

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

Decision

To approve the motion by Councillor Macinnes.

(References – Act of Council No 11 of 16 December 2021; report by the Executive Director of Place, submitted.)

14. Internal Audit: Overdue Findings and Key Performance Indicators as at 26 January 2022 – referral from the Governance, Risk and Best Value Committee

The Governance Risk and Best Value Committee had referred a report on Internal Audit Overdue Findings and Key Performance Indicators as at 26 January 2022 to the Transport and Environment Committee for ongoing scrutiny of relevant overdue management actions.

Decision

To note the report by the Governance, Risk and Best Value Committee.

(References – Governance, Risk and Best Value Committee 8 March 2022 (item 5); referral from the Governance, Risk and Best Value Committee, submitted.)

15. Place Directorate Internal Audit – Actions Update

An update was provided on progress on management actions arising from Internal Audits which specifically related to services which fell within the remit of this Committee.

The Place Senior Management team were committed to ensuring appropriate action was taken to progress open internal audit actions to conclusion, with appropriate focus on closure of all high rated findings and all findings that were over one year overdue.

Decision

- 1) To note the progress made on the overdue Internal Audit management actions relating to the services within the remit of this Committee.
- 2) To note that remaining open actions would either be closed before April 2022, or by a revised implementation date (which was supported by an action plan agreed with Internal Audit).

(References – Transport and Environment Committee of 27 January 2022 (item 15); report by the Executive Director of Place, submitted)

16. Implementing Electric Vehicle Charging Points

Details were provided on the outcome of the advertisement of the draft Traffic Regulation Order (TRO) for introducing Electric Vehicle (EV) charge points at various locations, the content of the objections made by respondents and recommendations based on the findings of that analysis.

Authority was sought to remove the India Street location from these proposals and to proceed to implement the remaining EV charging bays.

A progress update on the broader implementation of the On-Street EV Charger project was also provided together with detail around some of the additional work packages relating to EV charging.

Motion

- 1) To note the results of the formal advertising of the Traffic Regulation Order (TRO) for introducing Electric Vehicle (EV) charge points at various locations and the detail of the objections received, as set out in Appendix 2 of the report by the Executive Director of Place.
 - 2) To approve the removal of India Street from the TRO proposals as a result of detailed consideration of the objections received for this location and the other issues identified.
 - 3) To note that EV charge points would be implemented at the other locations set out in the report.
 - 4) To agree to proceed with introducing EV charge points at all other locations, as set out in the report.
 - 5) To note the progress made on the broader On-Street Electric Vehicle Charger project, the charging tariffs and the proposed approach for enforcement of EV charge points.
 - 6) Agrees that the existing parking and enforcement protocol is updated to take account of the introduction of EV charging bays and to give clarity on how the Council will take action against any infractions.
 - 7) Agrees that any communications materials including the Council website will be updated with reference to the appeals process as related to EV charging as appropriate.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the results of the formal advertising of the Traffic Regulation Order (TRO) for introducing Electric Vehicle (EV) charge points at various locations and the detail of the objections received, as set out in Appendix 2 of the report by the Executive Director of Place.
- 2) To approve the removal of India Street from the TRO proposals as a result of detailed consideration of the objections received for this location and the other issues identified.
- 3) To note that EV charge points would be implemented at the other locations set out in the report.
- 4) To agree to proceed with introducing EV charge points at all other locations, as set out in the report.
- 5) To note the progress the broader on street electrical vehicle charging and proposes charging tariffs and the approach to enforcement of EV charging points with changes as follows:
 - Considers scrapping the time limit for "fast" (AC 7 or 22 kW) charge points overnight, between 8pm - 8am, to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times.

- Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes.
- Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it is no longer rapid anymore - therefore considers the implementation of this approach.
- Agrees that there should be no time limit on "fast" (7 kW AC Type 2) charge points at park and rides, but that rapid chargers at park and rides should have a time limit of 90-minutes with overstay penalties enforced.

To agree that a future report is produced setting out the appeals process for fines for exceeding time limits, ideally bringing it in line with those enforced for parking fines.

- moved by Councillor Webber, seconded by Councillor Whyte

Voting

The voting was as follows:

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

(For the motion: Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller.

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

Decision

To approve the motion by Councillor Macinnes.

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

17. Garden Waste 2021/22 – Registration Performance

An update on registrations for garden waste collection in 2021/22 and progress made towards further process and system developments was provided together with the outcome of the investigation to extend the mid-year window to be continuously open, in addition to the main summer period sign-up/renewal period.

Decision

- 1) To note the number of garden waste registrations in 2021/22 and the progress made towards further process and system developments.
- 2) To note that investigations were on-going to identify system improvements which could enable direct debit/recurring payment options for future years.
- 3) To approve retaining the mid-year sign up window between December and May.

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

18. Waste and Cleansing Services Update

An update was provided on the Waste and Cleansing Services performance for quarter three of 2021/22 (October-December 2021) and the continued impact of COVID-19 on the service, in particular the impact on household waste as people had spent significantly more time at home.

Decision

- 1) To note the report by the Executive Director of Place, including the activities, and dependencies outlined within the report and the progress made towards these.
- 2) To note the update on the Communal Bin Review programme.
- 3) To note the performance reporting approach would be reviewed once the new committee and operational structures were in place following the election and organisation review.

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

19. Review of Effectiveness of Scrutiny of the Transport and Environment Committee – Self-Evaluation and Lessons Learnt

A summary of a self-evaluation workshop undertaken by Transport and Environment Committee (TEC) members on 9 February 2022 to assess current political management arrangements (PMAs), committee effectiveness and lessons learnt from this Council term was presented.

Decision

- 1) To note the outputs from the self-evaluation workshop undertaken by Transport and Environment Committee members on 9 February 2022 to assess current political management arrangements, committee effectiveness and lessons learnt from this Council term.
- 2) To note the outputs from the self-evaluation workshop would be used to inform the design of political management arrangement proposals and support provided to elected members around the local government election 2022 and following council term.

(Reference – report by the Interim Executive Director of Corporate Services, submitted)

20. Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller

The following motion by Councillor Miller was submitted in terms of Standing Order 17:

“Committee:

- 1) Notes the petition (<https://chng.it/RtVtcRgy>) started by James Gillespie's High School Eco Group which calls on this Council to construct cycle paths to all schools in Edinburgh
- 2) Commends the Eco Group for their initiative and success in gathering 560 signatures (331 online, the rest from the school community)

3) Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.”

- moved by Councillor Miller, seconded by Councillor Burgess

Decision

To approve the motion by Councillor Miller.

21. Deputation – Keep Morningside Moving – Closure of Whitehouse Loan

The Convener ruled that the request for a deputation received from Keep Morningside Moving, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to the matter.

The deputation requested that a report be submitted to the next meeting of the Transport and Environment Committee on the 24-hour modal filters on Whitehouse Loan which were installed as a temporary Covid measure, contrary to the wishes of local residents who supported such a ban only at the start and end of the school day.

The deputation felt that the one genuine reason for not having a timed closure had been the financial aspect; having been told there was not enough money to finance it under Spaces for People schemes. They asked that school hours closures be considered as a measure using normal council money and that the Committee consider the feasibility of this as part of a permanent solution.

Decision

To agree to an update being submitted to the meeting of the Transport and Environment Committee in August 2022 on the issues raised by the deputation.

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Work Programme

Transport and Environment Committee

18 August 2022

October 2022

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Circulation Plan	Draft action plan for approval for consultation	Executive	Daisy Narayanan	Place	October 2022
	George Street and First New Town Public Realm	Progress Update and request for approval of operational plan	Executive	Daisy Narayanan	Place	October 2022
	Road Safety Action Plan to 2030	Draft action plan for approval for consultation	Executive	Daisy Narayanan	Place	October 2022
	School Travel Plan Review	Progress Update (incorporating updates on Petitions on Station Road Ratho and 60 Spylaw Road)	Executive	Daisy Narayanan	Place	October 2022
	Response to Traffic Order Phase 1A of Leith Connections project	Setting out the responses to the advertisement of this traffic order	Executive	Daisy Narayanan	Place	October 2022

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Agenda Item 5.1

	Response to Motion by Councillor Booth – Rainbow Bridge/Lindsay Road Bridge	Response to Motion approved by the Council on 30 June 2022	Executive	Stephen Knox	Place	October 2022
	Tram Concessionary Travel for Under 22s	Update for Committee on Concessionary Travel for Under 22s	Executive	Hannah Ross	Place	October 2022
	Response to Motion by Councillor Whyte – Cleaning Up Edinburgh	Response to Motion approved by the Council on 30 June 2022 on elements of motion not covered in October 2022 and will include information on tipping and dumping requested by Committee in November 2021	Executive	Andy Williams	Place	October 2022
	Motion by Councillor Lang – Parking on Pavements and at Dropped Kerbs	Response to Motion approved by the Council on 25 August 2022 on priority areas for enforcement	Executive	Gavin Brown	Place	October 2022
	Motion by Councillor McVey – Tram Extension	Response to Motion approved by the Council on 25 August 2022 on time project.	Executive	Hannah Ross	Place	October 2022
	Motion by Councillor McVey – North Bridge	Response to Motion approved by the Council on 25 August 2022.	Executive	Cliff Hutt	Place	October 2022
	Response to Motion by Councillor Whyte – Cleaning Up Edinburgh	Response to Motion approved by the Council on 30 June 2022 on the Communal Bin Review	Routine	Andy Williams	Place	October 2022
	Place Directorate – Financial Monitoring	Quarterly report	Routine	Susan Hamilton	Place	October 2022

	Update on Risk-Based Approach to Safety Inspections	Update report for information	Routine	Sean Gilchrist	Place	October 2022
	Ex-City Development Land Asset Transfer Update	Update report for information	Routine	Sean Gilchrist	Place	October 2022
	Wardie Bay Update	Progress update on Wardie Bay	Routine	Steven Cuthill	Place	October 2022
	Pavements Clear of Signs	Update report, following request from Committee in March 2022	Business Bulletin	Gavin Brown	Place	October 2022

December 2022

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Air Quality Action Plan	Draft action plan for approval for consultation	Executive	Daisy Narayanan	Place	December 2022
	Public Transport Priority Action Plan	Draft action plan for approval for consultation	Executive	Daisy Narayanan	Place	December 2022
	Active Travel Action Plan	Draft action plan for approval for consultation	Executive	Daisy Narayanan	Place	December 2022
	Bus Partnership Fund	Progress update on consultation	Executive	Daisy Narayanan	Place	December 2022
	Response to Motion by Councillor Booth – Bus Lane Hours	Response to Motion approved by the Council on 30 June 2022	Executive	Daisy Narayanan	Place	December 2022

	Response to Motions by Councillors Whyte and Mowat – Restoring a Bus Service for Willowbrae/Lady Nairne and Bus for Dumbiedykes	Response to Motions approved by the Council on 30 June 2022	Executive	Daisy Narayanan	Place	December 2022
	Edinburgh Cycle Hire Scheme	Update on the options for Edinburgh Cycle Hire Scheme	Executive	Daisy Narayanan	Place	December 2022
	Business Plan Update – Transport for Edinburgh Group	Annual report	Executive	Hannah Ross	Place	December 2022
	Response to Motion by Councillor Macinnes – Workplace Parking Levy	Response to Motion approved by the Council on 30 June 2022	Executive	Gareth Dixon	Place	December 2022
	Strategic Review of Parking – Stadiums Review	Update on the Stadiums Review	Executive	Gavin Brown	Place	December 2022
	Motion by Councillor Campbell – Portobello Transport Capacity	Response to Motion approved by the Council on 25 August 2022 on actions that can be taken forward through the twenty minute neighbourhood work already ongoing for Portobello.	Executive	Daisy Narayanan	Place	December 2022
	Public Utility Company Performance and Road Work Co-ordination	Annual Report	Routine	Gavin Brown	Place	December 2022
	Redetermination Order – West Edinburgh Link	Consideration of response to advertised redetermination order	Routine	Daisy Narayanan	Place	December 2022
	Redetermination Order – Meadows to George Street	Consideration of response to advertised redetermination order	Routine	Daisy Narayanan	Place	December 2022

	Place Directorate – Financial Monitoring	Quarterly report	Routine	Susan Hamilton	Place	December 2022
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Note: an additional Committee meeting has been proposed for November 2022 (pending consideration of proposed political management arrangements for the Council) due to the volume of business which is expected to be considered by Committee before the end of calendar year 2022.

Future Regular Reports

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report	Executive	Cliff Hutt	Place	March 2023
	Communal Bin Enhancement Update	Six-monthly report	Routine	Andy Williams	Place	April 2023

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Rolling Actions Log

Transport and Environment Committee

18 August 2022

No	Date	Report Title	Action	Action Owner	Expected Completion date	Actual Completion Date	Comments
Page 33	17-01-17	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: Hannah Ross Hannah.ross@edinburgh.gov.uk	December 2022		A Business Plan Update for the Transport for Edinburgh Group is planned for December 2022
2	09-08-18	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: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		A draft public transport action plan is planned to be presented to Committee by the end of this calendar year.

			carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.				
3	04-10-18	<u>Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking</u>	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	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	Autumn 2022		The roll-out is underway, though is not yet completed due to the need to co-ordinate Traffic Regulation Orders with Controlled Parking Zone extensions.
4	06-12-18	<u>Transport and Environment Committee Rolling Actions Log</u>	To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced	Chief Executive Lead Officer: Gareth Barwell <u>Gareth.barwell@edinburgh.gov.uk</u>	Autumn 2022		An update for members is currently being prepared. <i>Background information – report to <u>Planning Committee in May 2006</u>.</i>

5	06-12-18	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: Andy Williams and Gilchrist andy.williams@edinburgh.gov.uk / Sean.gilchrist@edinburgh.gov.uk	December 2022		An update was included in the Business Bulletin for Committee on 27 January 2022 .
6	06-12-18	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: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		This action plan is currently being updated. The annual 2021 Air Quality Annual Progress Report was reported to Committee on 27 January 2022 and an update on the LEZ is included in the papers for Committee on 31 March 2022 .
7	05-03-19	Electric Vehicle Business Case: Implementation Plan	Note that further progress reports would be submitted to Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure Report submitted to Committee on 31 March 2022 .

							Previous updates 22 April 2021 and 14 October 2021
8	18-03-19	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 david.wilson@edinburgh.gov.uk	Early 2023		A report will be submitted to Committee early 2023
9	28-03-19	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: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Ongoing		Officers have met with community councils twice and are working to establish a pattern of regular meetings.

10	20-06-19	Public Transport Priority Action Plan Update	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	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		Methodology will be included in draft the Publish Transport Priority Action plan.
11	12-09-19	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		This action links to City Mobility Plan and City Plan 2030.
12	11-10-19	Evaluation of the 20mph	To note that a further report on the analysis of road casualties and vehicle speeds will be presented to	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	August 2022	August 2022	Recommended for Closure A report on the

		<u>Speed Limit Roll Out</u>	this Committee in 2021, three years after completion of the final phase of the 20mph network.	gh.gov.uk			Evaluation of the 20mph speed limit roll out is included on the agenda for Committee on <u>18 August 2022</u> .
13	05-12-19	<u>Transport and Environment Committee Business Bulletin</u>	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.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		This links to City Mobility Plan and will be considered as part of this work.
Page 38	05-12-19	<u>Progress Update on Edinburgh St James' GAM Works</u>	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 david.cooper@edinburgh.gov.uk	December 2022		An update on this was included in the Business Bulletin on <u>22 April 2021</u> .
15	05-12-19	<u>Kirkliston and Queensferry Traffic and Active Travel Study</u>	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 david.sinclair@edinburgh.gov.uk	October 2022		An update was included in the Business Bulletin on <u>31 March 2022</u> . Previous update <u>14 October</u>

							2021 .
16	05-12-19	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: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2023		An update was included in the Business Bulletin for Committee on 31 March 2022 . Committee agreed to keep this action open for a further update to be provided.
Page 39 17	27-02-20	Edinburgh Low Emission Zone - regulations and guidance consultation response and programme update	To agree that the 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.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		The Revised Air Quality Action Plan will be considered at Committee in October. An update on LEZ is included in the Business Bulletin on 18 August 2022 .
18	12-11-20	Motion by Councillor Miller Cyclist Fatality (See Agenda)	Asks officers to review the provision of safe routes for people travelling by bike through this junction.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	March 2023		Update included in the Business Bulletin for Committee on 18 August 2022

							Previous updates: 31 March 2022 27 January 2022 22 April 2021 14 October 2021
19	28-01-21	Strategic Review of Parking – Results Phase 1 Consultation and General Update	Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	June 2023		
20	19-02-21	City Mobility Plan	Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Autumn 2023		Update was provided to Committee in October 2021. Review cycle has major review scheduled for Autumn 2023
21	22-04-21	Business Bulletin – Climate Risk Assessment	To agree to provide a briefing note how on well the Council are to	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	December 2022		Climate risk assessment is underway and is expected to be reported to

			undertake the climate risk assessment.	.gov.uk			Policy and Sustainability Committee later in the year.
22	22-04-21	Delivery of the Road Safety Improvements Programme	Agrees that a status update on the speed reduction measures delivered under 4.11 should be provided by way of a members' briefing within the next six months.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	October 2022		A report on the Road Safety Action Plan is planned for October 2022.
23	22-04-21	Wardie Bay and Beach - Response to Motion	Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a management agreement, lease, or similar agreement enabling the Council to take on responsibility for the management and development required to support the bathing designation of Wardie Bay. The outcome of these discussions should be reported back to Committee within three cycles	Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk	October 2022		Previous updates 31 March 2022 11 November 2021
24	22-04-21	Communal Bin Review Update	2) Note the intention to review 'Bring Sites' and agrees that any proposal to remove specific bring sites	Executive Director of Place Lead Officer: Andy Williams	Summer 2022		Recommended for closure At present there are no proposals to remove

			should be subject to a decision by the committee	andy.williams@edinburgh.gov.uk			specific bring sites. Should a site or sites become problematic, and approval required for removal, these will be presented to Committee.
25	17-06-21	Potential Retention of Spaces for People Measures	Requests that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	On-going		Officers review information from the Council's Public Health team regularly with regard to infection modeling in respect of TTRO retention. Proposals for transition to Experimental Orders are included in the Active Travel Measures – Travelling Safely Update on 18 August 2022.
26	17-06-21	Petition for consideration -	To agree that a report on the issues raised by the	Executive Director of Place	Winter 2022/23		31 March 2022 An update was

		<u>Pedestrianise Elm Row</u>	petitioner and by the Committee would be brought back to Committee.	Lead Officer: Gavin Brown <u>gavin.brown@edinburgh.gov.uk</u>			included in the Business Bulletin on <u>31 March 2022</u> .
27	17-06-21	<u>City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update</u>	2) Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	December 2022		It is proposed to report back to Committee on this project as part of a review of active travel investment to be conducted as part of, or following, the approval of a new Active Travel Action Plan for consultation in December 2022
28	17-06-21	<u>Cammo Road – Trial Vehicle Prohibition (Road Closure)</u>	Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.	Executive Director of Place Lead Officer: Dave Sinclair <u>dave.sinclair@edinburgh.gov.uk</u>	September 2022		The draft ETRO has been prepared. Local network review to be undertaken to consider impact of trial closure against other local roadworks or road closures.

29	17-06-21	Funding Third Sector Delivery Partner: Changeworks Resources for Life	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	By December 2022		Officers are continuing to investigate options for reusing items. Over the course of 2022, re-use containers will be reintroduced at HWRCs for donations. Options to reuse items which have been collected as bulky uplifts are also being investigated.
30	17-06-21	Motion by Councillor Miller Vision Zero (See Agenda)	Notes the decision agreed unanimously at a meeting of full council on 25 August 2020 to request that all reasonable action is taken to continue to improve road safety for cyclists including that a new Edinburgh 'Vision Zero' Road Safety Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads -	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	October 2022		The Road Safety Action Plan is currently being developed and will be reported to Committee in October 2022. Previous updates 27 January 2022 . 11 November

			<p>is developed to replace the existing plan and is reported to the Transport & Environment Committee.</p> <p>Recognises that there should be a two-step process to creating a new Vision Zero Road Safety Plan for Edinburgh and requests that officers return to the November Transport and Environment Committee with an updated draft plan or overview following partnership working with stakeholders and elected members. This to be followed by the finalised Road Safety Plan in spring 2022.</p>				2021
31	19-08-21	Active Travel Measures - Travelling Safely (Formerly Spaces for People)	To ask for a briefing to Transport spokespersons and Councillor Cameron on actions being taken in regard to cycle training.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Autumn 2022		This will be arranged for early Autumn.
32	19-08-21	George Street and First New Town - Final Concept Design	To agree that details of the consultants who had been engaged by the Council would be shared with members.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	March 2022	June 2022	Recommended for closure Ward Councillors were briefed in June

		and Operational Plan Update					2022
33	14-10-21 Council Minutes 15.10.20	Rolling Actions Log – Maintenance of Cycle and Footpaths	1) To include the actions from the Green Amendment in the Rolling Actions Log that was referred from Council to Transport and Environment Committee on maintenance of cycle and foot paths (see hyperlink, motion by Cllr Webber approved with Green Amendment at Council on 15 October 2020).	Executive Director of Place Lead Officer: Andy Williams Andy.williams@edinburgh.gov.uk	By December 2022		An update was included in the Business Bulletin for Committee on 27 January 2022 .
34	14-10-21	Petition for consideration: Resurfacing particularly noisy cobbled streets - Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue	1) To agree to request a report on the issues raised by the petitioner and the Committee. 2) To agree to take any other appropriate action.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	August 2022	August 2022	Recommended for closure An update is provided in the Business Bulletin for Committee on 18 August 2022.
35	28-10-2021	Motion by Councillor Neil	Engage with NSL to discuss the potential for vehicle	Executive Director of Place	October 2022		31 March 2022 An update was

	(Council)	Ross – Engine Idling <u>(See agenda)</u>	<p>emission enforcement by parking attendants, in particular:</p> <ul style="list-style-type: none"> • The issue of appropriately worded leaflets to remind drivers whose engines are idling of their legal obligation to switch off the engine when parked; • Where a driver refuses to co-operate, the issue a Fixed Penalty Notice of £20; and <p>To report on the result of the discussions within two cycles to the Transport and Environment Committee</p>	Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk			included in the Business Bulletin on 31 March 2022 .
36	11-11-21	<u>Active Travel Measures – Travelling Safely Updates</u>	To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Spring 2023		A report on Active Travel Measures – Travelling Safely is presented to Committee on 18 August 2022. If the recommendations in this report are approved, this will form part of the monitoring

							strategy following implementation.
37	11-11-21	City Mobility Plan – Citywide Mode Share Targets	To recognise the complexity of establishing individual mode share targets and committed to working with key stakeholder groups such as Living Streets and Spokes to review and refine individual mode share targets which would support the shift towards sustainable transport. To be reported to Transport and Environment Committee by March 2022.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Summer 2022	August 2022	Recommended for closure An update is included in the Business bulletin for Committee on 18 August 2022. 31 March 2022 An update was included in the Business Bulletin on 31 March 2022 .
38	11-11-21	Motion by Councillor Lang – Edinburgh Recycling Centres (See agenda)	Outstanding action: To request that the report also provided officer recommendations on whether the system should be retained for Committee decision.	Executive Director of Place Lead Officer: Andy Williams Andy.williams@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure This report was considered by Committee on 31 March 2022.
39	11-11-21	Rolling Actions Log – Use of Camera Footage	To explore opportunities to keep dialogue open between safety partners on	Executive Director of Place Lead Officer: Daisy Narayanan	October 2022		Ongoing dialogue with partners. To be reported on as

			the use of camera footage.	daisy.narayanan@edinburgh.gov.uk			part of the Road Safety Action Plan
40	11-11-21	Business Bulletin – Golden Acre Steps	To agree that officers would carry out an inspection and fix the broken step at Golden Acre Steps as appropriate.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	June 2022	June 2022	Recommended for closure The steps were repaired in June 2022.
Page 49		Business Bulletin – Road Crossings	To provide an update on road crossings and when they will be completed to a future Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Summer 2022	August 2022	Recommended for closure Report included on the agenda for Committee on 18 August 2022.
		Business Bulletin – Wardie Bay	To provide an update on the Wardie Bay and assurance that the date of completion will be upheld.	Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure An update was included in the Business Bulletin on 31 March 2022 .
		Business Bulletin – ETRO Process	To provide an update after consultation with the Scottish Government on the ETRO process.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Summer 2022	January 2022	Recommended for closure An update on the impact of changes to the ETRO process

							was included in the Business Bulletin for Committee on 27 January 2022
		Business Bulletin – Low Emission Zone	To provide and update on the Low Emission Zone.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure A report was considered by Committee on 31 March 2022.
41 Page 50	11-11-21	Edinburgh Cycle Hire Scheme – Future Delivery and Interim Community Initiatives	To agree to the establishment of a project team to take forward a detailed assessment of proposed objectives for a new scheme in the medium to long term, with the outcome being reported to Committee as early as possible. To approve funding to support the short-term mitigating measures, as detailed in paragraph 4.14 of the report.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		It is proposed to report back to Committee on this project in December 2022. The report will cover options for a future cycle hire scheme for the city as well as an update on short to medium term mitigating.
42	11-11-21	Waste and Cleansing Services	To request a report within three cycles which detailed the extent of the problem,	Executive Director of Place Lead Officer: Andy	October 2022		31 March 2022 Update report on Q3 performance

		Performance Update	identifying hotspots and to make clear what options were available to deal with this problem, including the bulky household uplift service.	Williams Andy.williams@edinburgh.gov.uk			submitted to Committee on 31 March 2022.
43	Council 25-11-21	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets <u>(See agenda)</u>	<p>Extract of the motion:</p> <p>To request that the Convener of the Transport and Environment write to the Scottish Government ministers responsible for Transport and Active Travel to:</p> <ul style="list-style-type: none"> - highlight the benefits to pedestrians of zebra markings for side streets; - ask for authorisation, if necessary in conjunction with the UK Government, for the Council to implement zebra markings for side streets; and - report to the Transport and Environment Committee within two cycles to provide details of the correspondence with the Minister, including the response received from 	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure A report was considered by Committee on 31 March 2022.

			<p>the Minister and details of any progress made.</p> <p>To request that officers investigate the potential to set up a trial of zebra markings on side streets in Edinburgh, learning from the trials in Manchester and Aarhus. Suitable trial locations should be identified by taking into account other planned road changes and related aspects of the City Mobility Plan, with engagement with local Ward Councillors and Community Councils. This report should be prepared with the intent of returning to the Transport and Environment Committee within two cycles (March 2022) setting out the possibilities for positive action on this topic.</p>				
44	Council 16-12-21	Motion by Councillor Burgess – Household Recycling Charter	<p>Extract of the motion:</p> <p>To recognise that these commitments and the actions to achieve them were in line with Council ambitions for household</p>	<p>Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk</p>	March 2022	March 2022	<p>Recommended for closure</p> <p>A report was considered by Committee on 31 March 2022.</p>

		(See Agenda)	recycling but that there were aspects of the Charter, as outlined in 4(iv), that could be difficult to implement in Edinburgh, notably the need to increase the number of bins each household receiving kerbside collections would require, but to request a short report outlining those challenges to the Transport and Environment Committee within two cycles. This should include a recommendation on whether the Council should sign the Charter and what the implications would be for the services it currently provided to residents, as well as a clear indication of how it already met the objectives of the Charter.				
45	Council 16-12-21	Motion by Councillor Howie – Cameron Toll Bridge Strikes (See Agenda)	Extract of the motion: To agree to request information from Police Scotland and Network Rail identifying any Council actions that could help mitigate the potential for	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	September 2022	August 2022	Recommended for Closure An updated is included in the Business Bulletin on this agenda.

			instances like this and report back to Transport and Environment Committee, as appropriate with any updated information or further actions the Council could take while retaining the essential objective of no more bridge strikes and, therefore, preventing casualties.				
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Page 54	27-01-22	Business Bulletin – Communal Bin Review	<p>Open Actions:</p> <p>2) To circulate a written follow up from Parks on Temporary Public Convenience Measures</p> <p>3) To provide a briefing note on additional compact sweeper; to provide information on why the strip of paths being cleared is 1m rather than 2m strip and to provide a briefing on the timescale of maintenance to Committee in relation to Maintenance of Paths and Cycleways</p>	<p>Executive Director of Place Lead Officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p>	<p>February 2022</p> <p>December 2022</p>		<p>Recommended for closure – actions 2 and 4</p> <p>Action 2 was superseded by additional funding allocated for financial year 2022/23.</p> <p>For action 4 - signage has been removed where it has been identified.</p>
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			4) To remove signage of public toilets that are no longer in use.				
47	27-01-22	<u>Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone</u>	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	October 2022		This will be incorporated into the School Travel Plan Review update in October 2022.
48	27-01-22	<u>Rolling Actions Log – Strategic Review of Parking Consultation and Timescales and Trial Closure of Cammo Road</u>	1) To provide a briefing note on the consultation and timescales to Committee on the Strategic Review of Parking.	Executive Director of Place Lead Officer: Gavin Brown <u>Gavin.brown@edinburgh.gov.uk</u>	Summer 2022	August 2022	Recommended for closure An update on the timescales for the Strategic Review of Parking is included on the agenda for Committee on 18 August 2022.

			2) To provide a briefing note on the Trial Closure of Cammo Road explaining why this may be delayed to summer 2022.	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure 31 March 2022 An update was included in the Business Bulletin on 31 March 2022 .
49	27-01-22	Low Emission Zone – Carbon Impact	<p>To agree to proceed with the Scheme and to publish it for a period of 28-days as per statutory requirements.</p> <p>To approve further design and delivery of the Scheme, including its Network Management Strategy, to meet the national timeline agreed between the four cities and the Scottish Government.</p> <p>To thank the Preston Street Primary School community for their engagement and input into the Low Emission Zone designs, welcomes the suggested measures proposed by the community and agrees that officers put in place traffic level and air quality monitoring around the school and consider how</p>	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	April 2022	June 2022	Recommended for closure Following a meeting with local elected members and representatives of the parent council from Preston Street Primary School on 9 March 2022, a briefing note was circulated to committee members and ward Councilors in April 2022. The city centre LEZ was approved by Scottish

			<p>the following could be applied.</p> <p>To request a members' briefing as soon as possible and agree to bring a report to Committee once significant progress had been made.</p>				<p>Ministers on 19 May 2022 and was introduced on 31 May 2022.</p> <p>Enforcement will start on 1 June 2024, following a two-year grace period for all</p>
50	27-01-22	Kirkliston Junction Reconfiguration	<p>To note the intention to undertake journey time assessments before and after the implementation of the improvements works and agrees this comparison data should be made available to the Committee by way of a business bulletin update once available.</p>	<p>Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk</p>	June 2023		<p>Detailed designs for the new signal system are still to be submitted for approval and therefore installation is currently expected early 2023.</p> <p>Monitoring will be undertaken once installation is complete.</p>
51	27-01-22	Progress Report on the 'Vision for Water Management' and Operational	<p>Open actions only:</p> <p>To ask the Executive Director of Place to prepare a gully recovery programme</p>	<p>Executive Director of Place Lead Officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk</p>	Spring 2023		<p>A Business Bulletin update will be prepared for Committee in December, with</p>

Management of Roads Drainage Infrastructure

that identified the organisation and resources required to deliver an efficient proactive and reactive maintenance regime to minimise flooding risks due to any gully issues within the control of this Council.

To agree that officers would provide an update on the outcome of discussions with heritage and planning colleagues on planning permission required for conservation area and heritage properties to make them watertight.

To agree that officers would look at improving communications to residents.

For clarity, expects the dedicated multi-disciplinary in-house approach to include provision for regular road / gutter clearing, to minimise the build-up of any detritus that might restrict the efficiency / effectiveness of the drainage networks

a more substantive update in 2023.



			<p>that support our pavements, paths or roads.</p> <p>Expects that costed options to achieve the above would be available to inform the 2022/23 budget debate.</p> <p>To require a follow-up report, less this important topic be lost, to this Committee (or any successor Committee) following the formation of a new Council after the forthcoming local elections and in light of any new budget provisions.</p>				
52	27-01-22	Place Directorate Internal Audit Actions	To agree to receive a report at the next Committee meeting detailing any further recently closed actions and setting out in detail how any remaining actions could be closed before the end of April 2022; Committee notes there were seven actions still open.	Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	March 2022	March 2022	Recommended for closure This was included in an update report for Committee on 31 March 2022.
53	27-01-22	Emergency Motion by Councillor Burgess –	Extract of the motion: Requests that in the meantime, while a permanent closure is	Executive Director of Place Lead Officer: Daisy Narayanan	March 2022	1 April 2022	Recommended for closure Following a meeting with

		<p>Sciennes Primary Playground on Sciennes Road</p>	<p>investigated, that all practical measures are taken to make the temporary, partial closure safe and secure for children, including signage and road painting as previously agreed, and also exploring closing the road to pedestrians and cyclists during the use of the play area during school time.</p> <p>Requests that appropriate Council officers meet with ward councillors and parent council representatives as soon as possible to progress this matter and that a members' briefing is provided to this Committee and ward councillors by the end of March.</p>	<p>daisy.narayanan@edinburgh.gov.uk</p>			<p>Elected Members and representatives of the Parent Council on 23 February 2022, a briefing note was circulated on 1 April 2022.</p>
54	<p>Council 17-03-22</p>	<p>Motion by Councillor Staniforth – Updating the Taxicard Scheme <u>(See agenda)</u></p>	<p>Extract of the motion: Notes the engagement and consultation with stakeholders already planned as part of the review of the Taxicard service and that recommendations relating to this review will be reported</p>	<p>Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk</p>	<p>Spring 2023</p>		

			<p>to Transport and Environment Committee in Spring 2023.</p> <p>Agrees that briefings will be provided by officers to parties as part of the next budget process on options for consideration.</p>				
55	Council 17-03-22	<p>Motion by Councillor Douglas – Review of Stadium Parking</p> <p>(See agenda)</p>	<p>Extract of the motion:</p> <p>Calls for the next report from officers on the Strategic Review of Parking to include comment on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events, in advance of implementation of changes to car parking.</p>	<p>Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk</p>	December 2022		
56	31-03-22	<p>Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller</p> <p>(see agenda)</p>	<p>Extract of the motion:</p> <p>Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	October 2022		This will be included in an update on the School Travel Plan Review.

57	31.03.22	Deputation – Keep Morningside Moving – Closure of Whitehouse Loan	To agree to an update being submitted to the meeting of the Transport and Environment Committee in August 2022 on the issues raised by the deputation in their written submission.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	August 2022	August 2022	Recommended for Closure This was included within the Active Travel Measures – Travelling Safely Update for Committee on 18 August 2022 .
Page 62	31.03.22	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets	To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network. To agree that an update report be provided to Committee in six months on the outcomes of the study.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	October 2022		
58	Council 30-06-22	Motion By Councillor Whyte - Cleaning Up Edinburgh (See agenda)	Extract of the motion: To agree to openly and transparently scrutinise the delivery of these services as part of biannual reports to the Transport and Environment Committee. To agree for a report to be	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	December 2022		

			<p>provided to the Transport and Environment Committee by the end of 2022 providing details of impactful and deliverable actions that could be implemented to improve the cleanliness and upkeep of our public realm along with costings to allow the necessary budget implications to be considered by the Council.</p> <p>To therefore call for the report to be provided to the Transport and Environment Committee by October 6th, providing an update on the delivery of the Communal Bin Review, including providing options for further actions to move locations where local elected members engaging with the community can identify an alternative location that meets service needs.</p>		October 2022		
59	Council 30-06-22	Motion By Councillor Whyte – Restoring a Bus Service for	<p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles</p>	<p>Executive Director of Place</p> <p>Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	December 2022		

Willowbrae/Lady Nairn
(See agenda)

detailing the subsidy required to restore a bus service to the Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought. The report should explore alternatives to a traditional bus service through the use of suitable smaller vehicles by a traditional bus operator or the use of Community Transport provider. Flexibility in service structure should be used to ensure an appropriate transport service for those who most need it in the area and provide a solution to ensure a necessary social transport solution even if traditional provision proves difficult to fund.

Council therefore calls for officers to provide a report to the Transport and Environment Committee in two cycles as per the decisions of committee on 27 February 2020, and contextualising this within a

			wider review of community requirements for supported bus services across Edinburgh, considering alternative models of provision including demand responsive transport and community transport noting recent schemes in the SEStran area, and providing financial information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals.				
	Council 30-06-22	Motion by Councillor Booth - Rainbow Bridge / Lindsay Road Bridge <u>(See agenda)</u>	Extract of the motion: Therefore agrees that a report will be presented to the meeting of Transport and Environment Committee, in October 2022, outlining options for the future of the bridge, which should include, but not be limited to, the option of an 'intermediate solution' of partial infilling of the very corroded middle span, which may allow the bridge to continue to be used for	Executive Director of Place Lead Officer: Stephen Knox stephen.knox@edinburgh.gov.uk	October 2022		

			walking, wheeling and cycling, and may also allow its continued use as an outside hospitality area.				
61	Council 30-06-22	Motion by Councillor Macinnes - Accessibility Commission <u>(See agenda)</u>	<p>Extract of the motion:</p> <p>To agree that a report be presented to the Transport and Environment Committee within two cycles, setting out how the Council's engagement with the Edinburgh Access Panel could be strengthened and how the panel's role in shaping Council decisions could be improved</p> <p>To agree that officers should, ahead of the committee's consideration of this report, facilitate a round table meeting so all members of the new Transport and Environment Committee could meet with representatives of the Edinburgh Access Panel to better understand priorities and the improvements which could be delivered in the short term to improve accessibility across the city.</p>	Executive Director of Place Lead officer: Alison Coburn Alison.coburn@edinburgh.gov.uk	February 2023		

			To agree that, as part of the Transport and Environment Committee work plan, there should be an annual accessibility report, detailing the steps taken by the Council over the preceding 12 months to address accessibility issues and setting out the key priorities and additional actions to be taken for the year to come.				
62 Page 67	Council 30-06-22	Motion by Councillor Macinnes – Workplace Parking Levy (See agenda)	<p>Extract of the motion:</p> <p>To request that an update report on the work to date on an Edinburgh Workplace Parking Levy should be brought to the Transport and Environment Committee for detailed scrutiny within two cycles; and that this report should include an updated position on: the Scottish Government legislation progress, appropriate options on which workplaces should be considered, what appropriate exemptions might be necessary, how we could encourage employers</p>	<p>Executive Director of Place Lead officer: Gareth Dixon Gareth.dixon@edinburgh.gov.uk</p>	December 2022		

			and workers to shift to sustainable means of travel and how revenues raised could be reserved to directly invest in continued improvements to the transport network.”				
63	Council 30-06-22	Motion by Councillor Booth – Bus Lane Hours <u>(See agenda)</u>	<p>Extract of the motion:</p> <p>To agree that a report on 7/7/7 bus lane operation should be provided to the October 2022 Transport and Environment Committee for a decision. This should propose a clear timeline for universal 7/7/7 operation.</p> <p>To agree that Transport and Environment Committee members should meet with representatives of Lothian Buses (and other providers) and Edinburgh Bus Users Group to discuss any concerns they may have with respect to bus lane management, protection and enforcement, and share details of opportunities for expanding the bus lane network.</p> <p>To agree that this workshop</p>	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2022		

			should inform the development of the Public Transport Action Plan which should come to the Transport and Environment Committee at the turn of the year.				
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Business bulletin

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Dean of Guild, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convenor)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor Macinnes Councillor Miller Councillor Munro Councillor Work	Alison Coburn Operations Manager Martin Scott Committee Services Taylor Ward Committee Services

Recent news	Background
<p>Learmonth Terrace – Setted Streets</p> <p>At this Committee’s meeting on 14 October 2021 a petition report was presented on “Resurfacing Particularly Noisy Cobbled Streets – Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue”.</p> <p>Setted Streets in conservation areas are protected as part of the Council’s Strategy for Setted Streets. Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue do not currently feature on a programme of capital renewals.</p> <p>The most recent speed survey results for both Dean Park Crescent and Comely Bank Avenue are within normal tolerance and therefore do not justify additional road safety measures:</p> <ul style="list-style-type: none"> • Dean Park Crescent, between Comely Bank Avenue and Ann Street on 28 March to 3 April 2019 - an average speed of 19.3mph was recorded. • Comely Bank Avenue, between Comely Bank Terrace and Learmonth Gardens on 14 March to 20 March 2020 - an average speed of 23mph was recorded. <p>In the latest available three year period (to the end of May 2021) there was no pattern of personal injury collisions</p>	<p>For further information contact:</p> <p>Sean Gilchrist, Transport Manager (Asset and Performance)</p> <p>Wards Affected: Ward 5 - Inverleith</p>

reported to the Police at Learmonth Terrace, Dean Park Crescent or Comely Bank Avenue.

It was agreed at Committee that noise monitoring should be carried out on the streets to determine the street noise levels.

Initial noise monitoring was carried out by the Council's Noise Team on 4 November 2021 outside 1 Learmonth Terrace and 89 Comely Bank Avenue. Unfortunately, the results received were insufficient to accurately determine the noise levels as the measurements were only taken over a 45 minute period.

An external acoustic consultant (Robert Mackenzie Partnership) was appointed to undertake measurements of road traffic noise. Unattended measurements were undertaken over a 24 hour period between 31 March 2022 and 1 April 2022. The road traffic measurements were carried out, insofar as was practicable, in accordance with The Department of Transport's guidance document "Calculation of Road Traffic Noise" 1988 (CRTN).

Measurements were recorded at Learmonth Terrace and Comely Bank Avenue

The measurement results shown in Table 1 for Learmonth Terrace and Table 2 for Comely Bank Avenue are presented as the 'A' weighted equivalent continuous sound level, L_{Aeq} (a logarithmic average over the measurement duration).

Table 1

Measurement Period	Start	Duration	L_{Aeq} , dB
Daytime	0700	16hrs	72
Night-time	2300	8hrs	63

Table 2

Measurement Period	Start	Duration	L_{Aeq} , dB
Daytime	0700	16hrs	70
Nigh-time	2300	8hrs	60

In the absence of more appropriate standards, comparable guidance is contained in the Noise Insulation Regulations 1975 which has a qualifying limit of a minimum of 1dB above L_{10} (18-hour) of 68dB(A). Night-time levels for both locations fall below this guidance.

Taking into consideration the noise calculations, traffic speed surveys and collision history there are no proposals

to carry out any capital renewals or introduce speed calming measures.

Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue will continue to be inspected in line with “The Risk-Based Approach to Safety Inspections” and repairs carried out to any recorded defects.

Great British Railway Headquarters

On 15 March 2022, the City of Edinburgh Council submitted an expression of interest in becoming the national headquarters for Great British Railways.

On 5 July 2022, officers were advised that this application had been unsuccessful shortly before the shortlist was announced. Of the 42 towns and cities which put forward applications, six were shortlisted: Birmingham, Crewe, Derby, Doncaster, Newcastle-upon-Tyne, and York.

Although the application was unsuccessful in being shortlisted, the Great British Railways Transition Team and the Department for Transport recognised the effort which had gone into the application and confirmed that they would share feedback with the Council on the application in due course. The expression of interest will also be publicly shared at the end of the competition.

It is anticipated that Great British Railways may also establish regional headquarters. Council officers will continue to monitor this and will progress any opportunities which arise.

For further information contact:

[Kyle Drummond](#),
Programme Development Officer

Wards affected - All

Corstorphine Connections Low Traffic Neighbourhood - Experimental Traffic Regulation Order and Trial Update

Implementation of the trial Low Traffic Neighbourhood in Corstorphine, as approved by the Committee on [19 August 2021](#), was expected to commence during August or September 2022 subject to a successful tendering process for a construction contractor. Procurement for delivery of the trial scheme has progressed but has taken longer than expected due to challenging market conditions with framework rates no longer fully reflecting market costs. This has resulted in only one tender return and additional time is required to ensure best value for the Council. Consequently, the earliest start date on site is now expected to be delayed by around a month, which means a late August/early September implementation date.

For further information contact:

[Daisy Narayanan](#), Head of Placemaking and Mobility

Wards Affected: 6 - Corstorphine/Murrayfield

However, in the meantime, works will be progressed with the school entrances improvements; cutting back overgrown hedges on Manse Road; and setting up the bus gate infrastructure on Manse Road in readiness for the start of the LTN trial. These are under separate contracts, so have not been subject to the delay.

Ward councillors, Corstorphine Community Council and the Council's webpage timeline will continue to be updated on progress.

The trial is being implemented under an Experimental Traffic Regulation Order, for which the statutory process includes a six month public consultation process following implementation. The outcomes of this will be reported to the Committee once the consultation process and the subsequent analysis of feedback is complete.

The impacts of the trial will continue to be monitored throughout the trial period, and an update on the monitoring will be provided to Committee with the consultation feedback.

Leith Connections Low Traffic Neighbourhood - Experimental Traffic Regulation Order and Trial Update

Implementation of the trial Low Traffic Neighbourhood in Leith, as approved by the Committee on [19 August 2021](#), is proposed to commence following completion of the Trams to Newhaven works at the Foot of the Walk during Autumn 2022.

Measures to form the low traffic neighbourhood to the west of Tolbooth Wynd will be introduced under Traffic Orders associated with the Foot of the Walk to Ocean Terminal active travel route (Phase 1A of the Leith Connections project). A report will be brought to the October 2022 committee, following the public advertising of the Traffic Orders.

Measures for Tolbooth Wynd and areas to the east will be implemented under an Experimental Traffic Regulation Order, for which the statutory process includes a 6 month public consultation following implementation. The outcomes of this will be reported to the Committee once the consultation process and the subsequent analysis of feedback is complete.

For further information contact:

[Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected:

13 – Leith

Monitoring of the impacts of the trial will be undertaken and information on this will also be included in the above report.

Petition on Station Road, Ratho Station

A motion entitled Petition on Station Road, Ratho Station was approved by the Committee on [31 March 2022](#). The motion referred to a petition submitted by the Newbridge and Ratho Residents' Association, calling for the introduction of a traffic restriction to stop heavy goods vehicles coming through Ratho Station and passing by Hillwood Primary School.

The motion called for officers to engage with ward Councillors, following the Council elections, and with the Residents' Association on the issues raised and to provide an update to the next meeting of the Committee.

The Road Safety Team is carrying out a School Travel Plan Review across all 141 schools in the city by cluster. This is due for completion in early 2024. The aim of the review is to develop a five year Action Plan with parents, children and schools to make the routes and streets surrounding each school safer and to encourage more active travel to school.

The initial stage of the Review process is to undertake a school travel survey. The survey for Hillwood Primary School was undertaken in June 2022, as part of the Travel Plan Review for the Craigmount High School cluster.

The data collected has been analysed over the school summer holiday period and work will commence in the new school term with the children, school and Parent Council to develop and agree a new School Travel Plan. Council officers will then engage with local members, the Community Council and the Residents' Association over the implementation of the proposals set out in the new Plan.

Implementation of a full-time prohibition on the use of Station Road by heavy goods vehicles is likely to prove problematic, as the road provides the sole access to several businesses at its southern end and the only alternative access for businesses in the nearby Lochend Industrial Estate is via Cliftonhall Road, on the far side of Newbridge Junction. Such a restriction could therefore

For further information contact:

[Stacey Monteith-Skelton](#)
Senior Engineer (Road Safety)
Place

Wards Affected: 1 - Almond

cause significant operational issues for some of these businesses.

However, there might be potential to introduce a School Streets scheme on Station Road, which would restrict access for most vehicles during the periods when pupils are travelling to and from school.

It is intended to report to Committee on the progress of the School Travel Plan Review in October 2022 and this will include an update on the preparation of the School Travel Plan for Hillwood Primary.

Short, Medium and Long Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

On [14 October 2021](#), Committee approved the implementation of short term improvements to safety for vulnerable road users, while noting work had commenced on developing more substantive, medium term improvements and that longer term improvements will be considered as part of the citywide review of vulnerable road user safety at major junctions.

An update was provided on [27 January 2022](#), following an unsuccessful attempt in December 2021 to procure a contractor to undertake the short term improvements. This was followed by a further update on [31 March 2022](#).

A second procurement process took place in spring 2022, resulting in the award of a contract to J Sives Ltd in early June. Work commenced on site on 8 August 2022 and is expected to be complete by early September.

In addition to the improvements that will be made at the junction itself, the contract also includes measures to encourage lower traffic speeds on Northfield Broadway, which will form part of a signed diversion route being put in place as part of the works, and minor improvements along the Fishwives Causeway QuietRoute, to increase its attractiveness as an alternative route for walking, wheeling and cycling.

Work to develop a design for medium term improvements is continuing, in consultation with key stakeholder organisations and local elected members. It is intended that this design should be future proofed, such that the improvements could be incorporated into more extensive longer term changes in the future, with minimal need for

For further information contact: [Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected:

14 - Craigentiny/
Duddingston

17 - Portobello/
Craigmillar

change. It is anticipated that this design work will be complete by spring 2023, with the aim of delivering the medium term improvements in late summer/early autumn.

Smarter Choices, Smarter Places

The Council has been running annual programmes of behaviour change initiatives, to encourage the uptake of active and sustainable travel and reduce single car occupancy trips, each year since 2015. These are externally funded by the Smarter Choices, Smarter Places (SCSP) grant, which is a Paths for All active and sustainable travel behaviour change programme.

The SCSP programme in Edinburgh is intended to complement the Council's investments in improving infrastructure for walking and cycling, as well as promoting other sustainable modes of transport e.g. public transport and shared transport options.

Information on the 2022/23 programme was provided to Committee on [27 January 2022](#), as part of the Business Bulletin, to coincide with the submission of the funding bid. This Bulletin provides an update on programme outcomes for 2021/22.

SCSP funding is revenue funding, which is allocated to Local Authorities across Scotland, based on population size. The Council was able to utilise the vast majority of its allocation of grant-funding of £455,000; with expenditure of £447,000 incurred. The Council is required to provide 50% match funding for this grant. As in previous years, this was provided from the Capital footways renewal programme.

Key achievements:

Two of the Council's SCSP 2021/22 projects were recognised at the recent [National Active Travel Conference](#): "Taking Steps to Better Health", involving social/green prescription in Pilton, and "Pedal and Thrive", which offers cycle confidence training primarily to women from ethnic minority backgrounds in Wester Hailes.

Most projects involved direct community engagement, and officers are making the most of opportunities now that in-person events are taking place again.

Most notably, events have taken place to engage with businesses and communities around Roseburn, in parallel

For further information contact:

[Daisy Narayanan](#), Head of Placemaking and Mobility

Wards Affected: All

with the ongoing construction of the City Centre West to East Link.

Funding has also been utilised over the course of the year to create a range of communications elements to bring the Council's visions, as set out in the City Mobility Plan, to life.

The Council's Business Plan has been at the heart of project planning throughout and will continue to be so in the delivery of the 2022/23 programme, which will be ongoing until March 2023.

Motion by Councillor Howie, Cameron Toll Bridge strikes Update

In response to recent bridge strikes at Cameron Toll, and an adjusted motion from the Council meeting on [16 December 2021](#), on 20 January 2022, Council officers met with Police Scotland and Network Rail to discuss the factors contributing to bridge strikes at Cameron Toll and what measures can be incorporated to reduce the risk of further strikes.

During the meeting, Police Scotland reported on two recent (September and November 2021) bridge strikes at Cameron Toll. These are summarised below:-

1. Vehicle approaching from Niddrie along Peffermill Road, heading to Prestonfield Industrial Estate on 16/09/21 at 14:45 overshot the entrance to the industrial estate and subsequently decided to double back via the Cameron Toll Roundabout. Upon entering the roundabout the vehicle struck Cameron Toll Railway Bridge. The vehicle was 'set' higher than the bridge height. Incident suspected to be as a result of driver error. Foliage noted at the Overheight Vehicle Detector (OVD) system positioned on Peffermill Road.
2. HGV approached Cameron Toll 16/11/21 at 07:00. Vehicle struck Cameron Toll Railway Bridge and rolled onto its side onto carriageway and footpath. Road closed for several hours. Incident suspected to be as a result of driver error.

Police Scotland mentioned that the appropriate signage was properly installed and that there was no indication that excess vehicle speed contributed to these incidents.

To prevent future bridge strikes the following suggestions were made:

For further information contact:

[Stephen Knox](#), Transport Manager - Structures & Flood Prevention

Wards Affected: All

- Upgrade low-height bridge signage from advisory to mandatory around the city, where appropriate.
- Maintain the existing signage, such as replacing defective signs and clearing any obstructions such as overhanging vegetation.
- Consider speed surveys if any future incidents are due to suspected speeding.
- Improve the reliability of the existing OVD system throughout the city.

Whilst reducing bridge strikes to zero is not possible without major intervention works, the following two projects are ongoing to reduce the probability of such strikes:

Signage Upgrade

- Digital laser scans have been completed at all 56 low bridge sites around the city.
- Revised signage designs have been completed for over 40 locations.
- Two locations have been installed and another ten are in progress.
- Street lighting designs are ongoing for locations which require new lighting.
- Officers are liaising with Network Rail in relation to legal agreements for works on Network Rail structures.
- Revenue budget is available for signage installation over 2022/23 and 2023/24 financial years.

Improvement/replacement of OVD system

- Council officers have approached the market for a suitable replacement system, but suppliers are limited due to the specialist nature of the equipment.
- Further market research is ongoing to find a suitable system and supplier.
- Replacement cost for the six OVD sites in Edinburgh is estimated at £250,000. This will be subject to refinement during design however budget is not currently available for replacement.
- It is not intended to increase the number of sites with equipment in place.

City Mobility Plan - Mode Share Targets Update

On [11 November 2021](#), Committee approved a citywide target to reduce car kilometres (kms) by 30% by 2030. The target establishes a higher level of ambition for Edinburgh compared to the Scottish Government's target of 20%. This is in recognition of the city's urban context, existing connectivity, the delivery of actions within the [City Mobility Plan](#) (CMP), and the commitment to achieving net zero carbon by 2030.

Mode share targets were also presented for walking, cycling and public transport, which were not approved. Committee acknowledged the complexity of this work and asked officers to engage with key stakeholder groups such as Living Streets and Spokes, to review and refine the approach.

A representative stakeholder group was established in December 2021 comprising Living Streets, Spokes, Sustrans, Confederation of Passenger Transport and Edinburgh Bus Users Group. A Business Bulletin update was presented to Committee on [31 March 2022](#) setting out the group's emerging views and further work needed. This process has now concluded and consensus on a preferred approach reached. This is summarised as follows:

- 30% reduction in car kms target is supported by stakeholders as it will direct investment to collectively facilitate a significant shift towards the use of the most sustainable travel modes (walking, cycling and public transport). It will also support actions to reduce the need to travel and distances travelled.
- Individual mode share targets for walking, cycling and public transport are not supported by stakeholders because this would create undue competition and potentially adversely influence investment levels rather than adopting a more holistic approach, as is provided by the overarching 30% reduction in car kms target.

The approach for setting an overarching single target of 30% reduction in car kms without individual mode share targets is consistent with the national and emerging regional policy approach. Glasgow has adopted the same approach in their newly approved Local Transport Strategy (2022), and London similarly does not set individual mode

[Ruth White](#), Acting Team Manager

Wards affected: All

share targets - rather it sets a target that 80% of all trips are to be by sustainable modes by 2041.

Like Glasgow and London, CMP includes a series of other Key Performance Indicators (KPIs) which will allow a rounded understanding of how actions are influencing travel behaviour, such as perceptions of safety for cycling and bus journey times. The KPIs, and any additional KPIs agreed via individual action plan updates, will help to give an overall picture of performance against CMP's objectives.

The 30% reduction in car kms target is a measurable target which will be evaluated against data from various existing sources, including traffic counts and the annual Scottish Household Survey (SHS). Changes in walking, cycling and public transport use will also be monitored using count data and other published information including the Sustrans' Walking and Cycling Index (previously 'Bike Life') and the SHS. Additionally, this approach does not tie the Council into a prohibitively expensive monitoring regime requiring the undertaking of regular citywide household surveys to measure progress, which would have been the case with individual mode share targets.

Next Steps

[CMP's Implementation Plan](#) sets out a range of actions which will work towards meeting this, and other targets linked to the approved Key Performance Indicators (KPIs)

Transport Scotland recently consulted on its [Route Map](#) to achieving the national 20% reduction in car kms target alongside the [Draft Strategic Transport Projects Review 2](#) (STPR2). Both plans, once approved, are expected to further support Edinburgh in meeting its 30% target via various policies, programmes and investment.

CMP has a two yearly review cycle. An update on progress against the KPIs is expected to be reported to Committee in Autumn 2023, once monitoring and evaluation of relevant data/indicators has been completed.

Bus Partnership Fund Update

A business bulletin was presented to Committee on [14 October 2021](#), providing an update on various elements of the Edinburgh and South East Scotland City Region Deal (ESESCRD) Bus Partnership Fund (BPF).

For further information contact:

[Jamie Robertson](#)
Strategic Transport
Planning and Projects
Development

Progress updates on the two main BPF workstreams are as follows:

Development of Quick Win Measures (£1.45m)

Multi-disciplinary consultants, Stantec, have been recently appointed to support the Council in the development of measures that can be delivered immediately. (Quick Win package of measures).

Stantec are currently developing a Project Delivery Plan (PDP) which includes a stakeholder management plan to inform and guide engagement. We will update the relevant elected members on this at the earliest opportunity.

The Quick Wins package of measures within scope is centred on the bus lanes installed at various locations across the city as part of the Bus Priority Rapid Deployment Fund (BPRDF). Appendix 1 provides further detail on: the background to the project, the locations of measures and the related statutory processes involved.

Strategic Appraisal / Business Case Work (£1.4m)

Jacobs have been commissioned to support the development and delivery of the Strategic Appraisal / Business Case work which will assess a series of bus priority interventions on all the major bus corridors between Edinburgh and the Region, including orbital movements around the city.

Jacobs are currently drafting the Case for Change Report, in line with Scottish Transport Appraisal Guidance (STAG).

Progress updates on both the Strategic Appraisal work and Quick Wins project will be presented to Committee in October.

Wards affected – All

George Street and First New Town Public Realm Improvements Update

A report to Committee on [19 August 2021](#) presented the final concept design proposals and an operational plan update. Following approval of the report, the project progressed to RIBA Stage 3 – Developed Design, including the appointment of Faithful and Gould/Atkins Ltd to provide technical consultancy support.

The delivery of Stage 3 is nearing completion following continued and extensive engagement with key stakeholders and wider business, residents, and community interests. Key outputs during Stage 3 include:

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[Tony Holsgrove](#)
Strategic Transport
Planning and Projects
Development

**Wards affected – 11 -
City Centre**

developed designs including junction detailing; landscaping and drainage; finalised operational plan; economic impact assessment; woman's safety audit; and an updated integrated impact assessment.

A detailed report on Stage 3 will be presented to October's Committee.

RIBA Stage 4 – Detailed Design is expected to commence Autumn 2022 and will include publication of all necessary statutory orders.

North Bridge Refurbishment Update – Implications of New Road Layout

Works to Bridge deck (Central bay)

After completing opening up works, further inspections and investigations revealed the poor condition of the concrete within the central bay. This necessitates **full bay replacement** along the entire length of the bridge. Previously, it was anticipated that only about 35% of this bay would require replacement. The central bay is not subject to vehicular traffic and not considered a health and safety issue at the present time. However, it is essential that these works continue and are completed as soon as possible.

The strategy put in place to undertake this work requires traffic restricted to one southbound lane only, with pedestrians only access on the eastern footway with a site compound established on the south end of North Bridge Street. Northbound traffic is being diverted via Chambers Street, George IV Bridge, and the Mound. Given the significant additional extent of replacement works, this diversion will need to be extended from the originally planned mid/late August 2022 to Spring 2023. These works are weather sensitive, so the precise completion date cannot be accurately identified at this stage. The intention is to reinstate two running lanes (north and south) thereafter. Various communications, signage including murals, diversions, and traffic control measures have been implemented to minimise disruption/impacts. The project team continues to monitor the temporary situation and work with our stakeholders to make improvements as deemed necessary.

The North Bridge project team are reviewing opportunities to scale back and then remove or relocate (onto the bridge or elsewhere) the site compound located on North Bridge

For Further Information

Contact: [Jonathan James](#),

Structures and Flood Prevention

07887 635412

Wards affected: 11 (City Centre), 13 (Leith) 15 (Southside/Newington)

Background: The Category A Designated North Bridge was identified as needing a full refurbishment in 2017. A current budget of £62.18m is included within the Council's Capital Investment Programme.

Balfour Beatty Civil Engineering Limited were appointed via the Scape Group Framework Agreement in May 2018.

Scope of essential Core Works (as emerged following opening up)

Significant structural steelwork repairs; preparation and painting of the structure and facades;

Street (adjacent to the various retail premises). This is under review with the Contractor and a precise date in 2023 is difficult to predict at this point. We will look to advise further on this as soon as possible.

Potential Network Enhancements

Given that a new Circulation Plan is under development, the North Bridge project team will be able to review and advise on accommodating the outcomes, including any opportunities for implementation of a new road layout, if they can fit within the works programme. Please note that the east side footpath and surfacing is already completed so that would require interventions within already completed works. The west side footpath and surfacing is scheduled for Summer 2023, so any adjustments to the current plan would need to be known by the very latest end of this year, 2022, to allow design and procurement to be progressed. The contract mechanisms allow change and any subsequent impacts of proposed changes (time and cost), to be understood prior to making any commitments. The North Bridge project does not have any scope for funding network enhancements.

extensive repairs/replacement of cast iron facades;
concrete deck repairs/replacement;
replacement of deck waterproofing and consequently new road surfacing and relaying pavings;
restoration of the KOSB war memorial;
installation of permanent platforms to improve access for future inspections and maintenance and temporary access scaffolding.

Programme

The works commenced in June 2018 and are due to be completed in June 2025 with mitigation measures under regular review.

Current status (top of bridge deck – 5 bays A - E across width of bridge)

The new road surfacing and footpaths have been completed to the East side of the Bridge (Bays D&E) – 40% of area.

The anticipated timings for completing new road surfacing/footpaths to the west side of the bridge are:

Central bay (Bay C) – 20% of area – Spring 2023

West side (Bays A&B) – 40% of area – Summer 2023

The completion of the central bay in Spring 2023 will allow the reintroduction of 2 lane traffic running north and southbound.

The Contractor will continue to occupy the west side (Bays A&B) from summer 2023 to summer 2024 principally to facilitate the reinstallation of the cast iron facades. Thereafter, the traffic management will switch back over to the east side to facilitate the reinstallation of cast iron facades to that side of the bridge.

Low Emission Zone Update

Following final Committee approval of the preferred Low Emission Zone (LEZ) scheme in [March 2022](#), and subsequent statutory processes, Scottish Ministers approved the LEZ in May 2022.

Consequently, the LEZ was introduced on 31 May 2022, and following a two-year grace period for all, enforcement will commence from 01 June 2024.

In preparation of this enforcement date, a communications campaign has recently been launched to promote vehicle compliance and modal shift to sustainable forms of travel. The campaign focuses on [LEZ support funds for small businesses which provides cash incentives for cargo bikes](#); additionally, support [funds for eligible low-income households](#) have been made available for purchase of bikes, e-bikes and public transport vouchers. The above funding is provided by the Energy Savings Trust and Transport Scotland.

The communications campaign also included a significant refresh of the [LEZ webpage](#) and installation of awareness

[George King](#)

Strategic Transport Planning and Projects Development

Wards affected – All

raising flags strategically located on lampposts around the LEZ boundary; these activities were coordinated with Clean Air Day 2022 and launch of the [Future Edinburgh](#) vision.

In June 2022, the Council received notification that it has been successfully awarded a c.£1 million financial contribution from Transport Scotland for financial year 2022/23. This contribution will fund; necessary network management mitigations, required signage and road marking changes, enforcement equipment, monitoring and evaluation tasks, and continued communication and engagement activities.

The next immediate steps in the programme include infrastructure works including the installation of; the automatic number-plate recognition (ANPR) cameras enforcement system, the back-office IT system and the required network changes to help mitigate potential non-compliant traffic displacement.

There are a series of required on-street works which include locations at; Tollcross Junction, Morrison Street, and East Preston Street/Dalkeith Road. An outline of these works has been reported to Committee previously. Any on-street works will be coordinated and integrated with neighbouring projects, for example: the required changes to Morrison Street are being developed in partnership across the Council, including Active Travel team.

The changes required at Morrison Street, to create two-way traffic flow, will include improvements to pedestrian crossing movements. For Tollcross, an options appraisal has been completed to determine the optimal design for the creation of a right hand turn from Home Street to Brougham Street. Options were assessed against impacts on active travel, public transport, general traffic, loading bays and cost. The option that minimises any potential negative impacts on active travel, public transport and local businesses has been selected. Detailed designs at Tollcross will also include a potential location for the Tollcross Clock for discussion with key stakeholders.

At East Preston Street Primary School, the LEZ team is working closely with colleagues from the Travelling Safely team to support the implementation of pedestrian improvements. The School Travel Plan Review for Preston Street Primary is nearing its conclusion, with the formal sign off of the resulting Action Plan by the school expected to take place later this month. The review has identified a

number of improvements to streets around the school to improve safety for children walking and cycling, including making permanent and extending the existing temporary pavement widenings outside the school frontages on East Preston Street and Dalkeith Road.

Any TROs required will be made via a delegated process, for approval by the Director of Place before works commence. All required LEZ network mitigations will be installed during the grace period; before enforcement commences in June 2024.

In July 2022, representatives from LEZ, City Centre West-East Link (CCWEL) and the Council's specialist consultants (Jacobs) presented an update on scheme progress and traffic modelling analysis to the West End Community Council. The Council will continue to engage with all key stakeholders and keep Committee updated, as appropriate, throughout the grace period.

Appendix 1 – Bus Partnership Fund

Quick Wins - Project Background

The Quick Wins package of measures will appraise the bus lanes installed at various locations across the city as part of the Bus Priority Rapid Deployment Fund (BPRDF); locations presented in Figure A.1 below.

Figure A.1 - Quick Wins Location Plan



Location & Description of Quick Win Measure
A89 – Approximately 300 metres of Eastbound Bus Lane on approach to Newbridge Roundabout
A8 – Eastbound Bus Lane for the length of Gogar underpass
Hermiston Park & Ride – Traffic Signalisation of bus only exit from Park & Ride site
Kaimes Crossroads – Southbound Bus Lane on Howden Hall Road approach to Kaimes Junction and Westbound Bus Lane on Captains Road arm of Kaimes Junction.
Gilmerton Crossroads – Parking restrictions on approach to Gilmerton Road junction.
Duddingston Park South – Northbound Bus Lane on Duddingston Park South Road from approx. Bonnybridge Drive to Duddingston Yards
A90 – Southbound Bus Lane on at A90 at Cramond Brig on approach to Barnton Junction (linked to Queue Management System). In addition, Bus Lanes in both directions on approach to Craigeith Junction are being progressed through the Travelling Safely programme
Milton Road - Bus Lanes in both directions along Milton Road are being progressed through the Travelling Safely programme

Statutory Process

The majority of BPRDF measures were installed through the use of Temporary Traffic Regulation Orders (TTROs). The first of these TTROs expire in November 2022, therefore, over the next few months the TTROs will transition to Experimental Traffic

Regulation Orders (ETROs) which will allow for a further evaluation and analysis of the bus lanes in a non-pandemic context.

As each ETRO is being configured, advanced discussions with the relevant Councillors will be undertaken.

Communications and Engagement

The development and delivery of the Quick Win measures will include: individual scheme appraisal and evaluation, engagement with local community and key stakeholders and the promotion of statutory consents.

Engagement with key stakeholders will be core to the development of the projects and we will ensure that we provide information on details of the project including the case for change, community benefits, project programme and how the public provide feedback, not just at this stage but provide input on improvements across all stages of the project.

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Updated Pedestrian Crossing Prioritisation 2022/23

Executive/routine Wards Council Commitments	Executive All 16
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1. Recommendations

- 1.1 That Transport and Environment Committee:
 - 1.1.1 Approves the updated 2022/23 prioritised pedestrian crossing programme, as set out in Appendix 1;
 - 1.1.2 Notes the results of the assessments for locations that failed to meet the criteria for pedestrian crossing improvements in Appendix 2; and
 - 1.1.3 Notes that the pedestrian crossing programme sits alongside other initiatives, summarised in this report, aimed at improving conditions for people walking in Edinburgh

Paul Lawrence

Executive Director of Place

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E-mail: Daisy.Narayanan@edinburgh.gov.uk

Updated Pedestrian Crossing Prioritisation 2022/23

2. Executive Summary

- 2.1 This report seeks approval for an updated prioritised programme of pedestrian crossing improvements.

3. Background

- 3.1 On [28 July 2009](#), the former Transport, Infrastructure and Environment Committee, approved a report titled “Pedestrian Crossing Prioritisation Process”, which set out a system for evaluating potential pedestrian crossing locations and developing and maintaining a prioritised programme of crossing improvements.
- 3.2 At the Transport and Environment Committee of [4 June 2013](#), the weightings outlined in the aforementioned process were amended slightly, to ensure that rural areas were not disadvantaged by the process applied, as naturally there are lower numbers of pedestrians in these environments.
- 3.3 The priority process ensures that pedestrian crossing improvements of a suitable type are delivered at the locations identified as having the most need.
- 3.4 Pedestrian crossing requests are collated in the order they are received, and assessments are undertaken in bi-annual batches. The number of assessments undertaken, and the number of proposed crossing improvements therefore vary from ward to ward. These requests can come in from a variety of sources, including members of the public, local elected members, MPs/MSPs and the emergency services.
- 3.5 The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7.00am to 10.00am and 3.00pm to 6.00pm, and avoiding any school holidays or other factors which may skew results. This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of personal injury collisions involving pedestrians and the number of nearby trip-attractors, such as schools, doctors’ surgeries, shops etc.

- 3.6 A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a signal controlled puffin or toucan crossing, locations with a value of 0.3 or higher would be considered for an uncontrolled crossing improvement, such as a zebra crossing, refuge island or pavement build-outs. If a very low PV2 value is achieved, no additional crossing facilities may be recommended. A flow diagram, which details the steps carried out in a pedestrian crossing assessment, is provided in Appendix 3.
- 3.7 This process is only used for the provision of stand-alone pedestrian facilities, such as puffin, toucan or zebra crossings and refuge islands; it does not apply to the provision of pedestrian phases at traffic signal controlled junctions.

4. Main report

- 4.1 The previous prioritised programme was approved by the Policy and Sustainability Committee on [6 August 2020](#). The 2020/21 programme included 75 locations and these were expected to be delivered over a four year period through to 2024/25.
- 4.2 Pedestrian crossing improvements have subsequently been delivered at the following locations:
- 4.2.1 West Granton Road - east of Granton Mains East;
 - 4.2.2 Fettes Avenue - at Comely Bank Road;
 - 4.2.3 Ratcliffe Terrace - at BP garage;
 - 4.2.4 Lasswade Road - at Little Learners Nursery;
 - 4.2.5 Gilmerton Dykes Street - at Gilmerton Dykes Crescent;
 - 4.2.6 East Fettes Avenue - at Broughton High School;
 - 4.2.7 Corstorphine Road (A8) - east of Kaimes Road; and
 - 4.2.8 Queensferry Road, Kirkliston (Section 75 funded).
- 4.3 Three of the crossings that were approved as part of the previous programme are now being delivered by other teams as part of ongoing projects. These are as follows:
- 4.3.1 Pilrig Street - at Cambridge Avenue is scheduled to be delivered as part of the Trams to Newhaven project by the end of 2022;
 - 4.3.2 Crewe Road South - at Comely Bank roundabout will be delivered as part of an Active Travel project; and
 - 4.3.3 Lanark Road - at the south end of Kingsknowe Playing Fields is being delivered as part of a Travelling Safely project.
- 4.4 Design work is scheduled to commence for a further 20 improvements before the end of this financial year.

- 4.5 Since the previous update in 2020, a total of 114 locations have been assessed, with 33 meeting the criteria for pedestrian crossing improvements. The updated programme has been reviewed to identify locations adjacent or near to each other which can be combined into a single project for more efficient delivery.
- 4.6 The updated programme, as presented in Appendix 1, therefore includes 87 entries, covering 106 locations along with the currently anticipated timescale for delivery of each improvement.
- 4.7 Some of these locations are on roads where larger capital-funded projects are being developed as part of other Council work programmes and the Road Safety team will continue to liaise with other teams to consider the potential for design and delivery processes to be aligned to minimise disruption during construction and ensure best value.
- 4.8 There are two previously prioritised crossings which are included within the programme, but which are currently on hold:
- 4.8.1 On Gilmerton Dykes Street at the bus terminus, pending the Council's adoption of parking bays introduced as part of the adjacent housing development; and
- 4.8.2 On Torphichen Street, while options for potential developers' funding contributions are being explored.
- 4.9 In addition to the crossing improvements that originate from the pedestrian crossing prioritisation process, new crossings are sometimes generated through the Planning process for developments. These crossings are often delivered by the developers themselves but, in some cases, the developer instead provides a funding contribution towards the cost of the crossing, and it is delivered by the Council. Under these circumstances, the crossing is delivered through the programme of pedestrian crossing improvements.
- 4.10 At present, there is only one crossing improvement being delivered in this manner, on Sir Harry Lauder Road near to its junction with Baileyfield Road. Design work is scheduled to commence on this before the end of this financial year, with the intention of delivering the crossing during financial year 2023/24. The deadline for use of the developer's contribution is 18 May 2033. This crossing is not listed within the programme presented in Appendix 1.

Wider Programme Delivery

- 4.11 There are many other major programmes of work that are also delivering significant improvements to facilities for people walking in Edinburgh, some of which include additional crossing improvements:
- 4.11.1 The Council's Active Travel Investment Programme (ATInP) – which includes, for example, proposals for trial Low Traffic Neighbourhoods in Leith and Corstorphine and the City Centre West-East Link project which includes eight new or improved signal controlled crossings, three new

zebra crossings, five new pedestrian refuge islands and 10 continuous footways across side road junctions;

- 4.11.2 The newly created Pedestrian Experience Improvement Programme, which will consider reductions in pedestrian waiting times at traffic signals, the replacement of pelican crossings with newer puffin technology, reviewing the infrastructure at pedestrian crossings, widening or rearranging refuge islands, rectifying high kerb upstands and reviewing minor junction layouts. In addition, it will consider issues such as the removal of unnecessary street clutter, improving the local environment through seating, trees etc and improving routes to town centres/shopping areas;
- 4.11.3 Two ongoing programmes of dropped kerb improvements are being undertaken as part of the ATInP;
- 4.11.4 The Edinburgh City Centre Transformation (ECCT) strategy, which includes the introduction of a pedestrian priority zone and a significant expansion of car-free streets in the city centre;
- 4.11.5 The citywide School Travel Plan Review, which will generate a programme of improvements to streets around schools. These are likely to include improvements to crossing points, restrictions on the use of streets outside schools by motor vehicles at the beginnings and ends of the school day and widened footways outside schools;
- 4.11.6 The collision reduction workstream within the Road Safety programme, which is currently progressing proposals for new controlled crossings at Dalmahoy junction and Murrayburn Road, along with improvements to existing zebra crossings at Davidson's Mains Roundabout and Stenhouse Cross;
- 4.11.7 The Review of Vulnerable Road User Safety at Major Junctions, which will generate a programme of both short and longer term improvements;
- 4.11.8 Work to develop concept designs for prioritised Transport Actions from the Local Development Plan Action Programme, identified as necessary to support planned development in the city. Many of these Actions include improvements to facilities for pedestrians in areas adjacent to planned or new developments; and
- 4.11.9 The Capital Maintenance Programme. In addition to repairing footways that are in a poor condition, projects seek to deliver improvements such as widening narrow footways, tightening kerb radii at junctions to reduce crossing distances, decluttering to remove unnecessary street furniture and introducing dropped kerbs wherever these are missing.

5. Next Steps

- 5.1 If the recommendations of this report are approved, work will continue to deliver the 2022/23 prioritised programme.
- 5.2 Work on the delivery of pedestrian crossing improvements identified in the programme is continuous; a review of resources is underway to ensure that at least 10-12 crossing improvements can be progressed concurrently.
- 5.3 Work will continue to align planned improvements with other Council projects and to deliver improvements in the most efficient manner possible.
- 5.4 As new requests for improvements are received, these will be assessed and prioritised against the established criteria. Newly identified pedestrian crossing improvements are added to the priority list below those approved as part of previous programmes. It is, however, possible that improvements can sometimes be delayed by factors outwith the Council's control and, in this event, the installation of other crossings will be brought forward in their place.

6. Financial impact

- 6.1 Funding for the delivery of pedestrian crossing improvements is drawn from the Council's approved capital budget, with an annual allocation made for road safety improvements. This is often supplemented by external funding.
- 6.2 The Council has been awarded £3.683 million for 2022/23 from the Scottish Government's Cycling Walking Safer Routes programme, which can be used to deliver Road Safety or Active Travel improvements. This is a significant increase in the level of funding awarded in previous years. Of this total, it is intended to allocate £1.1 million towards the Road Safety capital programme.
- 6.3 The Council has also recently been invited to bid for up to £830,000 of funding from the Scottish Government's newly created Road Safety Improvement Fund.
- 6.4 It is expected that these increased and new external funding opportunities will allow expenditure on pedestrian crossing improvements to be significantly increased in financial year 2022/23.
- 6.5 The actual spend on crossing improvements will vary from year to year, depending on the numbers of each type of crossing improvement included in the delivery programme for that year.
- 6.6 For an assumed annual Council capital expenditure of £500,000, the associated loan charges over a 30-year period would be a principal amount of £500,000 and interest of £425,000, resulting in a total cost of £925,000 based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £31,000 to be met from the corporate loans charge budget. There would be no loan charges associated with expenditure funded by external funding awards.

- 6.7 Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.

7. Stakeholder/Community Impact

- 7.1 Engagement is undertaken on preliminary proposals to allow the local community and other relevant stakeholders to view and provide comments on the proposals.
- 7.2 The delivery process of each pedestrian crossing improvement takes into account the road safety, mobility and accessibility needs of all users. Due regard will be given to the protected characteristics through the design process.
- 7.3 The delivery of pedestrian crossing improvements supports the Council's commitments to encourage active travel, reduce vehicle dependency and lower carbon emissions. Pedestrian safety and accessibility are also improved.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Updated 2021/22 pedestrian crossing programme
- 9.2 Appendix 2 – Locations that failed to meet the criteria for a pedestrian crossing improvement
- 9.3 Appendix 3 – Pedestrian crossing assessment process flowchart

Appendix 1
Updated 2022/23 Pedestrian Crossing Programme

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year	Estimated Construction Year in Previous Programme
Pedestrian Crossing Improvements - Schemes Currently Under Development					
1	Slateford Road - between Hutchison Crossway and Appin Place	2.352	Signalised Crossing	2022/23	2020/21
2	Albion Road - at Albion Place	0.460	Refuge Island	2022/23	2020/21
3	Corbiehill Road - at Main Street	0.303	Refuge Island	2022/23	2020/21
4	Restalrig Road - at Ryehill Terrace, and Restalrig Road south of Ryehill Terrace	0.352 0.674	Various Options to be Considered	2022/23	2020/21
5	Great King Street - west end towards St Vincent Street	0.405	Various Options to be Considered	2022/23	2020/21
6	London Street - at Drummond Place	1.483	Raised Table	2023/24	2020/21
7	South Gyle Broadway - at east roundabout	1.149	Signalised Crossing	2023/24	2020/21
8	Ashley Terrace - at Shaftesbury Park, and at Cowan Road	0.850 0.517	Refuge Island / Various	2023/24	2020/21
9	Lanark Road West - at Stewart Road	0.892	Various Options to be Considered	2023/24	2021/22
10	Yeaman Place - at Dundee Street, and at Polwarth Crescent	1.869 0.457	Signalised Crossing / Refuge Island	2023/24	2021/22
11	North West Circus Place - at Royal Circus	0.545	Various Options to be Considered	2023/24	2021/22
12	Craiglockhart Avenue - north of Craiglockhart Drive North	0.425	Refuge Island Upgrade	2023/24	2021/22
13	Colinton Road - at Craiglockhart Park, and at Lockharton Crescent, and at Little Monkeys Nursery	0.606 0.379 1.927	Various Options to be Considered	2023/24	2021/22
14	Telford Road - at Forthview Terrace, and at Telford Place	0.553 0.305	Refuge Island Upgrades	2023/24	2021/22
15	Whitehill Road - east of Lawhouse Toll	0.319	Various Options to be Considered	2023/24	2021/22
16	Clermiston Road - at Clerwood Park	0.329	Various Options to be Considered	2023/24	2021/22
17	Grassmarket - at existing zebra crossing	4.708	Signalised Crossing	2023/24	2021/22
18	Queensferry Road - east of Buckingham Terrace, and at Blinkbonny Crescent steps	1.469 0.561	Signalised Crossing / Various	2023/24	2021/22
19	Gorgie Road - east of Number 511, and at Chesser Court	2.855 2.640	Signalised Crossing / Various	2024/25	2021/22
20	Moredun Park Road - adjacent to school and library	0.771	Various Options to be Considered	2024/25	2021/22
21	Newcraighall Road - at Fort Kinnaird roundabout east leg, and at west leg, and at Craigmillar Community Arts	1.308 1.458 0.662	Signalised Crossing / Various	2024/25	2021/22
22	Albany Street - at Dublin Street, and Abercromby Place - near to Dublin Street	0.681 1.486	Various Options to be Considered	2024/25	2021/22
23	Longstone Road - at Longstone Gardens	0.624	Various Options to be Considered	2024/25	2021/22
24	Saughton Road - south of WhinPark Medical Centre	0.310	Refuge Island Upgrade	2024/25	2021/22
25	Ferry Muir Road - between Tesco and Shell garage	0.579	Various Options to be Considered	2024/25	2021/22
26	Annandale Street - north west roundabout arm	0.332	Various Options to be Considered	2024/25	2021/22
27	Chapel Street - at West Nicolson Street	4.143	Signalised Crossing	2024/25	2022/23
28	Crichton Street - at George Square	0.456	Various Options to be Considered	2024/25	2022/23
29	Liberton Brae - at Orchardhead Road and Tower Mains junction	0.448	Various Options to be Considered	2024/25	2022/23
30	Duddingston Park - at Durham Place Lane	0.589	Refuge Island Upgrade	2024/25	2022/23

31	Colinton Mains Drive - between Oxfangs Road North and Colinton Mains Garden	0.442	Various Options to be Considered	2025/26	2022/23
32	Learmonth Terrace - at Queensferry Road	0.694	Various Options to be Considered	2025/26	2022/23
33	Comiston Road - north of Riselaw Crescent	0.526	Refuge Island Upgrade	2025/26	2022/23
34	Henderson Row - east of Saxe Coburg Terrace	0.339	Various Options to be Considered	2025/26	2022/23
35	Peffermill Road - adjacent to hockey fields	1.322	Signalised Crossing	2025/26	2022/23
36	Regent Steps - at Abbeyhill/Abbey Mount	0.707	Various Options to be Considered	2025/26	2022/23
37	Westerhailes Road - at Calder Drive	1.624	Signalised Crossing	2025/26	2022/23
38	Trinity Crescent - at York Road	0.413	Various Options to be Considered	2025/26	2022/23
39	Milton Road West - between Duddingston Avenue and Southfield Terrace	0.336	Refuge Island Upgrade	2025/26	2023/24
40	McDonald Road - at Broughton Road, and adjacent to school gate	0.412 0.549	Various Options to be Considered	2025/26	2023/24
41	Dublin Street - at Drummond Place	0.313	Refuge Island Upgrade	2025/26	2023/24
42	Slateford Road - east of Primrose Terrace	0.325	Various Options to be Considered	2025/26	2023/24
43	Tipperlinn Road - at Morningside Place	0.749	Various Options to be Considered	2026/27	2023/24
44	Lauriston Place - at Heriot Place	3.312	Signalised Crossing	2026/27	2023/24
45	Commercial Street - near to Cromwell Place	0.567	Various Options to be Considered	2026/27	2023/24
46	Craighall Road - at Craighall Avenue, and near Craighall Terrace	0.944 0.574	Various Options to be Considered	2026/27	2023/24
47	Whitehouse Road - at Barnton Grove junction	2.282	Signalised Crossing	2026/27	2023/24
48	Gracemount Avenue - at Lasswade Road	1.646	Signalised Crossing	2026/27	2023/24
49	Dean Bridge - at Bells Brae and planter	3.906	Signalised Crossing	2026/27	2023/24
50	Leven Street - north of Glengyle Terrace	4.727	Signalised Crossing	2026/27	2023/24
51	Inverleith Place - at Arboretum Road	2.409	Signalised Crossing	2026/27	2024/25
52	Newhaven Road - at Dudley Gardens and at Summerside Place	0.404 0.377	Various Options to be Considered	2026/27	2024/25
53	Drum Street - at Ravenscroft Street	0.456	Various Options to be Considered	2027/28	2024/25
54	Eastfield Road (Airport) -between Moxy Hotel and Stantec	0.419	Various Options to be Considered	2027/28	2024/25
55	Morningside Park - at Morningside Road	0.311	Various Options to be Considered	2027/28	2024/25
56	Falcon Avenue - at Morningside Road	0.547	Various Options to be Considered	2027/28	2024/25
57	Duddingston Crescent (Milton Road) - at Park Avenue	0.321	Various Options to be Considered	2027/28	2024/25
58	Bellevue Place - at B901 Bellevue	3.633	Signalised Crossing	2027/28	2024/25
59	St Colme Street - at Ainslie Place	6.188	Signalised Crossing	2027/28	2024/25
60	Ferry Road - at Monmouth Terrace	2.742	Signalised Crossing	2027/28	2024/25
61	East London Street - adjacent to St Mary's RC Primary School	1.813	Signalised Crossing	2027/28	2024/25
62	Gilmerton Dykes Street - at Bus Terminus	0.490	Refuge Island	On Hold	On Hold
63	Torphichen Street - at existing drop crossing near corner	0.402	Various Options to be Considered	On Hold	On Hold
64	Saughton Road North - at Dovecot Road and Meadowhouse Road	0.536	Various Options to be Considered	2027/28	n/a

65	Douglas Gardens - near Belford Hostel	0.712	Various Options to be Considered	2027/28	n/a
66	Whitehill Road - south toward B&Q at existing zebra	0.403	Various Options to be Considered	2027/28	n/a
67	Bellevue / Rodney Street - between Bellevue Crescent & Rodney Place	0.339	Various Options to be Considered	2028/29	n/a
68	Old Dalkeith Road - at Fernieside Drive path	0.774	Various Options to be Considered	2028/29	n/a
69	Greendykes Road - at Niddrie Mains Road and - Niddrie House Avenue	0.341 0.305	Various Options to be Considered	2028/29	n/a
70	Henderson Street - at Great Junction Street	0.660	Various Options to be Considered	2028/29	n/a
71	Ellersly Road - at Murrayfield Road	0.311	Various Options to be Considered	2028/29	n/a
72	Orchard Road - at Orchard Brae	0.491	Various Options to be Considered	2028/29	n/a
73	Craighall Road at the roundabout towards Newhaven Main Street	0.432	Various Options to be Considered	2028/29	n/a
74	Ravelston Dykes Road access road to Corstorphine Hill (77 Ravelston Dykes Road)	0.307	Various Options to be Considered	2028/29	n/a
75	Portobello Road crossing at entrance to Morrisons opposite Piersfield Grove	0.479	Various Options to be Considered	2028/29	n/a
76	Stenhouse Cross roundabout - west junction - south junction - north junction	1.335 0.511 1.905	Signalised Crossing / Various	2028/29	n/a
77	Bavelaw Road	0.302	Various Options to be Considered	2028/29	n/a
78	Queensferry Road at Orchard Road to Orchard Road South	2.261	Signalised Crossing	2028/29	n/a
79	Drum Street between Candlemakers Park and Lugton Terrace	0.984	Various Options to be Considered	2029/30	n/a
80	Existing crossing Polwarth Gardens/Crescent roundabout East leg - North leg - west leg	0.754 1.374 1.024	Signalised Crossing / Various	2029/30	n/a
81	Cliftonhall Road at Old Liston Road	0.506	Various Options to be Considered	2029/30	n/a
82	Newcraighall Road at Balfour Park	1.039	Signalised Crossing	2029/30	n/a
83	Links Gardens	0.843	Various Options to be Considered	2029/30	n/a
84	Ferniehill Drive opposite the entrance to Lidl's car park	0.470	Various Options to be Considered	2029/30	n/a
85	Oxgangs Avenue - Existing refuge island at the Oxgangs Green junction	0.324	Refuge Island Upgrade	2029/30	n/a
86	Charterhall Road by Blackford pond	0.670	Various Options to be Considered	2030/31	n/a
87	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art	0.746	Various Options to be Considered	2030/31	n/a

Appendix 2

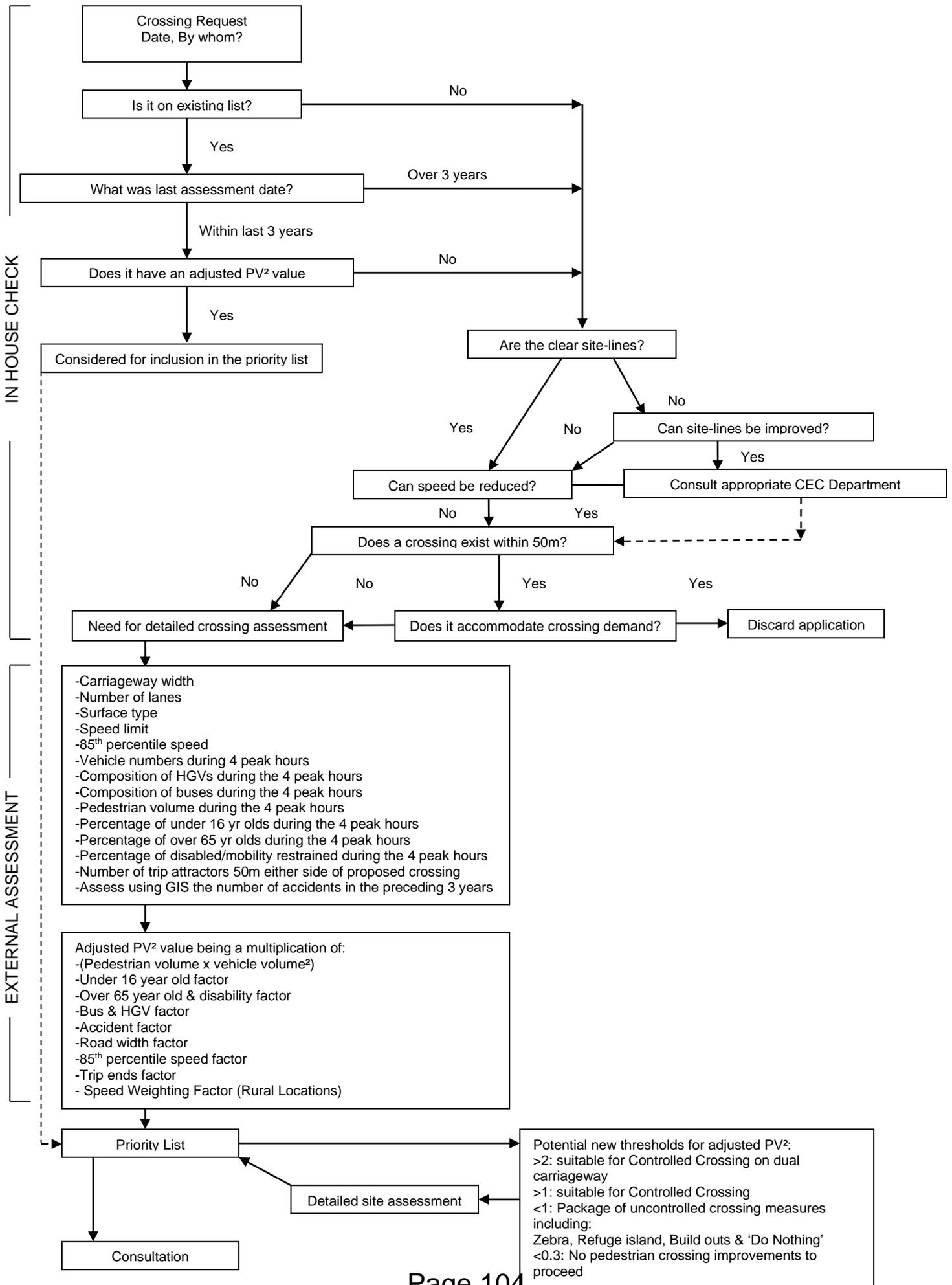
Locations that failed to meet the criteria for a pedestrian crossing

	Location	Date surveyed	PV2
1	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art	07/10/2020	0.472
2	Belford Road - existing zebra crossing at the Scottish National Gallery of Modern Art (SUNDAY)	11/10/2020	0.1
3	Gogar Station Road - at Hermiston	07/10/2020	0.017
4	Coillesdene Crescent - at Morton Street/ Joppa Terrace	07/10/2020	0.001
5	Muirhouse Parkway - adjacent to Salvesen Crescent	07/10/2020	0.108
6	Liberton Gardens - at St Katherine's Brae footpath	07/10/2020	0.221
7	Drum Street - adjacent to Drum Cottages	07/10/2020	0.219
8	Eyre Place - between Eyre Crescent & Logan Street	07/10/2020	0.056
9	Hope Lane - at existing raised table near Hope Lane	07/10/2020	0.001
10	Calder Road - between Parkhead Terrace & Longstone Road	07/10/2020	0
11	Braid Hills Road - near Pentland Terrace	07/10/2020	0.014
12	Flint Terrace - at Portobello High Street	07/10/2020	0.022
13	Abercorn Terrace - at Abercorn Park	07/10/2020	0.23
14	Silverknowes Road East - at Silverknowes Drive	07/10/2020	0.191
15	Marine Drive - north of Pennywell Road	07/10/2020	0.133
16	Portobello High Street - at Westbank Street	07/10/2020	0.171
17	Parsons Green Terrace	07/10/2020	0.016
18	Meadowbank Crescent - at Parsons Green Terrace	07/10/2020	0.097
19	Bonnington Road - at Burlington Street	07/10/2020	0.208
20	Newbattle Terrace - at Morningside Road	25/08/2020	0.235
21	Clermiston Road - south of Clerwodd Terrace at Corstorphine Hill entrance (weekday)	11/11/2020	0.052
22	Sciennes Road - at Roseneath Street, Argyle Place and Chalmers Crescent junction (North to South)	15/06/2021	0.095
23	Crewe Road North - at the existing island adjacent to the Post Office	01/07/2021	0.117

24	West Tollcross - at the rear entrance to Tollcross Primary School	15/06/2021	0.002
25	Piershill Terrace - at Portobello Road	15/06/2021	0.035
26	Greenbank Road - at Greenbank Crescent	15/06/2021	0.013
27	Eglington Crescent - at Coates Garden Junction	15/06/2021	0.01
28	Marine Drive - Salvesen Gardens junction	15/06/2021	0.004
29	Stenhouse Cross roundabout - East	15/06/2021	0.279
30	Colinton Road - Merchiston Bank Avenue	15/06/2021	0.225
31	Lasswade Road - Existing island at Park Crescent	15/06/2021	0.289
32	Morningside Grove - Existing island North of Craiglea Place	15/06/2021	0.206
33	Liberton Brae - at Orchardhead Road.	15/06/2021	0.276
34	Morningside Grove - South of Craiglea Drive	15/06/2021	0.083
35	Clippens Drive entrance from Burdiehouse Road	15/06/2021	0.005
36	Claremont Road - South of Clarebank Crescent	15/06/2021	0
37	Lauriston Farm Road (South West of Silverknowes Terrace)	15/06/2021	0.057
38	Merchiston Place junction leading onto Bruntsfield Place	15/06/2021	0.22
39	Montpelier Park junction leading onto Bruntsfield Place	15/06/2021	0.056
40	Lang Loan junction onto Straiton Road	15/06/2021	0.248
41	Starbank Road outside Starbank Park	15/06/2021	0.182
42	Marionville Road - between Cambusnethan Street and Morary Park Terrace	15/06/2021	0.267
43	Bread Street at East Fountainbridge junction	15/06/2021	0.283
44	East Fountainbridge at Bread Street junction	15/06/2021	0.194
45	Restalrig Road South - South of the railway bridge	15/06/2021	0.086
46	Barnton Gardens - Entrance to Lauriston Castle	19/06/2021	0.089
47	Craighouse Gardens near footpath to Plewlands	07/10/2021	0.107
48	B800 @ The Orchard Nursery, Kirkliston	20/10/2021	0.039
49	Bernard Street at the junction of Timberbush Street	07/10/2021	0.11
50	Salisbury Road - at Dalkeith Road	07/10/2021	0.133
51	Redford Road east of Old Farm Place	07/10/2021	0.139
52	Moredun Park Road at the junction to the B701 road	07/10/2021	0.021
53	Junction exiting Biggar Road onto The City of Edinburgh Bypass Eastbound.	07/10/2021	0.15

54	Junction exiting the City of Edinburgh Bypass Eastbound onto Biggar Road	07/10/2021	0.215
55	Eastbound junction from The City Bypass onto Burdiehouse Road	07/10/2021	0.036
56	Greenbank Crescent south of Greenbank Road - entrance to Braidburn Valley park.	07/10/2021	0.027
57	Cramond Road North at Brighthouse Park Road	07/10/2021	0.287
58	Laaswade Road - existing island at The Murrays	07/10/2021	0.298
59	Belford Gardens	07/10/2021	0.004
60	Scotstoun Avenue	07/10/2021	0.048
61	Spylaw Road at Edinburgh Steiner School	07/10/2021	0.274
62	Stevenson Drive at Calder Road/Stenhouse Road	04/05/2022	0.204
63	Woodhall Road at Torphin Road	04/05/2022	0.003
64	Craighouse Road - South of Morningside Gardens	04/05/2022	0.177
65	Boswall Drive - outside post office	04/05/2022	0.019
66	Seaview Terrace - between Seaview Crescent and Coillesdene Avenue	04/05/2022	0.064
67	Greendykes Road	04/05/2022	0.009
68	B800 - entrance to Arup	04/05/2022	0.053
69	Craighouse Road between Sassoon Grove and Craighouse Terrace	04/05/2022	0.1
70	Craighouse Gardens @ Craighouse Road	04/05/2022	0.149
71	Greenbank Drive	04/05/2022	0.012
72	Slip Road onto A720 next to Lang Loan	04/05/2022	0.117
73	Slip Road onto A720 from Straiton Road	04/05/2022	0.017
74	West Granton Road at Caroline Park Grove	04/05/2022	0.215
75	Lanark Road West at existing island	04/05/2022	0.058
76	Dalmeny Street	04/05/2022	0.139
77	Merchiston Avenue - where Rochester Terrace and Merchiston Place meet	04/05/2022	0.106
78	Frogston Road East at Broomhill Road	04/05/2022	0.217
79	Morningside Place at Tipperlin Road	04/05/2022	0.046
80	Oxgangs Road North behind Oxgangs Primary school	04/05/2022	0.270
81	Lanark Road West at Ravelrig Road	04/05/2022	0.143

Appendix 3 – Pedestrian Crossing Assessment Process



Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Proposed Changes to Charging Mechanism for Road Construction Consent Inspections

Executive/routine Wards Council Commitments	Executive N/A 1 , 13 , 15
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 approves the proposal to revise the way that charges for inspections for Road Construction Consents (RCC) are calculated and received; and
 - 1.1.2 notes that the proposal is in-line with the process adopted by many other Councils across Scotland; and
 - 1.1.3 refers this report to Council to approve the amendment to current fees and charges.

Paul Lawrence

Executive Director of Place

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Proposed Changes to Charging Mechanism for Road Construction Consent Inspections

2. Executive Summary

- 2.1 As part of the Road Construction Consent process the Roads (Scotland) Act 1984 permits Roads Authorities to recover costs associated with inspecting new roads built to adoptable standards by developers.
- 2.2 Benchmarking of our costs and processes against other Scottish local authorities has identified an opportunity to revise how this function is delivered that will reduce the administration involved in doing so, by changing a predominately manually processed timesheet and invoice system to a more straightforward process based on road bond values.
- 2.3 It has been calculated that this proposal could generate additional income of £375,192 per annum (based on road bond values from 2020).

3. Background

- 3.1 Section 21 of the Roads (Scotland) Act 1984 requires that any person or organisation other than a Roads Authority who seeks to construct a new road, or an extension of an existing road, must obtain RCC, irrespective of whether the roads are to be adopted as public roads.
- 3.2 For a residential development, a developer must lodge a security, in the form of a road bond or deposit, in favour of the Roads Authority, to cover the cost of providing the roads to the standard set out in the RCC. The road bond is intended to protect prospective house purchasers from having to arrange completion of roads to adoptable standards in the event that a developer is unable to do so.
- 3.3 This security must be lodged prior to the commencement of any building works and is in accordance with Section 17 of the Roads (Scotland) Act 1984 and the Security for Private Road Works (Scotland) Regulations 1985, as amended by the Security for Private Road Works (Scotland) Amendment Regulations 1986.

- 3.4 Section 140(6) of the Roads (Scotland) Act 1985 permits a Roads Authority to recover expenses reasonably incurred in inspecting work to which a RCC relates.

4. Main report

- 4.1 Section 140 of the Roads (Scotland) Act 1984 gives local authorities the power to recover costs incurred for inspecting roads which are constructed by developers under Section 21 of the Act, i.e. those to which a RCC relates.
- 4.2 Inspections are undertaken by RCC Inspectors and Street Lighting officers at key points throughout the construction process to ensure that any infrastructure which the Council may be required to adopt is built in accordance with the RCC.
- 4.3 RCC Engineers provide advice throughout the RCC submission process and are often called upon to visit sites to inspect works from time-to-time. Such inspections are also included within the fee.
- 4.4 RCC inspection costs are currently recovered through a timesheet-based process which is both cumbersome and resource-heavy, requiring officers to prepare timesheets after each visit to a site and business support staff to process these timesheets and prepare and batch invoices for developers.
- 4.5 Whilst developers are currently charged for these inspections on an hourly basis, an opportunity has been identified to improve the level of service provided to developers and increase income through the introduction of a revised recovery mechanism in-line with many other local authorities across Scotland.
- 4.6 The City of Edinburgh Council inspection fees are currently charged at £74/hr. A comparison with other Councils across Scotland that charge on a similar basis is shown below.

Angus	£84/hr
Perth & Kinross	£69/hr
East Lothian	£64/hr
Falkirk	£30/hr - £40/hr

- 4.7 The new proposal introduces a simpler process for charging for these inspections based on a variable percentage of the calculated road bond value as shown below:

Road Bond Value	Inspection Fee
Less than £50,000	£2,500 (Fixed fee)
£50,000 to £500,000	5.00% of Road Bond value
£500,000 to £2,000,000	4.50% of Road Bond value
Over £2,000,000	4.00% of Road Bond value

- 4.8 It is proposed that 50% of the fee will be payable when the road bond has been calculated and requested, with the remaining sum payable once the RCC has been granted.
- 4.9 The number of RCCs processed and corresponding road bond values over the last six full years are shown below:

Year	No. of RCCs	Total Road Bond Value
2016	30	£11,647,300
2017	40	£16,302,800
2018	19	£20,694,300
2019	14	£10,213,900
2020	25	£12,062,635
2021	13	£ 6,104,400

- 4.10 Whilst there are a number of exceptions to the road bond scheme for residential development being undertaken on behalf of local authorities, the Scottish Government, and registered housing associations, there remains a duty for the inspection of these works and the figures above include instances of notional road bond values used purely for the calculation of the relevant inspection fee for the development in question.
- 4.11 It is recognised that the level of income generated will vary each year as it will be directly related to the number and scope of the RCCs submitted and will therefore likely reflect the performance of the construction industry nationally.
- 4.12 The level of fees will be subject to annual review.
- 4.13 Historically there have been issues approving RCC within the prescribed three-month approval period mainly due to a) the standard of the submissions and b) the size of the current RCC team due to the number of new developments coming on-stream in the city aimed at addressing the housing deficit. The current team comprises 1 x Grade 8 Senior Engineer, 2 x Grade 7 Engineers (1.6 FTE) and 2 x Grade 6 Inspectors.
- 4.14 In order to ensure that the new model operates effectively and to provide an enhanced service to developers it is proposed to recruit an additional Grade 7 RCC Engineer to the team. The cost of this will be met by the additional income generated.

5. Next Steps

- 5.1 It is proposed to introduce the new charging mechanism for all new RCC applications received from 1 January 2023.

6. Financial impact

- 6.1 The RCC inspection process currently has an income target of £186,347 per annum. This figure is based on the income generated in 2018/19.
- 6.2 It has been calculated that this proposal could generate additional income of £375,192 per annum (based on road bond values from 2020).

7. Stakeholder/Community Impact

- 7.1 It will be necessary to inform developers ahead of the introduction of this proposal as it changes the stage at which the inspection fees are paid from the construction phase to the consent phase, thus developers will be required to pay for inspections in advance.

8. Background reading/external references

- 8.1 [SCOTS RCC guidance.](#)

9. Appendices

- 9.1 None.

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Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23

Executive/routine Wards Council Commitments	Executive All 15 , 16 , 17 , 19
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 notes the breakdown of the allocation of the capital budget for 2022/23 shown in Appendix 1; and
 - 1.1.2 approves the programme of proposed works for 2022/23, as detailed in section three of the report, and in Appendices 1 and 2.

Paul Lawrence

Executive Director of Place

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Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23

2. Executive Summary

- 2.1 This report seeks approval for the allocation of the Transport Infrastructure Capital budgets and programme of works for 2022/23. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report include the 2022/23 Council approved budget and an additional £1m capital investment in transport infrastructure.
- 2.2 The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.
- 2.3 The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's City Mobility Plan objectives and, in particular, the Active Travel Action Plan.
- 2.4 It should be noted that due to the capital delivery priorities being presented to this committee later than in previous financial years, a number of the schemes listed in appendix 2 have either been completed or are already in progress.
- 2.5 Road structures assets are maintained in accordance with national standards and Government legislation. Excessively high maintenance costs are avoided, as far as possible, by undertaking regular condition inspections and prioritising required work.

3. Background

- 3.1 The capital budget for 2022/23 was agreed at the Council meeting on [24 February 2022](#) as part of the capital investment programme.
- 3.2 An additional £1m capital has been allocated in 2022/23 for transport infrastructure improvements.
- 3.3 The Roads and Footway Capital Investment Programme for 2022/23 proposes the capital budget of £15.178m should be allocated across six different work streams: carriageways and footways, street lighting and traffic signals; road structures; other asset management; road operations and miscellaneous. The

carriageway and footways work accounts for £9.598m or 63% of the available funding.

- 3.4 A methodology of prioritisation, approved by Transport and Environment Committee in [January 2016](#), is used to identify which projects should be included in this part of the programme.
- 3.5 The Council's carriageway and footway stock has a gross replacement cost of £2,260m. It is essential that the carriageways and footways are maintained to an acceptable standard. A new investment strategy for carriageways was agreed by the Transport and Environment Committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.
- 3.6 The Council's Bridge stock has a gross replacement cost of £1,340m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely.
- 3.7 Bridges are inspected at regular intervals and the work is prioritised based on these inspections. A Bridge Structure Condition Indicator (BSCI) is calculated for the whole bridge and critical load bearing members, in line with national guidance, and a score is developed. These scores are used to help prioritise work.
- 3.8 An inspection programme was undertaken for retaining walls, greater than 1.5m, in 2017/18 to obtain condition data, bringing this into line with the bridge stock.
- 3.9 In addition, a 10% capital budget commitment has been made to cycling improvements (this has already been "top-sliced" from the original budget). This is in line with the Council commitment to allocate a percentage of the transport budget to improve cycling facilities throughout Edinburgh.

4. Main report

Capital Budget Provision 2021/22 – 2023/24

- 4.1 The current and projected capital allocation for Infrastructure for 2021 to 2024 is shown in Appendix 1. This outlines how the proposed budget will be allocated across the six elements of the programme in 2022/23.
- 4.2 An additional £1m has been allocated for improvements to transport infrastructure. This allocation has been split across three asset areas: £0.250m Traffic Signals, £0.450m Surface Enhancements and £0.300m Footway Renewals.

Carriageway Investment

- 4.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.

- 4.4 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.
- 4.5 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.
- 4.6 As part of the modelling work for the Transport Asset Management Plan (TAMP), alternative scenarios for capital investment were developed. These scenarios were predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads require less expensive treatments (e.g. surface dressing, micro asphalts), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the cheaper cost of the treatments required on Amber condition roads, more roads can be treated each year.
- 4.7 Whilst Edinburgh has shown an improvement in the overall condition of the carriageway network in the past few years, unfortunately, with the current budget allocations for carriageway and footway investment within the capital strategy 2020-2030 there are insufficient funds to maintain Edinburgh's roads in their current condition.
- 4.8 This will result in deterioration in all classifications of roads across Edinburgh's road network. This could increase the number of accident claims received and reputational damage to the Council. A deterioration will also increase the cost to bring back Edinburgh's carriageway network to an improving condition as more expensive treatments will be required.
- 4.9 The main reason for the change in projected condition is due to the increase in costs for each individual renewal project as public realms, street design guidance and active travel improvements are integrated into renewal projects.
- 4.10 Whilst all active travel and streetscape improvements are very welcome and provide better finished schemes, the majority of the improvements are being funded from the capital renewals budget. This means that fewer renewal schemes can be delivered each financial year.
- 4.11 Work is ongoing to better define street design guidance and active travel as far in advance as possible in order to secure funding for other sources, in particular, external funding in order to reduce the pressure on the capital renewal budget.
- 4.12 The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.

- 4.13 The UKPMS is used for systematic collection and analysis of condition data, i.e. Scottish Road Maintenance Condition Survey. The UKPMS analyses specific types of defects i.e. cracking, texture, profile and rutting, to select which roads should be considered for preventative, resurfacing or strengthening treatments.
- 4.14 A prioritisation weighting of 5% to carriageway schemes that have an existing on-road cycle lane continues to be applied. This will promote carriageway renewal schemes heavily used by cyclists.
- 4.15 Edinburgh is the only local authority in Scotland to include such a weighting. This further enforces the Council's commitment to active travel.

Footway Investment

- 4.16 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and footfall weightings to determine which projects should be prioritised for investment.
- 4.17 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan.
- 4.18 It is proposed to allocate £0.5m for Local Footways in 2022/23. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score.
- 4.19 It is also proposed to treat local footways with surfacing procedures i.e. slurry sealing. This is a preventative treatment and will allow a far greater number of footways to be treated each year.
- 4.20 Whilst the aim of the footway improvement schemes is to improve the surface condition, footway schemes will also result in improved facilities for walking in Edinburgh's streets.

Co-ordination

- 4.21 Appendix 2 details the capital investment schemes that are planned for delivery in 2022/23.
- 4.22 Any proposed scheme on arterial routes or in the city centre will be considered by the City-Wide Traffic Management Group to determine whether the works can be carried out and what conditions could be put in place (e.g. phasing, off peak working, etc) to minimise disruption.

Public Realm

- 4.23 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.

- 4.24 Several carriageway and footway renewal schemes will contribute to public realm improvements, through use of high specification materials such as natural stone slabs and setts, as well as improvements in design and layout, utilising the Street Design Guidance. This includes carriageway and footway schemes in the World Heritage Site (WHS) and Conservation areas.

Street Lighting and Traffic Signals

- 4.25 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40%, it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. The budget for street lighting works in 2022/23 is £0.911m. The programme of Street Lighting works is shown in Appendix 3.
- 4.26 Work to install energy efficient street lighting lanterns was completed in 2022.
- 4.27 Edinburgh's traffic signal assets are maintained by in-house staff with assistance from Siemens Intelligent Traffic Systems, the current maintenance contractor. Each asset is electrically and mechanically inspected on an annual basis with preventative maintenance taking place as part of the inspection process.
- 4.28 The average age of the traffic signals asset is in excess of 25 years and is prioritised for replacement using ten separate criteria, with higher weighting placed on age, condition and availability of pedestrian facilities.

Other Asset Management

- 4.29 It is proposed to invest £0.3m in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture, street lighting and traffic signals. In the case of street lighting, where the lighting columns on a footway improvement scheme are more than 30 years old (i.e. exceed their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

Road Operations

- 4.30 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £0.08m is given to Road Operations to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 4.31 It is proposed to continue the allocation for drainage repairs to £0.3m. This will be used to repair failed gully tails and frames throughout Edinburgh.
- 4.32 A further £0.5m will be allocated for Bus Stop Maintenance. This will allow Road Operations to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear.

- 4.33 Finally, it is proposed to allocate £1.45m for a Surface Enhancement Programme. This will allow Road Operations to renew carriageways and footways outwith the surfacing programme, that are too extensive for revenue repairs, to be holistically surfaced. It would, therefore, negate the need for them to be considered for capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs over a period of many years.

Inspection, Design and Supervision

- 4.34 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £1.800m from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and, if the costs are lower than expected, then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.
- 4.35 The majority of the schemes selected for investment will be designed by the Council's in-house design teams. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme.

Neighbourhood Environmental Projects

- 4.36 Due to other delivery commitments in 2021/22, there has been very little delivery of Neighbourhood Environmental Projects (NEPs). All funding allocated to NEPs has been carried forward into 2022/23.
- 4.37 A programme of outstanding NEPs commitments has been developed, using existing funding, with delivery of these projects starting in 2022/23. It is therefore proposed that no additional funding is allocated to NEPs projects in 2022/23.

Cycling Improvements

- 4.38 The Council has a commitment to allocate a percentage of its transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated, with a commitment to increase this by 1% each year, up to 10%. 10% of capital budgets will be allocated for cycling related improvements in 2022/23.
- 4.39 The 10% budget commitment will enable the Council to deliver new cycling infrastructure, including the creation of links between existing off-road routes and upgrading the facilities that are available on-road.

Bridges

- 4.40 There are 352 bridges and road structures in the city with a span greater than 1.5m. This includes road bridges, foot bridges, underpasses, tunnels and gantries on the road network. The bridges and road structures receive a General Inspection (GI) over a two-year cycle. This is a visual inspection from ground level of parts of the bridge that are readily accessible.

- 4.41 In addition to the GI, a Principal Bridge Inspection (PBI) is required to be undertaken at six-year intervals which entails the inspecting engineer being within touching distance of every part of the bridge. There may also be the need for intrusive inspections including testing of materials and specialist support such as divers to inspect parts of the structure.
- 4.42 Recently, additional funding was made available which allowed a Risk Based PBI Programme to be introduced, which can increase the PBI interval for some structures from six to 12 years. A total of 142 bridges were prioritised in 2016/17 over a six-year period. After three years 77 inspections have been completed. Following this initial programme, the rest of the structure stock will require a Principal Inspection to be undertaken.
- 4.43 From the GIs and PBIs, bridges are given scores based on their condition and individual parts of the structure that require to be repaired are highlighted. These scores are used to develop the programme of work, together with other factors such as volume of use, location, relationship with other parties and other work in the vicinity.
- 4.44 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock.
- 4.45 There are 68km of retaining walls with a retained height over 1.5m associated with the road network. A total of 866 walls were inspected in 2018, and condition scores have been calculated in a similar manner to the bridges. An inspection and repair programme has been developed.

Street Design Guidance

- 4.46 This Committee approved Edinburgh's new [Street Design Guidance](#) at its meeting on [25 August 2015](#). This Guidance sets out the City of Edinburgh Council's design expectations and aspirations for streets within the Council area.
- 4.47 The guidance is embedded in the design process for all carriageway resurfacing and strengthening schemes and all footway reconstruction schemes detailed in this report.
- 4.48 The appropriate Edinburgh Street Design Guidance (ESDG) principles are decided at the design stage and the Council's Placemaking and Mobility teams are consulted on the designs.
- 4.49 Only minor ESDG principles are applied to carriageway and footway surface treatments.

Consultation

- 4.50 It is important to carry out consultation on capital renewal schemes to ensure that the correct design approach is implemented, and the correct solution is achieved on the ground.
- 4.51 Consultation will take place on the 2022/23 capital renewal schemes that have been selected for investment with Living Streets, Spokes, Lothian Buses and Edinburgh World Heritage. It is proposed to continue this consultation throughout the year.

4.52 Internal consultation will also take place with team across transport.

Capital Delivery

4.53 It is clear that the Covid-19 situation has had an effect on delivery of capital renewal schemes in previous financial years and a number of schemes have carried forward into 2022/23 from previous financial years.

4.54 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2022/23. However, this may not be possible due to unforeseen circumstances when more work is started on the network.

4.55 Any scheme that is not delivered in 2022/23 will be re-prioritised for delivery in a future financial year.

5. Next Steps

5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.

5.2 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's latest Road Condition Index (RCI) for 2021/23 is 35.0%. This is an improvement from the previous 2020/22 RCI of 36.2%.

5.3 The existing investment strategy will continue to target investment to return the best possible RCI with the funding available.

6. Financial impact

6.1 The cost of improvement works, listed in Appendix 1, will be funded from the approved capital allocation for roads and footway investment.

6.2 The report outlines total expenditure plans of £15.178m for infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 30-year period would be a principal amount of £15.178m and interest of £10.988m, resulting in a total cost of £26.066m based on a loans fund interest rate of 3.830%. This represents an annual cost of £0.869m.

6.3 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third-Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.

6.4 The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

7. Stakeholder/Community Impact

- 7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability.
- 7.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

8. Background reading/external references

- 8.1 [Carriageway and Footway Investment Strategy 2016](#)

9. Appendices

- 9.1 Appendix 1 Capital Budget Allocation
- 9.2 Appendix 2 Proposed Capital Delivery Programme – April 2022 – March 2023
- 9.3 Appendix 3 Proposed Capital Street Lighting Programme – April 2022 – March 2023

Capital Budget Allocation

Current and Predicted Capital Allocation

	2021/22	2022/23	2023/24
£m	20.067	15.178	14.585

Proposed Budget Allocation for 2021/22

<u>Carriageways & Footways</u>	<u>£m</u>	
Budget for Carriageway Works	5.809	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	2.289	
Budget for Local Footways	0.500	
TOTAL		-9.598
<u>Street Lighting & Traffic Signals</u>	<u>£m</u>	
Street Lighting	0.911	
Traffic Signals	0.350	
TOTAL		-1.261
<u>Road Structures</u>	<u>£m</u>	
TOTAL	0.840	-0.840
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement ¹	0.300	
TOTAL		-0.300
<u>Road Operations</u>	<u>£m</u>	
Drop crossings	0.080	
Drainage improvements	0.300	
Bus Stop Maintenance	0.500	
Surface Enhancements	1.450	
TOTAL		-1.380
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.800	
TOTAL		-1.800
TOTAL SPEND		-15.178

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

Proposed Capital Delivery Programme

April 2022 – March 2023

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Prestonfield Avenue and Priestfield Road (Street Trees Project)	Carriageway Strengthening, footway reconstruction, street trees, street lighting	15	
Gilmerton Station Road	Carriageway Strengthening	16	2,876
Stevenson Drive	Carriageway Strengthening	7	
Causewayside	Carriageway Strengthening	15	3,655
London Road	Carriageway Strengthening	14	9,332
Eastfield Road	Carriageway Strengthening	1	6,052
Greendykes Road	Carriageway Strengthening	17	8,236
Straiton Road	Carriageway Strengthening	16	3,008
Canonmills	Carriageway Strengthening	5	2,512
Wester Hailes Road	Carriageway Resurfacing	2	17,139
Rannoch Road	Carriageway Resurfacing	3	5,942
Holyrood Road	Carriageway Resurfacing	11	4,794
B800 - Kirkliston to South Queensferry	Carriageway Resurfacing	1	10,506
Dick Place	Carriageway Resurfacing	15	4,757
Calder Road	Carriageway Resurfacing	7	6,324
Station Road, South Queensferry	Carriageway Resurfacing	1	7,057
Westbank Street	Carriageway & Footway	17	1,045
Queensferry Road @ Clermiston Road North junction	Carriageway & Footway	1	
Colinton Mains Road Phase 2	Carriageway & Footway	8	
Restalrig Park	Carriageway Surface Treatment	14	1,786
Silverknowes Eastway	Carriageway Surface Treatment	1	3,350
Freelands Road	Carriageway Surface Treatment	1 & 2	3,535
Glenlockhart Road	Carriageway Surface Treatment	9	8,592
Greenbank Drive	Carriageway Surface Treatment	10	5,174
Cramond Road South (inc. Barnton Gardens)	Carriageway Surface Treatment	1	9,971
CliftonHall Road	Carriageway Surface Treatment	1 & 2	17,232
Bonnington Road, Wilkieston	Carriageway Surface Treatment	1	2,879
Ferryfield	Carriageway Surface Treatment	4	4,059
Paisley Gardens	Carriageway Surface Treatment	14	1,293
Waterfront Avenue	Carriageway Surface Treatment	4	10,502
Whitehouse Road	Carriageway Surface Treatment	1	14,461
Gamekeeper's Road	Carriageway Surface Treatment	1	888
Clermiston Road	Carriageway Surface Treatment	6	2,455
Craighall Road	Carriageway Surface Treatment	4	3,380
Ashley Terrace	Carriageway Surface Treatment	9	1,967
Milton Farm Road	Carriageway Surface Treatment	1	9,813
West Shore Road	Carriageway Surface Treatment	4	1,610
Birdsmill	Carriageway Surface Treatment	1	
South Gyle Broadway	Carriageway Surface Treatment	3	1,513

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Belford Road	Carriageway Surface Treatment	5	5,013
Queensferry Terrace	Carriageway Surface Treatment	6	2,772
West Harbour Road	Carriageway Surface Treatment	4	5,098
Lady Road	Carriageway Surface Treatment	15	6,216
Lady Nairn Grove	Carriageway Surface Treatment	14	1,023
Blackford Avenue	Carriageway Surface Treatment	15	2,563
Drumsheugh Gardens	Carriageway Surface Treatment	11	3,529
Buccleuch Street	Carriageway Surface Treatment	15	2,268
Saughtonhall Drive	Carriageway Surface Treatment	6	4,282
Russell Road	Carriageway Surface Treatment	6	2,287
Moredunvale Road	Carriageway Surface Treatment	16	2,393
West Shore Road	Carriageway Surface Treatment	4	4,830
Redford Drive	Carriageway Surface Treatment	8	2,194
Groathill Road North	Carriageway Surface Treatment	5	2,776
Hawkhill Avenue	Carriageway Surface Treatment	14	1,129
Cluny Gardens	Carriageway Surface Treatment	10	1,984
Colinton Road	Carriageway Surface Treatment	10	5,368
Craigmount View	Carriageway Surface Treatment	3	2,301
Craigmount Terrace	Carriageway Surface Treatment	3	2,294
Craigmount Gardens	Carriageway Surface Treatment	3	2,308
Craigmount Avenue	Carriageway Surface Treatment	3	2,450
Woodhall Road	Carriageway Surface Treatment	8	15,116
Dumbryden Road	Carriageway Surface Treatment	2 & 7	1,365
St Leonards Street	Carriageway Surface Treatment	15	5,028
Pleasance	Carriageway Surface Treatment	11 & 15	7,560
Dalkeith Road	Carriageway Surface Treatment	15	362

Proposed Capital Delivery Programme

April 2022 – March 2023

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Ryehill Gardens	Footway Reconstruction	13	
Shandon Place	Footway Reconstruction - HRA	9	
West Register Street	Footway Reconstruction	11	321
Bruntsfield Place	Footway Reconstruction	10	316
Lady Lawson Street	Footway Reconstruction	11	851
Cowgate	Footway Reconstruction	11	654
East London Street	Footway Reconstruction	11	730
North St David Street	Footway Reconstruction	11	217
Shandwick Place	Footway Reconstruction	11	1,105
West Maitland Street	Footway Reconstruction	11	1,823
Rose Street North Lane	Footway Reconstruction	11	181
Cliftonhall Road	Footway Reconstruction	1	283
South Gyle Road	Footway Reconstruction	3	327
Dundas Street	Footway Reconstruction	11	2,746
Citadel Place	Footway Reconstruction	13	385
Polwarth Gardens	Footway Reconstruction	9	1,455
Dudley Avenue & Dudley Ave Sth	Footway Reconstruction	4	1,216
Avondale Place - Kemp Place 16-30	Footway Reconstruction	5	85
Dundee Street	Footway Reconstruction	9	156
Fountainbridge	Footway Reconstruction	9	561
Belgrave Place	Footway Reconstruction	5	426
Dalmeny Street Ph1	Footway Reconstruction	12	2,158
Lady Menzies Pl Regent Pl	Footway Reconstruction	12	270
Barnton Avenue	Footway Surface Treatment	1	659
Barnton Park Drive	Footway Surface Treatment	1	650
Cramond Place Ph1	Footway Surface Treatment	1	551
East Barnton Avenue	Footway Surface Treatment	1	1,078
A71 - Calder Road	Footway Surface Treatment	2	3,050
Corslet Crescent	Footway Surface Treatment	2	991
Barntongate Drive	Footway Surface Treatment	3	1,139
Clermiston Crescent	Footway Surface Treatment	3	458
Clermiston Drive	Footway Surface Treatment	3	943
Clermiston Green	Footway Surface Treatment	3	455
Clermiston Hill	Footway Surface Treatment	3	365
Craigmount Avenue	Footway Surface Treatment	3	1,000
Craigmount Bank West	Footway Surface Treatment	3	540
Craigmount Gardens	Footway Surface Treatment	3	1,000
Craigmount Grove	Footway Surface Treatment	3	1,019
Craigmount Park	Footway Surface Treatment	3	994
Craigmount Terrace	Footway Surface Treatment	3	1,014
Craigmount View	Footway Surface Treatment	3	843
Craigs Avenue	Footway Surface Treatment	3	1,304
Craigs Crescent	Footway Surface Treatment	3	1,398

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Craigs Gardens	Footway Surface Treatment	3	648
Craigs Grove	Footway Surface Treatment	3	68
Drum Brae Avenue	Footway Surface Treatment	3	540
Drum Brae South	Footway Surface Treatment	3	818
Boswall Drive	Footway Surface Treatment	4	1,061
Crewe Crescent	Footway Surface Treatment	4	644
Crewe Grove	Footway Surface Treatment	4	224
Crewe Loan	Footway Surface Treatment	4	226
Crewe Place	Footway Surface Treatment	4	210
Craigeith Hill Avenue	Footway Surface Treatment	5	2,666
Craigeith Hill Grove	Footway Surface Treatment	5	147
Craigeith Hill Loan	Footway Surface Treatment	5	682
Craigeith Hill Row	Footway Surface Treatment	5	314
Orchard Bank	Footway Surface Treatment	5	1,206
Orchard Drive	Footway Surface Treatment	5	1,230
Caroline Terrace	Footway Surface Treatment	6	2,739
Clerwood Park	Footway Surface Treatment	6	77
Corstorphine Bank Terrace	Footway Surface Treatment	6	463
Corstorphine House Avenue	Footway Surface Treatment	6	457
Craigeith Avenue South	Footway Surface Treatment	6	587
Calder Crescent	Footway Surface Treatment	7	815
Calder Road SR Bankhead Ave - Dr	Footway Surface Treatment	7	709
Caiystane Terrace	Footway Surface Treatment	8	1,222
Colinton Mains Drive	Footway Surface Treatment	8	4,696
Colinton Mains Road	Footway Surface Treatment	8	927
East Camus Place Ph2	Footway Surface Treatment	8	583
Craiglockhart Park	Footway Surface Treatment	9	376
Craiglockhart Road	Footway Surface Treatment	9	3,519
Comiston Road	Footway Surface Treatment	10	816
Craigmillar Castle Avenue	Footway Surface Treatment	17	259
Craigmillar Castle Gardens	Footway Surface Treatment	17	873
Milton Road East	Footway Surface Treatment	17	808
Regent Street	Footway Surface Treatment	17	899

Proposed Capital Street Lighting Programme**April 2022 – March 2023**

Locality	Location	Comments
City-Wide	Various	Structural Test-failed Column Renewals
City-Wide	Various	Cable Renewals
City-Wide	Various	Illuminated Bollards & Signs Renewals
City-Wide	High Street Closes, Douglas Crescent	Heritage Lighting Renewals
City-Wide	Various	Cabinet, Wall-box & Pillar Renewals

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Delivering Scotland’s Circular Economy – Consultation responses

Executive/routine	Routine
Wards	
Council Commitments	

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note the consultation responses, approved by the Chief Executive in consultation with the Convener under urgency provisions set out in A4.1 of the Committee Terms of Reference and Delegated Functions, which were submitted to the Scottish Government in advance of the consultation closing date on 22 August 2022. This amends the version circulated previously, following engagement with the Green Group.

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Delivering Scotland's Circular Economy – Consultation responses

2. Executive Summary

- 2.1 This paper outlines the Council's responses to two Scottish Government consultations relating to actions and policies needed to promote a circular economy in Scotland.

3. Background

- 3.1 On 30 May 2022, the Scottish Government launched two consultations to guide the development of future actions to promote the circular economy in Scotland.
- 3.2 These included a consultation on proposals for a circular economy bill, inviting views from stakeholders on the Scottish Government powers which should be embedded within new legislation.
- 3.3 They also include a separate consultation seeking views on a 'route map' with proposed priorities and actions to reach waste, recycling and emissions reduction targets.
- 3.4 Actions and powers discussed in each consultation cover a range of policy areas aligned to Scottish Government objectives to:
- 3.4.1 Promote responsible production, ensuring that maximum life and value is derived from resources used to make and supply goods and services;
 - 3.4.2 Promote responsible consumption, making unnecessary waste unacceptable in Scotland; and
 - 3.4.3 Maximise value from Waste and Energy, so that the environmental and economic value of wasted resources and energy is harnessed efficiently.
- 3.5 These objectives are closely aligned with the Council's 2030 Climate Strategy and Edinburgh Economy Strategy, both of which set out actions to support the transition towards more circular economy business models in Edinburgh, such as reverse logistics, material recovery and re-use, asset leasing, or other ways to make better use of materials and products and reduce waste.

4. Main report

- 4.1 Responses from the City of Edinburgh Council to the Scottish Government consultations are provided in Appendices 1 and 2. In summary, the responses outline that:
- 4.1.1 The Council supports Scottish Government proposals to publish a Circular Economy Strategy which would be updated on a five year cycle, but suggests that in development of a strategy they should commit to meaningful and ongoing engagement with local authority stakeholders on both actions to be delivered, and the resources, powers and support needed to deliver those actions;
 - 4.1.2 The Council agrees with proposals to ban the destruction of unsold durable goods and the exclusions proposed by Scottish Government. In particular, the Council suggests that the Scottish Government should prioritise action towards goods in high demand for resale or redistribution by local charities, as well as items of high environmental impact.
 - 4.1.3 In principle the Council is supportive of the proposal that Scottish Ministers should have the power to set charges for environmentally harmful items, for example single-use disposable beverage cups. In the context of rising inflation and the current cost of living crisis, however, the response notes that it will be important to ensure that the introduction of charges does not bring unwanted consequences in relation to disproportionate increases in consumer costs for people on low incomes.
 - 4.1.4 The Council supports in principle proposals that Scottish Ministers should have powers to place additional requirements on local authorities in order to increase rates and quality of household recycling but notes that these do require safeguards to ensure equity, as well as take into account the particular characteristics of individual authorities (such as housing stock), and subject to adequate funding and supporting legislation to support these initiatives.
 - 4.1.5 Similarly, the Council supports in principle proposals that Scottish Ministers should have the power to set statutory recycling targets for local authorities or to introduce financial incentives or penalties related to these targets, subject to similar safeguards.
 - 4.1.6 In principle, the Council is supportive of proposals for local authorities to have more powers to enforce recycling requirements. In practice, however, given the nature of the city's housing stock, the Council expects that such powers may have limited effectiveness in increasing recycling rates in Edinburgh.

5. Next Steps

- 5.1 The two consultation responses provided in Appendices 1 and 2 were submitted to the Scottish Government in advance of the consultation closing date of 22 August 2022.

6. Financial impact

- 6.1 There are no immediate financial impacts arising from the responses outlined in this report.

7. Stakeholder/Community Impact

- 7.1 The responses outlined in this paper are consistent with the Council's 2030 Climate Strategy and Edinburgh Economy Strategy and stakeholder engagement undertaken in development of those policies.

8. Background reading/external references

- 8.1 [Delivering Scotland's circular economy - proposed Circular Economy Bill: consultation](#)
- 8.2 [Delivering Scotland's circular economy - route map to 2025 and beyond: consultation](#)

9. Appendices

- 9.1 Appendix 1 – Council response to the SG Circular Economy Bill consultation
- 9.2 Appendix 2 – Council response to the SG Circular Economy Route Map consultation

Submitted to Delivering Scotland's circular economy: a consultation on proposals for a Circular Economy Bill
Submitted on 2022-08-19 11:16:53

Strategic Interventions

Circular economy strategy obligation

Yes

2. Do you have any further thoughts on a statutory duty to produce a Circular Economy Strategy?:

For the Strategy to work effectively continuous evaluation should be followed. Both in terms of resources allocated to the objectives of the strategy and performance measures to ensure it is delivered the required impact. Committing to a publication within a 5 year cycle, in itself, does not guarantee successful impact. Events, including external shocks and legislative change, may transpire within the period that necessitates a deviation from the 5 year cycle. Further, it is important that in development of a strategy Government commits to meaningful and ongoing engagement with stakeholders on both actions to be delivered, and the resources, powers and support needed to deliver those actions. In particular, where a strategy incorporates new actions to be delivered by local authority partners, it is important that those responsibilities are accompanied by the resources needed to ensure effective delivery.

Statutory targets – consumption reduction, reuse and recycling

Yes

4. Do you have any comments in relation to proposals to set statutory targets?:

Having a strong progress monitoring framework is an important part of strategy development can in principle send a signal of the seriousness of the government intent and influence decision-making on a continuing basis. However, caution is required to ensure that targets do not bring unwanted consequences from limiting local discretion and innovation. Setting statutory targets can, for instance, carry a risk of narrowing the focus of policy delivery to a degree that discourages other actions complementary to the overarching aims of the strategy. Any target setting process should include ongoing and meaningful engagement with stakeholders and local authority partners to ensure that the local bodies retain the discretion needed to respond effectively to local circumstances and opportunities. Beyond these general comments, it's not possible to give a specific view on this without more information on what the targets are, and what "statutory" means in practice as performance versus a target can be influenced by external factors outwith the control of the stakeholders charged with delivering them. Any statutory targets such as recycling rates and additional requirements on local government should take account of what authorities can reasonably expected to achieve. Further discussion on this point is provided later in this submission.

Establishment of circular economy public body

Neither agree nor disagree

6. Please provide evidence to support your answer to question 5:

More information is needed to assess options in this question. In particular, more information is needed on how the role of a potential body would differ from that of Zero Waste Scotland (ZWS), whether a new body would replace or work alongside ZWS, and whether the proposed changes would allow ZWS or its replacement to continue to what the implications of this are. Would it, for example, still be able to access third party funding in the same way as ZWS has? More information would also be needed on other options which could be considered other than creation of a new body. Could, for instance, similar aims be delivered by improving the accountability and effectiveness of existing networks and organisations?

7. If a Circular Economy public body were to be established, what statutory functions should it fulfil? :

The most obvious role would be regulating business compliance with responsibilities to ensure waste minimisation, producer takeback (where applicable) and working across sectors in Scotland to close the loop on supply chains more effectively – either through incentives (through the form of financial support) or regulation.

Reduce and Reuse

Measures to ban the destruction of unsold durable goods

Yes

9. Do you have any comments in relation to proposals to ban the destruction of unsold durable goods?:

We'd agree that the Government should take steps to do this. We also agree with the exclusions listed, such as safety, but would add food hygiene in particular.

10. Are there particular product categories that you think should be prioritised?:

The Government could potentially include any manufactured items, but particularly those which:

- Are in demand by charities for redistribution or resale to raise funds;
- Have a particularly high environmental impact, e.g. in carbon terms or by another measure.

Items could include:

- Clothing and bed linens;
- Household goods;
- Furniture;
- Electrical items;
- Non-perishable food and toiletries (e.g. as a result of rebranding).

11. Are there product categories that should be excluded from such a ban?:

As set out in the discussion paper, items which may be unsafe for any reason (e.g. as a result of product recall), items which would be unusable (e.g. the examples given of diaries and calendars) and additionally those which might be unhygienic such as perishable foods. Also, perhaps, items for which no outlet can be found.

Environmental charging for single-use items

12. The previous consultation showed broad support for the proposal that Scottish Ministers should have the power to set charges for environmentally harmful items, for example single-use disposable beverage cups. Is there any new context or evidence that should be taken into account in relation to this proposal? :

In principle we would support this measure. In the context of rising inflation and the current cost of living crisis, however, it will be important to ensure that introduction of charges does not bring unwanted consequences in relation to disproportionate increases in consumer costs for people on low incomes. A full equalities impact assessment should be conducted on any proposed charging scheme including assessment of impact on people experiencing poverty. Recent experiments in Edinburgh have highlighted that the major barrier to maximising the recovery and recycling of this stream of material (single use coffee cups) is the lack of infrastructure in Scotland to recycle disposable paper-based cups. This would be a more effective area to target. The presence of such a business would likely drive more business appetite to further increase recycling of disposable cups.

13. Do you have any further comments on how a charge on environmentally harmful items should be implemented? :

For some items the Government could consider the use of extended producer responsibility legislation. For example, for larger items which people are likely to have delivered such as white goods, furniture and mattresses, there could be an automatic takeback service automatically included in the price, which the customer would have to opt out of (rather than the current system whereby a collection can sometimes be arranged for an additional fee). This would serve to reduce fly-tipping of these items and increase their recycling, and the amount of goods collected in good condition for potential repair and/or reuse and redistribution. The Scottish Government has taken steps to limit specific single use plastic items but not to prevent their replacement with non-plastic alternatives. This means that the issues of littering and resource consumption are not fully addressed. Items such as single use stirrers, cutlery, etc made of wood or other materials still have to be manufactured from raw materials and do not break down when discarded in the wider environment. They could potentially have greater or simply different impacts to the plastic ones. If the Government is not minded to introduce legislation to prevent their use, it could potentially impose charges on their use to encourage prevention at source. In the case of a disposable beverage cup, the aim of a charge would need to be clear. If the charge is aimed at driving consumers to use re-usable cups then there have been recent examples of similar successes where businesses have introduced discounts for using re-usable coffee cups. Whilst this has proven successful for coffee shops, it is less common for fast food takeaways – which also account for a significant usage of disposable cups – where consumers are not always given an option to re-use a cup.

Mandatory reporting of waste and surplus

14. The previous consultation showed broad support for the proposal that Scottish Ministers should have the power to require mandatory public reporting of unwanted surplus stock and waste. Is there any new context or evidence that should be taken into account in relation this proposal?:

No comments on this question.

15. The previous consultation showed broad support for the proposal that food waste should be a priority for regulations. Is there any new context or evidence that should be taken into account in relation this proposal?:

No comments on this question.

16. Are there other waste streams that should be prioritised? :

This should be linked to the ban on destruction of unsold goods and use the same list.

Recycle

Strengthening approach to household recycling collection services

17. The previous consultation showed broad support for the proposal that Scottish Ministers should have powers to place additional requirements on local authorities in order to increase rates and quality of household recycling. Is there any new context or evidence that should be taken into account in relation to the proposal?:

The local authority is acting in this context as a service provider and is not the waste producer. Materials which are not recycled are either those which cannot be recycled, or those for which householders choose not to present for recycling. Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for non-recyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

With the exception of 2020, when there were widespread service disruptions due to the pandemic, local authorities have collectively been able to maintain and expand their service provision in this area despite increasingly challenging financial settlements and significant pressure on demand for other Council services such as social care and homelessness.

While waste is produced by households, we do accept that local authorities should continue to find new ways to compel citizens to reduce their waste and make full use of recycling services. However, this would require further funding and additional powers tailored to the nature of Edinburgh's waste system (see Q23).

18. The previous consultation showed broad support for the principle that there should be greater consistency in household recycling collections. Is there any new context or evidence that should be taken into account?:

Yes, we would agree that this is beneficial providing it does not reduce the opportunities for recycling, or for innovation in good practice. There might be examples of cases where a local authority or several authorities are able to access an outlet for a specific material which is not available to others. Overall, though, a more unified system would make communication easier although it should be noted that no system will receive full buy-in from all members of society for many different reasons.

19. The previous consultation showed broad support for the principle of moving away from the current voluntary approach to Scotland's Household Recycling Charter towards a more mandated approach, whereby implementation of the Charter and its supporting Code of Practice becomes a statutory obligation. Is there any new context or evidence that should be taken into account?:

Given the details of the current Code of Practice, its focus on kerbside collections, and the broad range of local conditions across Scotland (including differences in housing stock and geographical challenges) it is not likely that every local authority will be able to fully comply with every part of the code as it currently stands. The Code of Practice is currently being reviewed but even when this is complete, it is understood that further updates will be required on a regular basis in order to address the impacts of national policy and legislative changes in the UK and Scotland, including the Waste Framework Directive, the Extended Producer Responsibility Legislation for Packaging and the deposit return scheme for drinks containers. Local authorities are experienced and well placed to adapt services to reflect these types of changes. At this point it is not clear that making adherence to the charter statutory would be beneficial. If adherence were made statutory, then local authorities would likely require significant capital investment to manage transitions to any new services, as well as there being the potential for revenue support if disposal or collection costs increase.

The role of targets to support recycling performance

Yes

Yes

22. Please explain your answer:

The current system specifies the services which the local authority must provide within, most recently, the Waste (Scotland) Regulations 2012. The range of materials already collected is extremely comprehensive and covers around 70% of routine household waste, which will increase further as a result of the extended producer responsibility legislation for packaging (e.g. to encompass plastic films) and the Waste (Framework) Directive.

The local authority is acting in this context as a service provider and is not the waste producer. Materials which are not recycled are either those which cannot be recycled, or those for which householders choose not to present for recycling. Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for nonrecyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

With the exception of 2020, when there were widespread service disruptions due to the pandemic, local authorities have collectively been able to maintain and expand their service provision in this area despite increasingly challenging financial settlements and significant pressure on demand for other Council services such as social care.

While waste is produced by households, we accept that local authorities should continue to find new ways to compel citizens to reduce their waste and make full use of recycling services.

However, we caution that current powers to increase recycling rates are limited. To be able to meet statutory recycling targets, local authorities would require further funding and additional powers tailored to the nature of their waste system. Edinburgh faces particular challenges in improving recycling rates due to the high number of households using communal bins necessitated by the city's housing stock. Any statutory recycling targets should take account of such constraints on what authorities could reasonably be expected to achieve.

With regard to the example of Wales provided in the discussion paper, there are differences in the methodology for calculating recycling rates in different administrations. We believe that the Welsh rates in fact include (and are inflated by) incinerator bottom ash, which is not the case in Scotland.

In addition, our understanding would be that even in the main cities, the percentage of people in Wales who live in flats (and so use communal collection systems, or might have limited outdoor storage space) is much lower, certainly than in Edinburgh where it is almost 50% of households.

The Duty of Care for households

23. The previous consultation showed broad agreement that householders' existing obligations are not sufficient. Is there any new context or evidence that should be taken into account? :

As the discussion paper acknowledges there are in practice no obligations placed on households to use recycling services. The scope for the local authority to take effective regulatory or enforcement action on use of recycling services is limited at present.

Yes

25. Please add any additional comments:

There are good arguments in favour of more local powers to enforce recycling requirements. The decisions of individual residents to not use or to abuse waste and recycling services, for instance, do carry costs to the wider environment and to the city as a whole. In this respect recycling activity can be viewed as analogous to other environmental issues for which enforcement powers are already in place but arguably not strong enough.

It is possible that additional powers could be effective in improving recycling rates, but only with very clear guidance and within clear limitations. For instance:

- Abuse of recycling services should clearly focus on preventing deliberate contamination of recycling bins (by bags of rubbish, nappies, etc), not taking responsibility for waste receptacles (e.g. persistently leaving them on streets or abandoning them) and not penalise innocent errors (such as putting the wrong type of plastic in a recycling bin) – this would likely require revisions to s.46 of the Environmental Protection Act 1990, as have existed in England and Wales for some time.
- Clear legal and judicial advice would be needed to ensure that any system of fixed penalties were enforced. This would also require cooperation from the Crown Office and Procurator Fiscal Service (COPFS) to ensure that relevant action is taken in the courts where FPNs are not paid and evidential tests have been satisfied.
- Resourcing for any enforcement scheme should be in place ahead of implementation, both for local authority enforcement teams and for processing of FPNs.

While these powers may be useful in principle, it is important to note that any enforcement activity will likely have limited impact in a city such as Edinburgh in which:

- Approximately 50% of housing stock use communal collection systems where identification of individual households breaching recycling guidelines would be very challenging
- Even in areas where individual kerbside bins are provided, our evidence shows these are often shared, again raising challenges in identifying breaches
- In view of these constraints it is likely that any new powers would not be practically enforceable in more than 50% of Edinburgh housing stock.

Similarly if the Government is considering use of direct variable charging, again this is likely to be challenging to operate because of our high percentage of communal bin services, and because around half of those (i.e. around 25% of total households) have an on street communal collection system due to the historic design of the buildings. In these circumstances there is therefore no direct link between the producer of the waste, and the cost of disposing of it. Considering these challenges, we would welcome any powers suited to Edinburgh's communal collection system.

Incentivising waste reduction and recycling (households)

26. Are there further powers, if any, for Scottish Ministers, and/or local authorities, that should be considered in order to incentivise positive household behaviours, to support waste reduction and increased recycling in Scotland?:

Yes, we have proposed that the Government should consider the use of extended producer responsibility measures to encompass larger items, so that the consumer pays a fee to have it delivered, and the old one taken away- if you do not have an old one to get rid of, you can opt out of the fee. This would serve to reduce dumping of large items, particularly in areas of high density housing where householders often do not have space to store old furniture and accommodate replacement items at the same time, increase recycling and potentially increase the number of items available for reuse.

27. Are there any other legislative measures that you consider Scottish Government should take to strengthen recycling and reuse at a household level, helping accelerate the rate and quality of household recycling in Scotland?:

Yes. Please see response to Q28.

28. Please add any additional comments:

We would agree with the measures set out, such as reducing collection frequencies and/ or bin sizes, but we have already done both of these where we can. The volume limits referred to in Wales are likely for sack collections. We no longer operate these outwith one small area of the city so we would not see these as applicable to Edinburgh.

In general we would like to see more use of both retailer takeback and extended producer responsibility as well as efforts to encourage the reuse economy, by support for a national network of upcycling projects.

Disposable nappies and similar hygiene products remain a part of the waste stream and will remain so as some people require these because of medical conditions. We'd like to see support for separate collections (and development of an end use for them), as well as support for reusable nappy schemes to try to mainstream these in society. These would help to support moves to reduce the capacity required for nonrecyclable waste collections.

Business recycling collection zoning

Yes

30. Please add any additional comments::

Such moves could potentially be attractive from the following points of view:

- It would allow businesses to work together to share bins, potentially reducing the numbers on the street so improving streetscapes.,
- It would potentially be harder for businesses to avoid putting in place a service and avoid their commercial waste charges, or avoid them putting in place noncompliant services to avoid enforcement.
- It would allow for greater routing efficiencies and proportionate reduction in refuse collection vehicles traffic in these areas, contributing to safer and more pedestrian streets.
- It would allow opportunities to set out more consolidated collection points for waste and recycling, meaning that the Roads authority can have greater certainty in redesigning road space knowing that waste and recycling activities are not being adversely affected. The current lack of opportunity to properly control such traffic in Edinburgh can be seen in many locations such as the High Street (Royal Mile), Rose Street and Cockburn Street.

The challenges might be:

- The local authority would presumably need to tender this service provision. Edinburgh does not operate a commercial collection service as there is already a highly competitive market in our area, but where the local authority does, there could be a perceived conflict of interest;
- The local authority would have to recoup its costs; the cost and administrative burden to carry out local authority tendering is considerable – how these costs would be recovered would need to be clarified (i.e. would this be funded by Scottish Government or would it be recovered from the businesses in the zone?)
- Potential loss of competition;
- The needs of individual businesses are diverse in terms of types of waste, volumes, operating times and collection frequencies, and local authorities are not best placed to decide what each needs;
- The businesses should already have recycling services in place, but the quality of the materials collected will vary. Where clean waste from an office is then co-collected with material which is more prone to contamination such as a café, then the amount recycled might actually fall.

On balance though, it is felt that the benefits would likely outweigh the costs in introducing such a scheme in a city such as Edinburgh or Glasgow, but this may not be a tool which a smaller local authority feel to be appropriate.

Littering and Improving Enforcement

New penalty for littering from vehicles

31. The previous consultation showed broad support for the proposal that Scottish Ministers should have the powers to introduce a new fixed penalty regime for littering from vehicles. Is there any new context or evidence that needs to be taken into account? :

No new evidence. We continue to support this measure as a means to reduce littering.

32. The previous consultation showed broad support for the principle that the registered keeper of a vehicle bears primary responsible for offences such as littering from or in relation to their vehicle (for example by passengers or people using that vehicle at that time). Is there any new context or evidence that needs to be taken into account? :

No new evidence. We continue to support this measure as a means to reduce littering

Seizure of vehicles

33. The previous consultation showed broad support for the principle that enforcement authorities should be given powers to seize vehicles linked to waste crime. Is there any new context or evidence that should be taken into account?:

No new evidence. We continue to support this measure as a means to reduce littering, and in particular fly-tipping.

Assessing impact of bill proposals

Equality

34. Taking into account the accompanying EQIA, are there any additional likely impacts the proposals contained in this consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above?:

Yes. There are some people who are not able to participate fully in recycling. For example someone who suffers from dementia and lives alone may not be able to separate their waste. In these circumstances, it would not be appropriate to carry out enforcement action, and local authorities would not do so. In addition however, a local authority should not be penalised for failing to meet an arbitrary recycling target as a result of this.

Business and regulation

35. Taking into account the accompanying BRIA, do you think that the proposals contained in this consultation are likely to increase or reduce the costs and burdens placed on any business or sector? :

It is likely that the proposals to introduce zoning for commercial waste collections could cause concern to business without any associated support as well as the administrative burden which would be borne by the local authority (and which would have to be recovered). If delivered effectively, there is scope to deliver benefits to businesses that produce waste (recognising that waste collection companies will have concerns) and to improve the quality of the local environment in these areas. However, if such a scheme were not properly supported then there would be concerns that businesses may not yield these benefits.

Children's Rights and Wellbeing Impact Assessment

36. Taking into account the accompanying CRWIA, do you think that the proposals contained in this consultation are likely to have an impact on children's rights and wellbeing? :

No comments

Islands Communities Impact Assessment

37. Taking into account the accompanying ICIA, do you think that the proposals contained in this consultation are likely to influence an island community significantly differently from its effect on other communities in Scotland? :

No comments

Fairer Scotland Duty

38. Taking into account the accompanying Fairer Scotland Assessment summary template, do you think that the proposals contained in this consultation are likely to have an impact in relation to the Fairer Scotland Duty? :

No comments other than those relating to the specific needs of some people with protected characteristics, in particular disabilities.

Environment

39. Do you think that the proposals contained in this consultation are likely to have an impact on the environment? :

Steps to improve the volumes and quality of materials collected for recycling, or to reduce the volumes of waste being produced, and to divert more materials for reuse would be expected to positively impact the environment in terms of carbon and resource use more widely.

Conclusion

40. Do you have any other comments that you would like to make, relevant to the subject of this consultation, that you have not covered in your answers to other questions?

please specify:

No

About you

What is your name?

Name:
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Are you responding as an individual or an organisation?

Organisation

What is your organisation?

Organisation:
The City of Edinburgh Council

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

Publish response only (without name)

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

again in relation to this consultation exercise?

Yes

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

Evaluation

Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Very dissatisfied

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:

Very dissatisfied

Please enter comments here.:

Submitted to Delivering Scotland's circular economy: A Route Map to 2025 and beyond
Submitted on 2022-08-19 13:03:34

Package 1: Promote responsible consumption, production and re-use

1 To what extent do you agree with the measures proposed in this package to promote responsible consumption, production and re-use?

Strongly agree

Supporting evidence:

We welcome the ambition of the Scottish Government, and the recognition of the need for change across society. We also support in particular the need to "design out" the resource consumption and waste problem by identifying and banning items which have a disproportionate environmental impact, and the suggestion that extended producer responsibility will play more of a role going forward.

It is important that businesses can access the support, advice, incentives, and workers they need to embrace the circular economy, reduce waste and improve resource efficiency. In line with the Scottish Government's National Economic Strategy, it is vital that we ensure a just transition to a net zero economy. In particular there needs to be opportunities to businesses and people from all backgrounds to access.

2 Are there any further measures that you would like to see included in the Route Map to promote responsible consumption, production and re-use?

Further measures to include:

Yes.

There is a great network of reuse organisations in place across the country doing excellent work. However, many of the organisations are relatively small and the sector is quite fragmented. For example, some are only able to accept items for direct resale. Others accept items for direct donation. Finally, some are engaged in upcycling to either repair items in their existing form or to convert them into new items.

There is scope to encourage collaboration and the development of the upcycling economy so that, for example, if a charity is unable to sell a piece of donated furniture, they have access to an upcycler or remaker who is able to repurpose it into a new and potentially valuable product.

While we acknowledge and welcome the steps the Scottish Government has taken to ban certain single use plastic items, we remain concerned that no steps have been taken to prevent these being directly substituted with the same items made from other materials (e.g. wooden stirrers, starch based cutlery). These items themselves have an environmental impact in terms of their sourcing and production, and when discarded as litter are not biodegradable in a meaningful timescale. They are not usually recyclable.

Overall, we'd like to see an effort to change the behaviour at the heart of the consumption of these items which is actually a relatively recent development. This would mirror the actions which have been taken to encourage refilling of coffee cups for example (perhaps by encouraging people to carry picnic cutlery for takeaways or to eat in rather than take away food for example).

We'd welcome further action to ban certain products or activities which have a disproportionate impact on wildlife and the natural or urban environment such as disposable barbecues, sky lanterns or balloon releases, which are associated with fire risks and ingestion by wildlife and pets.

Package 2: Reduce food waste

3 To what extent do you agree with the measures proposed in this package to reduce food waste?

Strongly agree

Supporting evidence:

We again welcome the recognition of the need to drive change across society and in particular the development of the behaviour change strategy enhancing support for Scottish households to reduce food waste and await more detail of this with interest.

Our experience is that changing householder behaviour requires targeted interventions over a long period to embed behaviour change. Short term projects can deliver significant results, but these often appear not to be sustained particularly in areas where there is a more transient population.

These projects are not easy to deliver. For example, in 2016/17 Sainsburys piloted a number of initiatives as part of a project to prevent food waste in Derbyshire and were not able to sustain this. It might be that preventing food waste over the long term is easier in institutional settings where the procedures are more controlled and the individual participants have less agency, while the focus on cost may serve to drive down wastage.

4 Are there any further measures that you would like to see included in the Route Map to reduce food waste?

Further measures to include::

Linking food waste prevention messages to the use of food waste collection services for that proportion of the food waste which is unavoidable would be beneficial. Food waste still forms a third of household residual waste despite the accessibility of separate recycling collections.

There are a number of perception barriers – the nature of the material, the perceived hygiene concerns (although the opposite is in fact the case), and the relatively small amounts often being disposed at a time which give a misleading visual impression of the extent of a household's food waste.

There's a need to raise awareness that everyone who cooks food from scratch or even just drinks tea has enough waste to justify using their food waste collection.

Package 3: Improve recycling from households

5 To what extent do you agree with the measures proposed in this package to improve recycling from households?

Agree

Supporting evidence:

We welcome the broad thrust of the proposals but have significant concerns about specific aspects. There appear to be some inconsistencies between this consultation and that for the Circular Economy Bill, in terms of the measures which would be pursued.

Comments by subject are summarised below:

Service Design:

The commitment to facilitate a process to co-design high quality, high performing household recycling and reuse services, working with service operators and users is welcome as is the recognition that a one size fits all approach can't be adopted.

This is particularly so for our circumstances where around 50% of households live in different types of high-density housing, where kerbside collections are not viable or appropriate. Local authorities are extremely experienced in this regard and the Scottish Government should certainly include them, and also service users to ensure buy in for any changes. It should be noted that users have tended to object when we've made service changes such as introducing fortnightly non-recyclable collections, and reductions in bin sizes, but have then found the services actually work well provided the full range of recycling services is used- the problems generally occur when they are not.

End-User Reporting:

Local authorities already have to report on the end destinations for the materials we collect, and we publish this for key materials in a user-friendly way on our website so it's not clear what would change. However many parts of the waste management sector operate through brokers so obtaining this level of detail can be challenging - local authorities cannot deliver this alone and the entire waste management chain needs to participate.

Additional requirements on local authorities and statutory targets:

We agree with the principle that local authorities should strive to find new ways to compel citizens to reduce their waste and make full use of recycling services. However, to be able to meet statutory recycling targets, local authorities must be supported by further funding and additional powers tailored to the nature of their waste system.

As a city with a high number of households using communal bins, Edinburgh cannot be directly compared to Wales where even in the large cities the percentages of flatted properties/ communal collections are low. Any statutory targets placed on local authorities should take into account such constraints on what authorities could reasonably expected to achieve. We also note that in Wales the recycling performance is inflated by the inclusion of incinerator bottom ash, which is not included in Scotland.

Our view would be that local authorities have done their best, in the face of challenging financial circumstances, to maximise recycling performance by the householder but are not themselves the waste producer. The local authority does not control what waste is produced by a household and has limited powers of enforcement. They should not be held responsible for the behaviour of individual households, but rather they should be required to provide high quality services in line with the Charter and Code of Practice.

Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for non-recyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

Charter and Code of Practice:

All local authorities are Charter signatories. The Code of Practice is currently being reviewed but even this can only be provisional as it will need to be further updated regularly to address the impacts of national policy and legislative changes in the UK and Scotland, including the Waste Framework Directive, the Extended Producer Responsibility Legislation for Packaging and the deposit return scheme for drinks containers. Local authorities are experienced and well placed to adapt services to reflect these types of changes, so at this point it is not clear that making these statutory would serve any great purpose.

The current system specifies the collection services which the local authority must provide within, most recently, the Waste (Scotland) Regulations 2012. The range of materials already collected is extremely comprehensive and covers around 70% of routine household waste, which will increase further as a result of the extended producer responsibility legislation for packaging (to encompass plastic films) and the Waste (Framework) Directive.

Additional materials:

We are confused by the proposals to take powers to implement extended producer responsibility (EPR) for batteries and waste electrical items as these are already in place, although in need of reform. We do welcome the potential extension of this to ensure more widescale collections of materials like textiles and small electricals.

The current services available for electricals are inadequate. As a densely populated urban authority with low car ownership the use of household waste recycling centres is not inclusive, and the current retail takeback scheme comes with too many conditions. We operate a kerbside collection of electricals in parts of the city and are investigating communal bins for flats, but we have to do this at our own cost which is unacceptable.

In addition, both materials (textiles and electricals) are vulnerable to weather damage but can also have some potential for reuse. Households also don't tend to present them on a weekly basis. For this reason, we'd suggest the Scottish government look at different collection models, e.g., responsive collections promoted by the local authority and delivered through EPR, with a contractor collecting from your door or local collection hubs at an agreed time regardless of whether you live in a house or a flat.

We have some concerns around the proposals to add plastic films into the collection mix, which may be addressed by the pilots already taking place.

The concerns are:

- The nature of these materials means there is likely to be significant cross contamination of other materials
- If wrapped, they become impossible to tell from contamination
- If loose, they are likely to blow away as litter during collection
- These materials are the ones we see being illegally disposed overseas; UK markets are needed before collections.

Review of charges:

We have significant concerns about the review of charging.

Local authorities only charge for services reluctantly and have been forced to do so to offset reductions in funding.

When the charge was introduced for bulky collections there was no increase in fly-tipping, and in fact fly-tipping pre-dated the charge. The Scottish Government needs to take into account the different reasons for fly-tipping, particularly illegal online services, and action needs to be taken to tackle this. In fact, for most people our charge is less than the illegal routes. It should also be noted that many items that are disposed of through bulky collections are not recyclable or re-usable – taking away charges for these collections will likely reduce householder responsibility for waste and result in increased demands for this service instead of taking material to HWRCs where it be more cleanly sorted.

Lack of awareness is an issue, which we seek to address locally through communications campaigns, and which the Scottish Government could perhaps consider nationally.

There was no reduction in the collection of clean waste when a charge was introduced for garden waste- we saw a reduction in contaminated materials as those who were abusing the service tended not to opt in as they knew their bins would not be collected.

There is also an equity issue. In reality, no service is free. Users of the garden waste service are being asked to pay a contribution towards the cost of having it collected from their home. Ceasing the charge would spread the cost (almost £2 million per year, just in Edinburgh) across all householders many of whom have no garden and are lower income.

Our current service makes it available to all, but the cost is borne by those who need it and benefit from it. There is some evidence that people use the garden waste collection for convenience rather than environmental reasons as uptake was always higher than for other services.

Enforcement and Charging Models :

The Circular Economy Bill consultation proposes enforcement, fixed penalty notices and householder responsibility but the Routemap is less explicit.

Placing a duty on householders could potentially be effective in making people think twice and raise awareness of the correct ways to dispose of waste.

We would want to have confidence that the Government had engaged with the judicial system to ensure that such FPN was enforceable. Finally, we'd want to be assured that resourcing for such a scheme, both at the front end and in the judicial system was in place.

It should be noted however that any enforcement activity in this regard may have limited impact where communal collection systems are used because identifying the specific household who did it would be challenging. This is approximately 50% of our housing stock.

Similarly, if the Government is considering use of direct variable charging, again this is likely to be challenging to operate because of our high percentage of communal bin services, and because around half of those (i.e., around 25% of total households) have an on street communal collection system due to the historic design of the buildings.

In these circumstances there is therefore no direct link between the producer of the waste, and the cost of disposing of it. Even where individual bins are used in areas of high-density housing (flats) our experience in practice is that residents informally share these, and the advice from our Enforcement Team is that in these circumstances enforcing any regulations is likely to be impossible.

6 Are there any further measures that you would like to see included in the Route Map to improve recycling from households and incentivise positive behaviours?

Further measures to include:

Nappies:

There is scope for the Scottish Government to look at both nappy reuse and recycling. We supported a local nappy reuse project for many years but have experienced barriers to expanding into harder to reach groups.

The Scottish Government should consider a national scheme to fund nappy reuse and raise awareness, but take into account the current situation with regards to cost of living- is it still financially preferable for lower income households?

It should also seek to develop a recycling infrastructure for disposables which would support not only householders and local authority collections, but also care homes, hospitals and businesses.

Reuse, repair and upcycling:

We'd welcome support to develop the reuse economy and upcycling particularly for bulky items. We've tried without success to develop such a model but found it impossible as the services currently in place are so fragmented. We'd also like to see an extended producer responsibility charge for uplift of bulky items such as mattresses and white goods automatically included in the delivery charge (which the customer could opt out of, if there is nothing to collect) as a means to prevent dumping and encourage reuse and recycling.

In general, we would welcome wider development of extended producer responsibility (EPR) as well as more being done to raise awareness among householders in particular that waste management and recycling are not always led by the Council. We've also highlighted what actions we believe the Scottish Government could take to encourage more reuse and recycling of electricals and textiles by using EPR to both fund and operate services.

Perception and Language:

More action is needed to counter myths such as that plastic is illegally dumped overseas - for example ours are reprocessed in the UK in our contractor's own facilities.

The language used around recycling too often still presents it as slightly unusual and difficult, when the reality is that for the vast majority of the population it is easy to recycle much of their waste at home and most people do it most of the time. Nudge Theory would tell us that reinforcing the fact that it's easy and it's something that everyone else is doing is likely to increase participation. While we all understand that there are some people who might not be able to participate fully or at all, for example as a result of health conditions, for the majority of people it's a simple part of everyday routine and this fact could be used to challenge people who don't engage.

Package 4: Improve recycling from commercial businesses

7 To what extent do you agree with the measures proposed in this package to improve recycling from commercial businesses?

Agree

Supporting evidence:

We don't operate a commercial waste collection service but do broadly support the broad thrust of the package.

The composition analysis will, of course, need to be very sector specific.

It would be recommended that zoning of commercial collections is a discretionary power, which can be used by local authorities where they feel there is a benefit in doing so, as opposed to a statutory/mandatory power.

We also have some observations around challenges which appear not to have been considered. Such moves would potentially be attractive from the following points of view:

- It would allow businesses to work together to share bins, potentially reducing the numbers on the street so improving streetscapes, although in our case we already require them to be stored off the street- that would not be possible if they were shared so the opposite might happen and the streetscape would actually deteriorate,
- It would potentially be harder for businesses to avoid putting in place a service and avoid their commercial waste charges.

The challenges might be:

- The local authority would presumably need to tender this service provision. We don't operate a commercial collection service as there is already a highly competitive market in our area, but where the local authority does, there could be a perceived conflict of interest;
- The local authority would have to recoup its costs; the cost and administrative burden to carry out local authority tendering can be considerable- this would be a significant added cost to businesses or would need to be funded by Scottish Government;
- Potential loss of competition;
- The needs of individual businesses are diverse in terms of types of waste, volumes, operating times and collection frequencies, and local authorities are not best placed to decide what each needs;
- The businesses should already have recycling services in place, but the quality of the materials collected will vary. Where clean waste from an office is then co-collected with material which is more prone to contamination such as a café, then the amount recycled might actually fall.

8 Are there any further measures that you would like to see included in the Route Map to improve waste recycling from commercial businesses?

Further measures to include:

Although we don't operate a commercial collection service or materials recycling facility (MRF), we are aware that when the current regulations were introduced there was a deterioration in quality of materials coming through MRFs due to the widescale collection of commercial waste.

This is understandable, particularly where food is produced, as these are often high turnover premises with limited space to clean and sort materials. The Scottish Government should include this issue in its review to assess whether it does in fact remain a problem and what action is needed to address it.

Some local authorities who do still operate commercial waste collections, and who ensure their customers are compliant with the Waste (Scotland) Regulations 2012, have reported that there are competing companies operating in their areas who undercut them by selling non-compliant services and there appears to be limited enforcement of the legislation (e.g., by SEPA).

Package 5: Embed circular construction practices

9 To what extent do you agree with the measures proposed in this package to embed circular construction practices?

Neither agree or disagree

Supporting evidence:

No comments as we are not part of this sector.

10 Are there any further measures that you would like to see included in the Route Map to embed circular construction practices?

Further measures to include:

No comments as we are not part of this sector.

Package 6: Minimise the impact of disposal

11 To what extent do you agree with the measures proposed in this package to minimise the impact of the disposal of residual waste?

Agree

Supporting evidence:

We are in agreement with the direction of travel in this area. We've already responded to the separate UK Government led consultation on emissions trading.

In that response, we've noted that the residual waste being sent for disposal can only be incinerated with energy recovery or landfilled, because it is not recyclable or has not been sorted correctly by the householder (or business if it is commercial waste).

In this case, due to the high putrescible content, energy recovery with heat capture is actually the least negative environmental outcome and would in fact be reducing carbon emission impacts by avoiding the emission of methane. This needs to be taken into account in the development of carbon pricing, and an emphasis is needed to encourage the development of processing plants which operate at the highest level of efficiency (i.e., with heat capture).

12 Are there any further measures that you would like to see included in the Route Map to minimise the impact of disposal?

Further measures to include:

Hazardous household chemicals:

At the current time the facilities available for the safe disposal of hazardous household chemicals are limited, and expensive. This area does not seem to be mentioned in any detail in the discussion paper.

Medical waste:

We are noticing increasing contacts from patients who are unable to dispose of medical waste such as diabetic sharps or even used medicines.

These services have historically been provided by community pharmacies or the NHS itself. Presumably to reduce costs patients appear to increasingly be directed to the local authorities who do not have facilities to manage these waste streams and so the patients are left with nowhere to go. We are engaged locally with the NHS over this, but it is known to be a wider issue than just our area.

The use of community pharmacies for this purpose is likely to be the most appropriate way to manage these disposal issues and the Scottish Government should act to ensure these are reinstated.

Package 7: Cross-cutting measures

13 To what extent do you agree with the measures proposed in this package to support action across the circular economy?

Agree

Supporting evidence:

There are a number of information gaps in knowledge of waste arisings in Scotland and perhaps a historical overemphasis on household waste and local authority activities.

The steps being proposed to broaden understanding and knowledge are therefore welcome.

14 Are there any further measures that you would like to see included in the Route Map to support action across the circular economy?

Further measures to include:

Nothing is recyclable if it has no end user. If it can't be designed out through changing behaviour, processes, etc, then it does need to be recycled or disposed of and there is very little mention of market development in the consultation.

To support a more circular economy additional programmes are needed that support businesses to reduce, re-use and recycle - minimising waste and improving resource efficiency. This could be achieved by delivering and supporting a business mentoring and support programmes to help employers take practical steps to realign their operations towards becoming net zero.

Beyond 2025

15 To what extent do you agree with the principles proposed to underpin future circular economy targets?

Agree

Supporting evidence:

No comments

Impact assessments

16 Please provide any further information or evidence that should be considered in the accompanying Equalities Impact Assessment.

Further information:

There are some people who are not able to participate fully in recycling. For example someone who suffers from dementia and lives alone may not be able to separate their waste. In these circumstances, it would not be appropriate to carry out enforcement action, and local authorities should not do so. In addition however, a local authority should not be penalised for failing to meet an arbitrary recycling target as a result of this.

17 Please provide any further information or evidence that should be considered in the accompanying Fairer Scotland Assessment.

Further information:

Proposals to replace service charges for services such as garden waste would shift more of the costs of providing those services onto households who do not benefit from the services, and who may on average have lower household incomes.

There are potential risks relating to the specific needs of some people with protected characteristics, in particular disabilities, if enforcement action is taken against people who do not use collection services properly.

18 Please provide any further information or evidence that should be considered in the accompanying Island Communities Impact Assessment.

Further information:

No comments

19 Please provide any further information or evidence that should be considered in the accompanying Business and Regulatory Impact Assessment.

Further information:

It is likely that the proposals to introduce zoning for commercial waste collections could cause concern to business, as well as the administrative burden which would be borne by the local authority (and which would have to be recovered).

20 Please provide any further information or evidence that should be considered with regards to the environmental impact of proposals outlined in the Route Map.

Further information:

Steps to improve the volumes and quality of materials collected for recycling, or to reduce the volumes of waste being produced, and to divert more materials for reuse would be expected to positively impact the environment in terms of carbon and resource use more widely.

About you

21 What is your name?

Name:
Angus Murdoch

22 What is your email address?

Email:
angus.murdoch@edinburgh.gov.uk

23 Are you responding as an individual or an organisation?

Organisation

24 What is your organisation?

Organisation:
The City of Edinburgh Council

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

Publish response only (without name)

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

Yes

27 I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

Evaluation

28 Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Very satisfied

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:

Very satisfied

Please enter comments here.:

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

Executive/routine Wards Council Commitments	Executive 7, 9, 12, 13
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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Notes the results of the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SRP), the detail of the objections received, and the Council’s response;
 - 1.1.2 Approves the setting aside of the remaining objections and approves the making of the advertised Order, with the proposed amendments as detailed in Appendix 2;
 - 1.1.3 Notes that an amendment to the advertised prices for resident, retail, business and trades permits, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, bringing prices in the new zones into line with those that will operate in the extended zones of the controlled parking zone (CPZ) in 2022/23;
 - 1.1.4 Notes that an amendment to the advertised charges for pay-and-display parking, under statutory notice procedure, is required to reflect the prices set by Full Council on 24 February 2022, that will set those prices at the same rates as operate in the extended zones of the CPZ, and notes that Visitor Permit prices (which are set as a percentage of pay-and-display) will also be amended as a result of this process;
 - 1.1.5 Refers the amendment to the advertised charges to Council for approval.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

Report

Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

2. Executive Summary

- 2.1 This report details the outcome of the advertisement of the draft Traffic Regulation Order (TRO) to introduce a controlled parking zone (CPZ) in six new areas, considers the content of the objections made by respondents and makes recommendations based on the analysis of these results.
- 2.2 The report seeks the authority to make the advertised TRO, with amendments, and to proceed to implement the introduction of parking controls in the Phase 1 area.

3. Background

- 3.1 In [August 2018](#), the Transport and Environment Committee approved the commencement of a Strategic Review of Parking (SROP) that would look at parking pressures across the entire Edinburgh area.
- 3.2 The full results of the review process were considered in [September 2019](#), with [approval](#) being given for four phases of implementation of new parking controls.
- 3.3 In [January 2021](#), the Transport and Environment Committee considered the results of an initial consultation in the Phase 1 area. Based on the results of that informal consultation and having considered the policy linkages behind the proposed parking controls, the Committee [approved](#) the commencement of the legal process to introduce six new CPZs in the nine Review areas covered by Phase 1.
- 3.4 The six areas which formed the advertised TRO were:
 - Abbeyhill;
 - Leith Walk and Pilrig;
 - Leith and North Leith;
 - Shandon;
 - Gorgie and Gorgie North; and

- The existing parking area in Lockharton (B8).

4. Main report

- 4.1 This report considers the objections received in accordance with legislative requirements and determines the next steps for the advertised TRO. This fulfils the Council's legal obligations in terms of considering the objections received during the formal legal process and determines the next steps for the advertised TRO.

Advertising Process and Consultation

- 4.2 In accordance with legislative requirements, the draft TRO for Phase 1 was advertised on 22 October 2021, for the required 21-day period (scheduled to end on 12 November 2021). In response to concerns that the initial leaflet delivery had not been as effective as intended, the advertisement was extended to the 5 December 2021, with a further leaflet delivery being undertaken to ensure that residents and businesses were informed of the proposals.
- 4.3 Details of the arrangements for advertising the traffic order are detailed in section 7 of this report.

Responses Received

- 4.4 In total, just under 32,000 addresses were included in the leaflet distribution. From the different channels employed to encourage responses to the consultation, a total of 1,003 objections were received.
- 4.5 The objections received, when expressed against the number of leaflets distributed, constitute a little over 3% of those properties consulted. In total, postcode data was provided for 648 responses, of which 59 (9%) showed that the respondent was located in an area not included in the current proposals.

Analysis of the responses

- 4.6 Details of objections received and the Council's considered response to those objections can further be found in Appendix 1.

Consideration of the Objections

- 4.7 Appendix 1 sets out the themes identified by proposal area and shows the number of instances that each theme was raised (i.e. the number of responses that contained that wording or wording to that effect). In many cases, the wording shown will exactly reflect what objectors have said.
- 4.8 Further details of objections are also included in Appendix 1, alongside the Council's response to specific issues that were raised during the consultation. The major themes of those specific issues are:
- Public/private issues;
 - Concerns relating to the proposed Garage Services Permit;
 - Concerns expressed in terms of the proposals for Abbeyhill Colonies; and

- Specific issues relating to the proposals in Portland Street.

4.9 Any changes that are proposed as a result of the consideration of the objections are set out in Appendix 2.

Integration with other Projects

4.10 As has previously been reported to Transport and Environment Committee, the proposals for parking controls have been developed in conjunction with other projects and have been developed to incorporate other Council initiatives, such as:

- The rollout of bin hubs as part of the Communal Bin Review; and
- Commitments made for parking provision linked to Tram to Newhaven.

4.11 The written elements of the draft Traffic Order also make changes to a parent Order that governs parking restrictions across the city. The significant majority of these changes relate to the potential introduction of new restrictions, new permits and new Zones, however changes have been incorporated to support, for example, Electric Vehicle (EV) charging parking places.

4.12 As none of the objections received related to the TRO articles which affect EV parking places, these changes have been approved separately in accordance with the Council's Scheme of Delegation. This is to ensure that enforcement can take place at existing EV parking places now that tariffs are in place for those using the charging infrastructure.

Tram

4.13 The elements of the proposals that make up the proposed northern expansion of the CPZ include some of the areas of the city with the highest levels of parking demand (each of the five review areas included in this part of the TRO sit near to the top of the results which were reported in September 2019, with the lowest ranked area at number 16, while Leith Walk area was recorded as having the highest parking demand of any area within Edinburgh).

4.14 The completion of the Trams to Newhaven project has the potential to add further parking demand to these already busy areas, placing increased pressure on the existing kerbside space.

4.15 Concern in terms of the potential impact parking, particularly in Leith Walk and Pilrig, was one of the issues that led to an initial approach from residents in these areas asking the Council to consider parking controls as a deterrent to increased parking demand.

4.16 The introduction of parking controls in the areas covered by the northern elements of Phase 1 would mitigate against the potential for areas close to the extended Tram line to be used as urban park and rides.

4.17 Tram is expected to begin running to Newhaven in Spring 2023. As such, it would be desirable to ensure that the introduction of controls could take place in advance of this to pre-empt any issues arising from increased parking demand.

Amendments to the advertised Order

- 4.18 It is only legally possible to amend an advertised Order if the amendment being made results in the revised restriction being less onerous than the one that was advertised. For example, a yellow line (restrictive) can become a parking place (permissive) without the further need to advertise that change. Similarly, a permit parking place can become a shared use parking place, as shared-use parking allows a wider range of users the ability to park.
- 4.19 While this report is primarily concerned with considering the feedback received from the consultation process, the process of considering and introducing new parking controls involves ongoing reviews. In the course of those reviews, there have been a number of changes identified as now being required.
- 4.20 The changes identified primarily relate to modifications to communal bin locations, but also in the case of changing circumstances. While this report does not detail all these changes, they are outlined and referred to in Appendix 2 as “Consequential Changes”.
- 4.21 Amendments that have been initiated as a result of objections received are also detailed in Appendix 2, where there is an explanation of the means of resolving the proposed change, either as an amendment to the advertised Order, or via separate legal process.
- 4.22 A number of other required amendments have also been identified which have the effect of making the restrictions more onerous. These therefore cannot be accommodated within the current legal process. These will be taken forward under separate legal process, in accordance with the Council’s Scheme of Delegation, with the intention that this process will be completed, if possible, prior to the completion of implementation of the wider measures set out in this report. These changes will be subject to the same legal process as all other Orders, including advertisement and the right to object.

Implementation

- 4.23 Subject to the approval of Transport and Environment Committee to set aside the objections outlined in this report, implementation of the measures contained in the advertised, and amended, traffic order is anticipated to commence towards the end of 2022, and to continue into 2023.
- 4.24 Arrangements will be made to appoint a suitable contractor to undertake the required work.
- 4.25 The need for poles for associated signage will be minimised, utilising existing street furniture where possible and seeking permission to use other means of locating signs that does not require new street furniture. In addition to streetscape benefits, this approach will also ensure that implementation costs are, wherever possible, kept to a minimum.
- 4.26 The numbers of ticket issuing machines is also to be minimised, restricting their use to locations expected to be in higher demand from shoppers and visitors.

- 4.27 As part of the preparatory work leading to implementation, further contact will be made with residents and businesses within the affected areas, advising them of the anticipated implementation schedule and providing further details on permit eligibility and means of application.

Amending Fees and Charges

- 4.28 The Council set its annual fees and charges for resident, retail, business and trades permits, pay-and-display parking and Visitor Permits in February 2022.
- 4.29 The existing fees and charges schedule lists the prices by area.
- 4.30 If the recommendations on Phase 1 of the SROP are approved, an amendment to the advertised prices will be required in order to bring the new zones into line with those that currently operate in the CPZ.

5. Next Steps

- 5.1 If the report recommendations are approved, the legal process to introduce parking controls into the area covered by Phase 1 of the SROP will be finalised, with the Order formally being “Made”. This will include the amendments outlined in this report.
- 5.2 Further legal processes will be commenced, as required, to make any amendments that have been identified as part of this process but which cannot be progressed as part of the new Order.
- 5.3 A full implementation plan will be developed for the required tasks, such as the extensive lining and signing works, and an appropriate funding mechanism will also be identified.
- 5.4 A communications plan will be developed in order to ensure that those affected by the implementation works are notified in advance and updated as the project moves forward.

6. Financial impact

- 6.1 It is anticipated that the work required to implement Phase 1 of the SROP, including all signs and markings work and the provision of any required ticket issuing machines will incur costs of approximately £2.5m. This is based on a detailed assessment of the road marking, signing and ticket machine costs associated with the current design of the proposed measures.
- 6.2 These costs will be split over two financial years (2022/23 and 2023/24) with the areas covered by the northern elements of Phase 1 expected to be completed within the 2022/23 financial year, in advance of the commencement of Trams running to Newhaven.
- 6.3 Phase 1 of the scheme is expected to generate significant revenue for the Council, through elements such as permits and pay and display parking, however this will be

slightly offset by an increase in the operational costs associated with the enforcement contract.

- 6.4 Taking both the additional revenue and operational costs into account, it is anticipated that Phase 1 of the scheme will deliver an annual surplus of at least £2m per annum. Any additional income, after all costs are accounted for, would be used to fund transport improvements across Edinburgh, in line with legislative requirements
- 6.5 The funding mechanism for Phase 1 implementation costs is currently being finalised. However, it is expected that these costs will be met through a re-profiling of the Capital budget programme from within the Place Directorate.

7. Stakeholder/Community Impact

- 7.1 An informal consultation exercise on the possible introduction of parking controls in the Phase 1 area was conducted in late 2019. That exercise saw leaflets delivered to all addresses within the affected areas, with residents and businesses invited to:
 - 7.1.1 View details of the proposal online;
 - 7.1.2 Complete a detailed online questionnaire;
 - 7.1.3 Leave comments on an interactive map of the draft proposals;
 - 7.1.4 Provide further feedback via the dedicated website; and
 - 7.1.5 Attend drop-in sessions attended by Project staff, where plans could be viewed, and questions answered by staff in attendance.
- 7.2 The results of that consultation were reported to Transport and Environment Committee in January 2021.
- 7.3 When the Order was advertised in October 2021, notifications were sent out by email and by letter to statutory consultees and to those on the Council's database of parties wishing to be consulted on traffic orders. Details of the consultation were also posted on the Council's website, on the [Tellmescotland](#) website and on a bespoke website prepared for this consultation.
- 7.4 The advertising of the draft traffic order saw further leafletting of addresses within the Phase 1 area (in total, around 31,500 addresses were included in the leaflet distribution), with a targeted direct mailing by Royal Mail to all addresses. The leaflet outlined the proposals and led interested parties to the Council website and that of our consultant, where they could find:
 - 7.4.1 Detailed plans of the proposals; and
 - 7.4.2 Details of how to engage in the consultation process.
- 7.5 The results of the consultation linked to the advertising of the draft Order are contained within this report.

- 7.6 The proposals for parking controls are anticipated to result in a positive impact in respect of carbon impacts, and adaptation to climate change, discouraging commuting to work and encouraging increased use of public transport and other, more sustainable form of transport.
- 7.7 The potential adverse impact of the proposals could be that migration of parking pressures moves to neighbouring areas. Monitoring processes are already in place to ensure that, should any such migration occur, then further action can be taken to address parking pressures that arise in those areas.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - The Council's response to Objections.
- 9.2 Appendix 2 - Proposed Amendments to the advertised Order.

Appendix 1 – The Council’s Response to Objections

This appendix summarises the objections received during the six-week period during which the proposals were advertised for public comment.

This Appendix further provides a response to the points raised by objectors and, where appropriate or required, indicates what changes are proposed to the advertised proposals. Details of how those changes are to be accommodated can be found in Appendix 2.

The objections have been split into distinct areas, based on the different areas originally identified in the Review, as well as reflecting the proposed new Zones that those areas would constitute should the proposals proceed to implementation.

Further objections have been grouped by type, reflecting significant issues that warranted detailed consideration or responses.

The sections of this Appendix that cover area-based objection themes and comments, which are further broken down into sub-themes, are as follows:

- 1) Leith and North Leith (Zone N8);
- 2) Pilrig and Leith Walk (Zone N7);
- 3) Gorgie and Gorgie North (S6);
- 4) Abbeyhill (N6);
- 5) Shandon (S5) and B8 (S7).

The sections of this Appendix that deal with specific issues or themes are:

- 6) Garage Service Permits
- 7) Public/Private Issues
- 8) Abbeyhill Colonies
- 9) Portland Street

Section 1

Leith and North Leith (Zone N8);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: existing parking is sufficient/ controls are not required	" If the proposal goes ahead, more people who work but do not live here will park in our car park to avoid paying for parking, creating more problems for the residents."	28	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly. The proposal has been designed to offer as much parking availability as is safely possible. Whilst there can never be a guarantee of parking immediately outside homes, the aim of this proposal has been to provide enough parking for all potential permit holders. Where there are shared use bays, those who do not hold or do not wish to purchase a permit, will have the option to use these bays.
	" So not only are we going to have to start paying a lot of money, but we are also likely to have to drive around finding a parking space, which isn't very efficient, convenient or environmentally friendly."		
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"I can guarantee if I bought a permit I would not be able to park despite this." "This makes the proposed residents parking allocation even more inadequate."	86	
No parking issues: from commuters/visitors parking issues	"I live here and have no problem finding a parking place either during the day or late in the evening."	100	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Leith was ranked 8 th and North Leith 18 th . Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas.
	"Currently I, and everyone in my stairwell has absolutely no issues availing of parking in and around our residences."		
Worsen situation: safety/ traffic/ speed	"There is no commuter parking pressure in our area to be addressed."	16	
	"there have NEVER been any issues with residents and visitors parking I.e. there is enough room for everyone, never a problem getting a parking space."		

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	"Implementing CPZ between the hours of 8.30 - 5.30 will make no difference to the problems we face. In fact, it will make life harder for residents who would now also have to pay."	10	The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.
	"The only time it may prove slightly difficult is late at night when everyone is home. However, this is solved by simply driving round the block until a space is found & walking back round the corner."		
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	"The street will become a narrow 2-way street with traffic too close to the curb. Much less safe for pedestrians who could step off the curb into traffic. "	17	The designs are aimed to create 'chicanes' in certain roads where speeds are often higher. Monitoring of these issues will occur.
	" It will also have the disbenefit of increasing speeds on Portland St. At the moment, drivers have to drive slowly and negotiate their progress with drivers coming the opposite direction."		See specific section on Portland Street

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	"This will cause inconvenience for visitors, tradespeople, and the youth centre, and also additional costs for permits."	12	The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.
	"it seems like that measures would only serve to increase costs to residents, introduce complexity for visitors (I'd love to know where you are thinking of locating a pay and display option) and present an enforcement issue."		Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time. Pay-and-display options will be available throughout the zones, in the form of shared-use parking.
Elderly/disabled people rely on visitors	"My husband and I are disabled and rely on our children to care for us and they visit regularly. I do not want to have to pay to see my children nor do I want them to be timed by their visits."	7	One of the main aims of parking controls is to improve accessibility. One of the ways that we do that is to offer an increased (double) number of visitor permits to those who have disabled badge. Those permits are also available at half the normal price.
	"This cul de sac has a lot of older residents who rely on visitors and don't necessarily have the funds to buy permits/visitor permits."		The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking. The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo
Access for tradespeople/services	"Introducing permit parking will disrupt this, not least because it will make it more difficult for residents to have visitors, receive deliveries or home-based services." "There are several hundred apartments etc in the area, there are always people who rent, continually moving, trying to get removal vehicles parked somewhere and there are always tradesmen from fixing domestic appliances to painters etc."	13	The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses. The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ. There are specific allowances within the traffic order to enable loading and unloading, as well as more significant situations like house removals.

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	<p>"You are targeting an area of multiple deprivation by expecting people to pay to park."</p> <p>"As 2 essential car users in the household for work purposes, we would struggle like many many others in the local area to budget for extra cost of parking permits or meter paying."</p>	44	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme.
Permit should be cost-free	<p>"Surely if they are for the benefit of the local community then a permit should be issued free of charge for anyone living within these zones."</p> <p>"Do not charge for permits where parking has always been free!"</p>	4	The operation, enforcement and maintenance of the current permit scheme has significant costs associated with it. As per the answer above, those who benefit from parking controls are asked, via permit prices, to contribute towards running costs, with the remainder being met from other sources of parking income.
Money making scheme	<p>"This decision is morally wrong and is purely designed to generate more income for the city."</p> <p>" I do not believe this is the favourable opinion of the residents of Edinburgh but rather a decision taken by the council to extract more money from residents to fund their failing campaigns."</p>	17	<p>The Strategic Review of Parking was initiated by residents of a number of areas of the city, who asked the Council to consider parking controls. The results of surveys confirmed the need to manage parking in several areas.</p> <p>While parking may generate some income for the Council, that income is not guaranteed. There are significant costs associated with operating parking controls, which the Council asks permit holders to contribute towards. There are traffic management, health and environmental considerations that the Council has detailed in reports leading to the advertisement of this Order. Rather than being a financially driven scheme, these measures will assist the Council in meeting climate change goals, whilst improving conditions for residents and businesses.</p>

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Misuse of private car park	<p>"We have a small car park which is often misused by other residents."</p> <p>" I expect that the new restrictions would simply encourage misuse of private car parks and other free parking areas at the supermarkets and Ocean Terminal,"</p>	3	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Already private parking (CPZ not needed)	<p>" Look at the extensive private developments in Leith which utilise large areas of land for private permit parking."</p> <p>" The majority of residential properties in the immediate area are post-2000 modern developments with designated private parking."</p>	3	

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	"Portland Street is already used as a cut-through to avoid the traffic lights. By removing parking / introducing double yellow lines, you are increasing the useable road width making it easier for cars to use it as a 2-way street and cut-through."	2	See specific section on Portland Street
	"By closing The Shore in one direction, the council has already created a 'rat run' down Seaport Street that means instead of just having idling traffic on one side of our home, we now have it on both."		
Traffic calming required	"Perhaps a one-way system, Portland St / North Fort St, would be better, to reduce the through traffic." "Add speed bumps to stop cars travelling at speed."	2	Unfortunately, consideration of such measures, or their impact, is outwith the scope of this Order, or this legal process.
Effect of roadworks	"the works at the west end of Pilrig St and the contra flow section outside McDonald Rd fire station make that route extremely time consuming, while the snarl ups that permanently beset Great Junction Street means that the alternative route down Bonnington road makes travelling to Seafield by car so gruelling that it is genuinely quicker to walk." "Between the never-ending road works, tram works and the state of local roads, Leith traffic has become one of the worst in town and despite the suggestion that the plans will address this, it is apparent that they will only make the situation worse and create even more congestion around the affected area."	2	Noted for better inter-departmental comms. The introduction of parking controls would, however, be expected to have a beneficial impact on congestion, with fewer commuter vehicles travelling into these areas.
Traffic unable to park forced onto surrounding roads	"By reducing the overall parking in this area for residents cars, more will be forced out onto Ferry Road outwith the restricted times causing congestion on a main road." " It will simply create congestion on the surrounding side streets where there is unrestricted parking."	5	Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.
Widening road will increase traffic	"What is the basis behind taking measures to widen Portland Street increasing the traffic flow and pollution on a residential street."	1	See specific section on Portland Street

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Car required for commute	<p>"Many of us rely on our vehicles to be able to get to work, take children to school, see family and make a living and these new proposals simply make having a car almost impossible. "</p> <p>" those with often require access to a vehicle due to employment out of town and for myself working in anti social hours."</p>	2	<p>Parking controls accept that there are those who require a vehicle and provide opportunities for residents and businesses to have access to space in which to park, primarily by removing or managing non-residential parking.</p> <p>Not anti-car, future-proofing. Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.</p>
Cars not used for commuting	<p>"We do not have a problem with commuter parking being such a small street and every resident has their own space in their driveway or if they own a second car this can be parked outside their driveway with no bother to anyone."</p>	1	<p>Rather than address concerns individually and implement piecemeal restrictions, these proposals are to mitigate displacement from other areas.</p>
Charge commuters not residents	<p>"I understand the need to prevent commuter parking in my area, so make the permits free for residents where it has always been free!"</p>	1	<p>Money gained from permits will go back into enforcement/upkeep of restrictions.</p> <p>Charging commuters to park isn't a sustainable option. CPZ is a means of persuading commuters onto more sustainable forms of transport.</p>
Commuters using resident parking	<p>Commuter parking is a two way problem. Motorists who live on my street also commute out of the area and it's at night when they return where the problem lies</p>	1	<p>Parking controls are designed to address parking issues attributable to incoming commuters. Initial data gathering did not suggest that there was support for evening parking. This reflects other work carried out in other locations, where evening and overnight controls were not supported.</p>

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Abandoned vehicles	<p>"Incidentally, we have a couple of cars, a van and a taxi abandoned in our parking bays and the response from the council is that the parking bays are private and not up to them to do anything about it."</p> <p>"Many of my neighbours have gone to the Council to ask if there could be something done about the high amount of permanently parked and never used taxis, because it was creating so many difficulties for the rest of the neighbours to park, and the Council said that no, as things were, they could not do anything."</p>	2	<p>Parking controls will address many parking issues, but only those where the controls are directly applied. Parking in private areas is not covered by these proposals.</p> <p>Under these proposals, any vehicle parked during the hours of control will need to show evidence of having a permit, or having paid to park, or belong to a class of vehicle (or be carrying out an activity) permitted by the Order. Otherwise, any vehicles would be liable to enforcement action.</p>
Business parking in residential area	<p>"I have made parking difficult for the rest of us because they like to have up to 12 taxis parked around the area."</p> <p>"What does pose a problem at times is the use of on-street parking by local businesses for their vehicle fleets."</p>	2	

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"This means a longer walk to my building, which I don't mind during the day. But what about the evenings, especially during winter months when it's dark so early?"	8	Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.
Danger from increased traffic	"It is only a matter of time before someone is injured and this increased traffic will exacerbate that."	8	Parking controls are likely to have the opposite effect, reducing the number of vehicles travelling into these areas.
Impact on sightlines	"Vehicles parking or exiting from these bays will be forced to stop traffic in both directions due to the narrow street, sometimes this will be done unsighted due to larger vehicles obscuring views. This will be extremely dangerous with 2 way traffic travelling at increased speeds."	2	Parking places have only been provided where it is considered that it is safe to park. Consideration has been given to access and egress requirements. Parking layout could be reviewed if issues are identified.

Section 2

Pilrig and Leith Walk (N7);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: existing parking is sufficient/ controls are not required	"Residents parking here is not overwhelmed or a problem and this plan would be of no benefit to the local residents other than adding additional living costs which are already being stretched at this time."	31	<p>While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Of 124 areas surveyed, Leith Walk was ranked 1st and Pilrig 13th. Leith Walk in particular showed an average parking occupancy of 92%, with 91% of all streets subject to High parking pressure. While Pilrig was, on average, less heavily parked, many of the streets closest to Leith Walk were also subject to High parking pressure.</p> <p>Leith Walk (including Pilrig) was one of three areas where petitions were submitted to the Council asking for action to be taken to address parking pressures and deal with commuter parking. As stated above, these issues may not be evident in every street, but in looking at solutions like parking controls, the Council recognises the potential for migration, which is the reason why controls are being proposed on an area basis, rather than street-by-street.</p> <p>In terms of operating times, early engagement shows 47% of the responses for the preferred timeframes, were in support of the 8:30am-5:30pm option. This option was deemed the most appropriate for the area.</p> <p>Monitoring is planned so that any migration, as well as inconsiderate or unsafe parking can be directly addressed.</p>
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"As such I can tell you that the only times when parking is difficult is at night and when there is a Hibs game (which is generally on Saturdays and evenings) these are times that permit holders don't apply."	3	
No parking issues: from commuters/visitors parking issues	" There is no issue with other people coming to park on my street who do not live there."	11	
Worsen situation: reduce spaces / no guarantee of a space	"Unless it can be shown that car ownership is going to be reduced in some way then the council should be working to provide more. not less parking."	19	
Worsen situation: Puts pressure on surrounding streets/ car parks/colonies with differing restrictions	" removing much of the on street parking would only push the issue onto Newhaven Road and Bonnington Road."	15	
Worsen situation: safety/ traffic/ speed	" If this is a daily occurrence you are risking the health and safety of the people that live in the area as there is only one road in and out."	4	

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	"The proposed changes are unmanageable and obstructive to visitors. Why should we have to pay for visitors to attend our private residence?"	5	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time.</p> <p>Pay-and-display options will be available throughout the zones, in the form of shared-use parking.</p>
Visitors at weekend when CPZ in operation	" I would object to any parking charges on the weekend when people may have visitors."	1	<p>The proposals would not operate at the weekend, nor would any charges apply outside of the proposed Monday to Friday 8:30 to 5:30 time period.</p>
Access for tradespeople/services	"will the bin lorries be able to get round the West end turn of Cambridge Gardens into Cambridge Avenue if the cars are parked on the SW kerb rather than the NW kerb as now?"	3	<p>The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses.</p> <p>The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ.</p> <p>The design of the scheme has been undertaken in conjunction with colleagues from Waste. Consideration has also been given to access requirements in order to maintain servicing requirements. Double yellow lines will protect junctions for this purpose.</p>

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	"Having to pay for a permit to park in front of my home is ridiculously unfair and would create an unnecessary additional financial burden."	18	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme. With the cost of permits being linked to either vehicle size or emissions, there are options available in terms of permit costs.
Money making scheme	"Please recognise there is no reasonable requirement for parking permits on this street and the only reason I forsee is Edinburgh City Council trying to make more money."	5	

Theme	Consultation materials + queries		
Sub-theme	Example Responses	no. objections	Response
Short notice to respond	"The consultation has been made on short notice, during a period of extraordinary upheaval in the neighbourhood whilst tram works are underway on Leith Walk, and with every-shifting COVID restrictions"	1	In terms of the legislative requirements, formal/statutory consultation requires a minimum of 21 days. All traffic orders advertised in Edinburgh adhere to that requirement. In this case, the period allowed was 42 days. Additional time was allowed at the end of the consultation for late submissions.
Did not receive cons. materials	"I would also like to point out it was very hard to find out about this place to introduce paid parking permits, I only heard through word of mouth."	1	Lessons learned with distribution companies. The Council typically uses trusted distribution companies for projects like this.
Issues with website/format	"As if this were not enough, the information available through the website is impenetrable, where it is even available."	1	Consultations under Covid have been a learning experience that will ultimately help us to provide detailed information in formats that are easily accessible to all. We developed websites and methods of imparting information that we had not previously employed. Improvements can (and will) be made.
Decision already made/consultation pointless	"I would like to think, this consultation is not just a tick box exercise and not looking for a few extra pounds off you hard working council tax payers."	1	All points raised through the consultation, where they relate to an objection to the premise or the detail of the proposal, are being recorded here so that objectors can see a response to their point. Some of those responses may be general in nature, but our aim is to cover the reasons for objection, present them to Committee and thereby allow an informed decision to be taken.
Not enough/inaccurate information provided	"As if this were not enough, the information available through the website is impenetrable, where it is even available."	1	We have endeavoured to make the information presented as accurate as it could possibly be, correlating various sources of information in order to provide a single picture of proposed and existing restrictions. If that information was incorrect, we have corrected it, but in many instances, we have been able to confirm that the information we held was correct, or been able to explain the reasons behind any apparent disparity.
Previous consultation against CPZ	"There has already been a consultation, at Pilrig St. Paul's Church, which massively rejected the proposal. "	2	The consultation referred to was part of an informal process carried out in advance of the legal process. The results of that consultation were reported to Committee and the decision taken to proceed to this formal advertising of the proposals, based on the evidence of parking pressures.

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Unauthorised parking in private car park	"With reduced parking options it is likely people will park in the private allocated spaces in my car park when they are not entitled to (ie use my space and leave me with nowhere to park)."	1	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Business parking in residential area	"What does pose a significant problem at times outside business hours is the use of on-street parking by local businesses for their vehicle fleets"	1	Outside of restricted hours there would be little that could be done to remove properly taxed and otherwise roadworthy vehicles. There are restrictions on parking HGVs in residential areas, however.

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Misuse of private car park	"I am a resident of Iona Street Lane and we already have significant issues with non residents parking their cars in our designated residents spaces."	1	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p>
Already private parking (CPZ not needed)	"We bought this house this year because we needed two parking spaces and the estate which we thought was privately run provides plenty of spaces for the existing residents. parking arrangements here are very cordial and there are never any issues or disputes over spaces."	1	<p>We accept that there will be streets, or areas, where there might not be the same wider parking problems. This proposal does recognise this, but also takes account of the potential for parking problems to move into the next available street, which is why controls are being proposed on an area basis and why monitoring of parking pressures will be undertaken should the proposed zones be implemented.</p> <p style="text-align: center;">See also section on Public/Private issues</p>

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"It is likely that I will have to park at least a 5 minute walk from my own house meaning that I, a young woman will have to walk in the dark after I finish work which I find really unsafe."	2	<p>Parking has been</p> <p>Parking Controls should have the effect of improving accessibility and availability of parking. While we cannot guarantee a space near to your home, parking controls will reduce the demand for space by non-residents, creating opportunities that do not currently exist.</p>
Public transport related health risk	"Forcing some to transition from private vehicles to public transport during a pandemic could be dangerous."	1	<p>Fortunately, the signs are encouraging in that we might have now been through the worst of the pandemic. Nonetheless, we do have to consider how our city functions in the future, as well as acting in a way that supports sustainability and addressing climate change.</p>

Theme	Impact on businesses		
Sub-theme	Example Responses	no. objections	Response
Customers prefer free parking	"Free parking in the area is also good for local businesses."	1	Unfortunately, that free parking is often used by commuters, who effectively sterilise space by creating conditions where shoppers and others cannot park. Charging for parking helps to create a turnover of space that supports local businesses by improving accessibility.

Theme	Alt suggestions		
Sub-theme	Example Responses	no. objections	Response
Increase parking spots for residents	"Unless it can be shown that car ownership is going to be reduced in some way then the council should be working to provide more. not less parking."	1	The proposal has been designed to offer as much parking availability as is safely possible. It does remain within the power of individuals and households to determine their need for car ownership. This is not something that the Council can directly influence, other than to promote measures that help residents and others to make informed choices about their mode of travel.
Sufficient public transport/EV instead e.g. park and ride	"Would the more sensible option be to wait until the tram works have been complete and roads returned to their former states before making any irrational decision, Then put a consultation out as we as residents and you as our elected councillors would have a better way of understanding our needs."	1	<p>The areas around the route of the tram are already subject to parking pressures. The Review recognised the potential for that situation to deteriorate with the arrival of Tram, and was one of the reasons that the Council was asked to investigate controls in this area.</p> <p>Tram and parking controls are linked and there is distinct synergy in considering these different projects within the same timeframe in order to counter future parking pressures before they occur.</p> <p>Edinburgh is well-served by public transport, but even so there is room to improve. One of the ways that any income that is raised from parking could be spent is on improving public transport infrastructure.</p>

Section 3

Gorgie and Gorgie North (S6);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	I've lived on Stewart Terrace for 15 years and during that period the only times I've found difficulty finding a parking space is during match days at Tynecastle and Murrayfield. That you are proposing to bring in parking restrictions that will not include most days when matches are on is quite extraordinary. Outwith these times, I've never had an issue getting parked in the area, but now it's being proposed that I will be subject to an annual charge while still likely leaving me unable to find a parking space during the only period when restrictions would be beneficial.	38	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. While Gorgie was ranked 28 th and Gorgie North 14 th not treating these areas at the same time as neighbouring Shandon (3 rd) would have the significant potential to exacerbate existing pressures.
No parking issues: existing parking is sufficient/ controls are not required	I have just had a look at the parking proposal for Hutchison Park. We have lived in Hutchison Park for 38 years and we have never had a problem with parking apart from a Saturday when there is a football match on at Tynecastle Stadium. What is the point of putting parking permit areas here as no-one parks here during the day apart from the people that live here. We don't have a problem with people driving here, parking their cars for the day then bussing into town. Is this just another money making scheme?	74	Strategically, addressing parking pressures in areas that lie adjacent to two of the busiest commuter routes into the city is a key element of managing commuter parking as well as congestion, air quality and achieving environmental targets. Evidence from the individual surveys from both Gorgie and Gorgie North shows significant pressures in many streets. Those pressures would increase should parking controls be taken forward in Shandon, or only in those parts of Gorgie/Gorgie North where existing pressures are acute.
No parking issues: from commuters/visitors parking issues	The parking in this Street is not an issue. And the volume of commuters is definitely not at the magnitude that is being implied. It's managed perfectly fine in the 14 years I've lived here. No one double parks on this street either. Last night I counted 4 available spaces and this morning 6. We do not need controlled parking.	20	Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas.

Sub-theme	Example Responses	no. objections	Response
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	The development is off of the main road, and is quiet and rather private. These plans will only encourage strangers that don't live in the complex to park here, especially if parking spaces will be advertised on the likes of Ringo and would encourage people to park here when attending nearby football and rugby stadium matches.	19	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.
Worsen situation: reduce spaces / no guarantee of a space	Far from benefitting residents, the proposals would create parking problems where none exist at present. The flatted development consists of 99 dwellings and has 99 marked parking bays including 1 marked "Disabled". There is kerbside parking for approximately 18-20 vehicles.	38	Many streets in this area currently show evidence of parking pressures, as highlighted by the parking surveys conducted at the beginning of the Review. Parking controls will help to manage demand for parking , assisting residents in being able to find an on-street parking space if they have need of one. Parking controls have been shown to create opportunities, rather than limit them.
Worsen situation: safety/ traffic/ speed	Reduce harmful emissions from road transport; Given the major factor of vehicle emissions near me are from the rush hour traffic, school runs and key arterial roads of Chesser Avenue and Slateford Road there is more of an argument of improving traffic flow instead. While implementing a controlled parking zone may have a benefit I feel the main emissions in the area are due to vehicles passing through the area and in driving to the Edinburgh West Retail Park and nearby Supermarkets. Implementing a controlled parking zone may also have a detrimental effect as residents vehicles are parked elsewhere. Improve the safety for all travelling in our city; The roads around my residence have more safety issues due to 2 key factors: 1) Their use as 'rat runs' during school hours / rush hour and at weekends from the Edinburgh West Retail Park. Given these vehicles are using the streets to bypass congestion on Chesser Avenue and Slateford Road the proposals of permits during weekdays will not alleviate these issues and may potentially exacerbate it in particular around the Hutchison Road area where no parking is permitted.	2	Reducing the number of vehicles belonging to non-residents will have the beneficial effects of reducing congestion, improving traffic flow and offer additional benefits in terms of reduced emissions and improved safety. It has long been recognised that traffic levels increase to fill created roadscape. Increasing capacity or flow of traffic simply supports existing issues with congestion, which is why the introduction of parking controls is an approach that seeks to reduce the opportunities for non-residents to find space to park, encouraging those who commute to do so by more sustainable means. Other initiatives, such as the rollout of 20mph zones and the potential for Low Traffic Neighbourhoods, are separate to this proposal.

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	1	While outwith the scope of this consultation, these comments will be passed to colleagues responsible for traffic management.
Traffic calming required	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	1	
Traffic unable to park forced onto surrounding roads	I would like to formally object to the proposed Controlled Parking Zone Implementation for Edinburgh area S6. This control is wholly unnecessary where there are little to no parking issues. On the bigger picture I would like to object to measures being introduced anywhere in the city. Every time new parking zones are introduced it only causes the problem to be moved elsewhere and causes congestion where the parking is available.	2	The Council is aware that parking migration is a risk, which is why a monitoring strategy has been formulated to determine the location and extent of any migration. That information will help to inform future decisions relating to parking controls.

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	I would like to OBJECT to the proposed parking permit scheme in Gorgie, specifically on Wheatfield Terrace and Wheatfield Street. It's very rare that I can't park close to my flat, and I don't see a need to bring in the permit system. This will cause particular problems when I have family or friends staying with me. Even with the cheaper visitor permits it would be ridiculously expensive for them to park for a week here, despite there being plenty of empty spaces.	5	The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo. Visitor permits are, however, designed to offer short-stay parking options rather than to accommodate longer stays. Edinburgh is well served by more sustainable travel options that could be utilised for longer visits.
Elderly/disabled people rely on visitors	<p>I am writing to object to the proposed controlled parking in Chesser Crescent.</p> <p>The street is not used by commuters into the centre of Edinburgh. Many houses have drives, some with less than a car space between them so the idea of yellow lines seems ridiculous.</p> <p>There are many residents who are elderly with some requiring carers throughout the day and I am concerned their care could be impacted</p>	5	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>One of the main aims of parking controls is to improve accessibility. One of the ways that we do that is to offer an increased (double) number of visitor permits to those who have disabled badge. Those permits are also available at half the normal price.</p> <p>The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking.</p>
Access for tradespeople/services	The introduction of double yellow lines will prevent deliveries, carers, even utility vehicles from parking while they carry out their activities.	9	Double yellow lines permit deliveries to be made, up to a limit of 30 minutes. Dropping off and setting down of passengers can also be undertaken on such restrictions, while nearby parking places will accommodate other visitor parking needs.

Theme	Unable/concerned about parking near home		
Sub-theme	Example Responses	no. objections	Response
Permit won't guarantee parking space		16	While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.
Matchday parking (Tynecastle/Murrayfield)	Every single day it is a nightmare to get parked in this area & yet you are proposing to remove what looks to be about half the available spaces and replace them with permit holder spaces, it at all. This just seems like a way to make money out of already strapped for cash people. Gorgie isn't exactly rolling in money is it! Weekends and evenings when there are games at Murrayfield or Tynecastle - what will happen then??	10	The issue of match-day parking is being investigated separately, with further details of possible measures to be reported to this Committee later this year.
Too many cars for number of spaces	<p>I disagree with the plans to make the west side of wheatfield Road a pay and display only and should at least be marked as pay and display or permit holders area (brown sections).</p> <p>There is around 1/3 of the current parking space for Wardlaw terrace being removed on the south side of the road, which is currently essential parking spaces for many. Removing this section will only increase the problem of lack of parking. I would assume the only reason for doing this is to widen the space for vehicles to pass, but as the top of Stewart terrace is one way, vehicles don't often have trouble passing here. The main areas of concern for passing are on Wardlaw Street, Wardlaw place and Stewart terrace when commercial vans and delivery drivers are temporarily parked.</p>	1	<p>Agreed. The design will be amended to change approximately 1/3 of the proposed pay-and-display spaces on Wheatfield Road to shared-use parking places.</p> <p>Agreed. The yellow lines on Wardlaw/Stewart Terrace will be reduced in length so that they extend approximately 30m east of the steps from Slateford Road, providing for safe crossing for pedestrians. The remainder will be transferred to shared-use parking or permit holder parking.</p> <p>Refer to Appendix 2</p>

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Car required for commute	If I decided not to get a permit, I would then have to use my car to go to work before 0830, returning after 1730 adding one more vehicle to the commute.	3	The proposals are generally designed to address issues caused by commuters who commute into these areas.
Cars not used for commuting	The location of the development is extremely well serviced by Edinburgh's excellent bus service. Putting in place tighter parking controls in this area will not see a reduction in car movements as I suspect the vast majority of those that commute to the city centre use the bus due to restrictions there and those, including myself, that commute further afield won't have their commuting habits altered or benefitted by the introduction of the permits.	2	It remains the responsibility of individuals to determine their own travelling needs and to make decisions based not only on those need, but also on the impact of their choices.
Charge commuters not residents	If commuter parking is such an issue, as you suggest, I don't see why the residents of Appin Street should be punished with the possibility of being unable to park near their homes, or having to pay for the privilege.	1	Charging commuters to park isn't a sustainable or viable option. CPZ is a means of persuading commuters onto more sustainable forms of transport.
Commuters using resident parking	You are going to encourage commuters and other residents into my parking and I do not think I have the right under title deeds to prevent them using these private parking spaces. This proposal is ill-conceived, unnecessary and will create a problem where one does not currently exist! you already solved the problem of silly parking by neighbours by putting in double yellows a few years ago.	2	Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly. Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.

Theme	Permit costs concern		
Sub-theme	Example Responses	no. objections	Response
Cost is unaffordable	We don't have a problem with people driving here, parking their cars for the day then bussing into town. Is this just another money making scheme? People are struggling enough with money without this! We object to these plans! As always though, the decision has been made and asking people to let you know their thoughts about these plans is pointless.	26	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. While Gorgie was ranked 28 th and Gorgie North 14 th not treating these areas at the same time as neighbouring Shandon (3 rd) would have the significant potential to exacerbate existing pressures.
Permit should be cost-free	Hutchison View has no parking pressures don't think this has been looked into properly. If this is an issue and you want to ensure that all residents are able to park then why are you not issuing free permits instead you have passed this over to a private company taken the money from residents and lining the pockets of a non Edinburgh based company.	2	Strategically, addressing parking pressures in areas that lie adjacent to two of the busiest commuter routes into the city is a key element of managing commuter parking as well as congestion, air quality and achieving environmental targets. Evidence from the individual surveys from both Gorgie and Gorgie North shows significant pressures in many streets. Those pressures would increase should parking controls be taken forward in Shandon, or only in those parts of Gorgie/Gorgie North where existing pressures are acute.
Money making scheme	It is clear that this CPZ is to act as a revenue generator for Edinburgh Council at the detriment of local residents. Many of the area's residents will struggle to pay for the permit that will be required, as they may already be financially stretched to afford paying for their vehicle.	17	Rather than address concerns individually and implement piecemeal restrictions, these proposals are partially to address existing issues and partially to mitigate against displacement from other areas. Revenue from permits meets approximately 50% of the cost of operating the permit scheme. No surplus revenue is generated from the sale of any permit.

Theme	Private land/road query		
Sub-theme	Example Responses	no. objections	Response
Non-council adopted road	With regards to Appin Place specifically, I would like to point out that the council has not adopted the whole road, meaning a large part of it is private land. Your proposal includes adding yellow lines on these sections of the street, which as you are not the owner, would not be legal, and would certainly not be enforceable. The same gone for all the parking within the street. The parking bays are separate to the 'adopted' roadway, and as I understand, were not adopted at the time, so again, these cannot be included into any parking restrictions. Any attempt to do so would not be legal and enforceable and would instead be preventing the owners i.e. the residents of Appin Place, to their legal right to access to their land.	3	<p>Private, off-road car parks are outside of the council's authority to manage or control and any issues of unwanted parking would need to be taken up with the car park owner directly.</p> <p>Car parks that were constructed as roads would only be controllable by the Council, in its role as roads authority. Any resident concerned about parking on any private road should contact the Council for confirmation of status. Consideration could be given to extending parking controls onto private roads, provided that legislative requirements were met.</p> <p>See also specific section on Public/Private.</p>
Misuse of private car park	The development is off of the main road, and is quiet and rather private. These plans will only encourage strangers that don't live in the complex to park here, especially if parking spaces will be advertised on the likes of Ringo and would encourage people to park here when attending nearby football and rugby stadium matches. This would cause problems for residents, for example creating noise pollution by people not living here as well as the potential for non- residents to make mess and use the communal bins. As a female living alone this encouragement of non-residents into the development makes me feel less safe.	2	

Theme	Alt suggestions	19	
Sub-theme	Example Responses	no. objections	Response
Suggests CPZ times	<p>Having lived in Moat Street for almost 10 years, I can tell you that the parking problems that occur are almost always after 5.30pm and over the weekend. This is due in the main to sporting events at Murrayfield and Tynecastle, as well as parking and then travelling into the city centre.</p> <p>Any time I am on the street during working hours, the streets have many available parking spaces.</p> <p>Therefore the proposal to introduce parking permits during weekly working hours will be completely ineffective at reducing parking problems for the residents of this area.</p> <p>By introducing this parking zone, all that it will succeed in doing is effectively taxing the residents, who have problems parking out of normal working hours and who will continue to struggle to park during these hours.</p> <p>If a parking zone is to be introduced, then it should be in the evening and at weekends.</p>	8	<p>The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.</p>
Provision of disabled bays	<p>This is nothing more than a waste of tax payers money implementing this and an extra tax on the residents of Edinburgh. Enough money is squandered by Edinburgh Council every year. Such a shame an amazing city is run by the mental asylum.</p> <p>Access to business will be affected. Few disabled spaces are planned. This WILL significantly affect the ability of builders, carers or community NHS staff to do their jobs but to name a few.</p>	2	<p>The introduction of parking controls creates opportunities that may not currently exist, by limiting lengths of stay for non-residents and removing commuter parking.</p> <p>Blue badge holders who are resident are entitled to free permits and can more generally park without charge in any shared-use of pay-and-display bay, as well as on any single or double yellow line.</p> <p>The Council will be honouring any existing disabled bays and will investigate all requests for new bays.</p>

Sub-theme	Example Responses	no. objections	Response
Implement traffic calming	I think the council needs to look a traffic calming measures as a priority as the area is used as a cut through from Slateford Road to Chesser Avenue and access to the retail park including heavy goods vehicles.	2	Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running.
Increase parking spots for residents	I believe if the council wish to improve the situation they should be looking at creating more parking not restrictioning and removing the current spaces. Please see this email as my formal objection to the proposed CPZ plan.	4	Parking places have been provided where it is considered safe to do so. Changes are being proposed to increase those spaces, although the design has been predicated on the need to ensure enough space for permit holders.
Sufficient public transport/EV instead e.g. park and ride	If your aim is to try and reduce car ownership and reduce commuters parking in residential streets, you must introduce a congestion charge as in London and use this to finance park and ride sites, public transport improvements including 7/7 bus lanes, and make decent infrastructure for walking and cycling.	1	The Council not only has an ambitious Active Travel programme and extensive bus lanes on the majority of arterial routes, but is in the process of finalising details that will see the implementation of a Low Emission Zone.
Pay and display/free for residents	Finally, and importantly, I believe that any changes imposed by the council to parking for residents that already have cars should be free of cost. In short, if a resident parks their car for free on the street as is, they should be given a permit for their area for free, as they only lose out by the parking restrictions being brought in. Any persons that subsequently move into the area with established parking charges etc would be expected to pay for these measures.	1	Controlled parking brings a range of benefits in terms of parking availability and accessibility. It has long been recognised that those who benefit from parking controls should contribute towards its cost. For that reason, permit charges currently cover approximately 50% of the total cost of operating, enforcing and maintaining the Councils controlled parking scheme.

Section 4

Abbeyhill (N6);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	"Moreover, parking spaces are most difficult to find in the evening, when they are most likely to be occupied by residents. This indicates that those primarily occupying the spaces are in fact residents, rather than commuters or shoppers; a CPZ would therefore do nothing to improve the situation for residents."	3	The initial engagement asked respondents to indicate their preferred period of control, with 47% of the responses in support of the 8:30am-5:30pm option. Considering that these are the times when commuter parking, and parking for local shops and businesses is at levels of peak demand, this option was deemed the most appropriate for the area.
No parking issues: existing parking is sufficient/ controls are not required	" I have lived in Milton street for the past 20 years and I have never had problems with parking in my street."	19	While there may not currently be parking problems in every street, areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Abbeyhill was ranked 4 th out of 124 areas, with an average parking occupancy of 86%. 91% of all roads in this area were subject to High demand for parking.
No parking issues: from commuters/visitors parking issues	"I am not convinced there is an issue with commuters here. There are many spaces free during weekdays which then fill up at night. I have seen this out my window for many months. There is a good level of turnover"	4	
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	"Introduction of permit holder parking will force those who cannot afford to pay for a permit to relocate their parking location to the nearest available unrestricted on street parking, thereby unfairly congesting neighbouring areas."	15	Ultimately, each resident will need to consider whether they need or want to buy a permit. The Council will be monitoring parking pressures in neighbouring areas so that action could be taken to mitigate against any migration of parking.

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	"You are trying to force us people to pay for parking but you are not providing enough spaces for us."	23	While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.
Worsen situation: safety/ traffic/ speed	"The proposals significantly reduce the available parking and will create additional pressures in surrounding areas, and I believe will substantially increase traffic, congestion and emissions, as people are forced to circle around in search for available spaces."	4	Rather than having the indicated effect, the likelihood is that it will be easier to find a parking space, as competition from commuters is removed and permit issue is limited to two permits per household.

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	"Adding pay and display in to the mix will surely only add to this increase of traffic."	2	Pay and display is provided on a limited basis, primarily in close proximity to shops and businesses, as a means of supporting their ongoing business needs. Shared-use parking, which is primarily there to meet residential demand, has the flexibility to be used by others, and supports visitors, tradesmen etc who have a need to visit the area.
Traffic calming required	"Our street is already used as a rat run for those that want to avoid the no-right turn at the top of easter road, and would definitely benefit from speed bumps."	1	While outwith the scope of this consultation, these comments will be passed to colleagues responsible for traffic management.
Widening road will increase traffic	"We as residents are always able to find parking in the area without much driving around. I believe designated parking areas will worsen the parking situation for everyone, decrease the amount of spaces available for everyone - especially for residents, and increase traffic and emissions due to people circling repeatedly to find available parking spaces."	1	<p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p> <p>Spaces have been allocated to locations where it is considered safe or appropriate to park, taking into account the needs of pedestrians, cyclists and the need to maintain the safe movement of all road users.</p> <p>Rather than having the indicated effect, the likelihood is that it will be easier to find a parking space, as competition from commuters is removed and permit issue is limited to two permits per household.</p>

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors		6	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo</p> <p>Visitor Permit prices are, however, set at a level lower than pay-and-display, with current Visitor Permits available at a rate of 2/3 of pay-and-display, but offering 50% more time.</p>
Access for tradespeople/services		3	<p>The Council currently operates a range of permits and offers a range of allowances to accommodate situations like this, recognising that parking controls need to support the servicing requirements of residents and businesses.</p> <p>The Trades Permit offers tradespeople monthly or annual permits that enable them to park without further charge and without limit within any part of the CPZ.</p> <p>There are specific allowances within the traffic order to enable loading and unloading, as well as more significant situations like house removals.</p>

Theme	Safety concern		
Sub-theme	Example Responses	no. objections	Response
Longer walk to property	"Some of the female residents have voiced concern for their safety if they can't get parked and face a walk home in the dark."	1	<p>It is not the aim of this proposal to increase walking distances or to have any form of adverse impact on the safety of those who live, work or visit within any of the proposed new zones.</p> <p>Controlled parking is expected to have the impact of improving the availability of parking space, as competition from those who do not live in these areas is reduced.</p>

Theme	Alt suggestions		
Sub-theme	Example Responses	no. objections	Response
Suggests CPZ times	"Has the possibility of part time permitted hours been looked in to? I work up in Newington and a lot of the streets around there are permitted for example, between 11-3pm. This seems to stop people that don't live there leaving their cars there for a long period of time. "	2	Many of the areas involved in Phase 1 are not only densely residential, but also have a range of businesses, shops etc that mean that part time restrictions would only have limited impact. In areas where there is commuter parking, like Abbeyhill, approaches like Priority parking would do little to address those problems, and have little or no beneficial impact in reducing commuting by car or reducing congestion or improving air quality.
Provision of disabled bays	"This also affects wheel chair users in the area."	1	Blue badge holders who are resident are entitled to free permits and can more generally park without charge in any shared-use of pay-and-display bay, as well as on any single or double yellow line. The Council will be honouring any existing disabled bays and will investigate all requests for new bays.
Implement traffic calming	"It's almost impossible for residents to park in these streets already and if restrictions are not imposed as part of the above proposal, this situation will only be exacerbated as drivers try to find unrestricted areas to park."	4	Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running. Parking controls are expected to reduce the overall number of vehicles in areas such as Abbeyhill, as vehicles belonging to commuters are effectively prevented from parking on-street.
Increase parking spots for residents	"Will residents instead be given discounted public transport fares as a green and eco-friendly initiative instead of purchasing a parking permit for a personal vehicle?"	2	As is presently the case, it will continue to be at each resident's discretion to make decisions as to the most appropriate form of travel for their needs. If residents do choose to use public transport in preference to a private vehicle, then that choice will help to make Edinburgh a cleaner and more sustainable place to live.
Sufficient public transport/EV instead e.g. park and ride	"My suggestion, which will no doubt be ignored, would be to impose a hybrid pay and display/ permit parking on the whole of road network within the proposed area and supply permits free of charge to those who live and own cars adjacent to the area."	1	Edinburgh continues to have one of the best public transport services in the UK. Some commuters still choose to use their personal vehicle, which is why measures like parking controls are required. The operation of any permit scheme, as well as enforcement of that scheme and maintenance of signs and lines incurs costs that are met in part by those who benefit from those schemes. Currently, permit holders contribute around 50% of that cost.

Pay and display/free for residents	"Alva Place must be included with the rest of the Colonies in that it should have permits for residents only. It is already difficult enough to get a parking space on this street, and if measures are implemented that prohibit non-residents from parking in other Colony streets, this will only exacerbate the problem on Alva Place."	3	See separate section on Abbeyhill Colonies.
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Section 5

Shandon (S5) and Craiglockhart/B8 (S7);

Theme	No parking issues/worsens situation		
Sub-theme	Example Responses	no. objections	Response
No parking issues: current time/weekday proposals won't address problem / problems are in evening	<p>I have lived in the Shandon colonies for over 20 years and have had any issues parking during the day between 8am and 6pm, so see no need for this. There are still sufficient spaces in the colonies for work vans to come and park to perform tasks.</p> <p>There is an issue on parking at night in the colonies after 6pm, but not during the day, so I see no need for this at all.</p>	16	<p>Areawide surveys indicated that parking pressures currently exist in the majority of the areas within Phase 1, with this proposal covering 5 of the ten areas where parking pressures were greatest. Shandon was ranked 3rd, with an average parking occupancy of 89%. 92% of all streets in this area were classed as experiencing High parking pressure.</p> <p>Shandon was one of three areas where petitions from residents led to the creation of the Strategic Review of Parking.</p> <p>Monitoring of surrounding areas will assist in determining whether there has been migration and will inform future decisions about any further measures required.</p>
No parking issues: existing parking is sufficient/ controls are not required	<p>I have been a resident for over twenty years and I have never had a problem parking. I may have had to drive round looking for a space but there has always been one to find.</p> <p>If you look at the Merchiston area during the day time there are usually no cars parked there. You have driven them to park elsewhere.</p>	20	
No parking issues: from commuters/visitors parking issues	<p>I recently moved to Harrison Gardens so I wasn't able to participate in previous consultations.</p> <p>Here are the reasons why I think this proposal is not going to improve the situation:</p> <ul style="list-style-type: none"> - the majority of the cars parked in the Shandon area are not used for work commute but for family purposes, some cars are parked for weeks in the same spot and get mainly moved on weekends. 	5	
Worsen situation: Puts parking pressure on surrounding streets/ car parks/ colonies with differing restrictions	<p>I have lived in the Shandon Colonies for over 20 years . I do not see that these proposals offer anything better than what we have already - indeed I believe that they will make the situation worse. There will be a large number of spaces lost to residents and visitors. This will lead to people parking outside the zones and just build up other problems.I believe that this is just a money making exercise and not part of a real transport strategy.</p>	4	

Sub-theme	Example Responses	no. objections	Response
Worsen situation: reduce spaces / no guarantee of a space	<p>2) Capacity reduced to impracticable levels</p> <p>The current proposal, subject of the consultation running 22 October 2021 - 12 November 2021 will reduce parking spaces in Meggetland Terrace by more than 60% ,from 68 open spaces to c 27permit holders spaces. On a one car per household basis this would not be enough for all of the properties. There would be a serious deficit with the majority of residents unable to park on the street on which they live. Those who have not yet put in drives would, we assume, not be granted planning going forward if their house faced a zoned area. It is likely therefore that those who have not had the funds to put in a driveway will be much more disadvantaged than those with drives.</p>	28	<p>Parking spaces have been provided where it is considered safe or appropriate to allow parking. In this particular location we have had to make specific allowances for servicing requirements, which has meant that parking needs to be more closely managed.</p> <p>Controlled parking does not preclude either permitted development or development subject to planning consent. Applications should be made in the same way as before.</p> <p>Early engagement shows 47% of the responses for the preferred timeframes, were in support of the 8:30am-5:30pm option. This option was deemed the most appropriate for the area.</p>
Worsen situation: safety/ traffic/ speed	<p>I live on Harrison Road (plot 1864 on the map) and strongly object to the changes proposed.</p> <p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p> <p>Allowing free parking on Harrison Road will only increase the traffic, noise and road pollution in the area as more cars will be looking to park here.</p>	3	<p>Harrison Road is within the proposed S5 zone and partially within the existing S4 zone. During the controlled hours as proposed, all of this street would be subject to parking control, parking charges and limits of stay.</p>

Theme	Congestion		
Sub-theme	Example Responses	no. objections	Response
Street used as rat run	<p>I live on Harrison Road (plot 1864 on the map) and strongly object to the changes proposed.</p> <p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p>	1	<p>Traffic calming measures are outwith the scope of this proposal, but the Council has taken steps to improve road safety in residential areas through the implementation of 20mph speed limits. Further work is ongoing in a number of areas on measures that would discourage rat-running.</p>
Traffic calming required	<p>Harrison Road already has traffic congestion issues as it is used as a short cut route between Slateford Road and Polwarth Terrace, or as somewhere to park when Hearts are playing. Parking spaces are already sparse in this area.</p>	1	
Matchday traffic	<p>The parking provided is not nearly sufficient meaning cars are parked around the local area. The council have sought to protect those in the new housing complexes that surround by making all parking there residents only, however, that only results in further congestion on the main road and around the older housing where on street parking is all that is available.</p>	2	<p>The issue of match-day parking is being investigated separately, with further details of possible measures to be reported to this Committee later this year.</p> <p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p>

Theme	Commuter parking issues		
Sub-theme	Example Responses	no. objections	Response
Cars not used for commuting	<p>I recently moved to Harrison Gardens so I wasn't able to participate in previous consultations.</p> <p>Here are the reasons why I think this proposal is not going to improve the situation:</p> <ul style="list-style-type: none"> - the majority of the cars parked in the Shandon area are not used for work commute but for family purposes, some cars are parked for weeks in the same spot and get mainly moved on weekends. 	2	<p>The proposed measures will assist residents in being able to find spaces near to their homes. If vehicles are used infrequently, then there are other options available, with Car Club vehicles located within the Shandon area that offer an alternative to private car ownership.</p>

Theme	Unable/concerned about parking near home		
Sub-theme	Example Responses	no. objections	Response
Parking blocking driveway	<p>Park and drive - I do not see as being a large problem. Maybe more so when the festival, football or rugby are on. Visitors and tradesman are a different issue. If they are not parked correctly they block the road or can take up 2 parking spaces. These issues are not on a daily basis thankfully.</p> <p>Also the disabled parking bay in the colonies. One is constantly used by people in Ashley Terrace [it was for a lady in Ashley Terrace but she has been dead for years] and different cars are parked in the space in Shaftsbury. Other spaces are also abused.</p>	2	<p>Parking controls will help to manage unsafe or inconsiderate parking practices, with action being able to be taken if vehicles are parked illegally or incorrectly.</p> <p>Unfortunately, we can only remove disabled parking spaces if the need to remove has been identified. We will investigate the need for existing spaces prior to any measures being implemented.</p>
Too many cars for number of spaces	<p>The parking provided is not nearly sufficient meaning cars are parked around the local area. The council have sought to protect those in the new housing complexes that surround by making all parking there residents only, however, that only results in further congestion on the main road and around the older housing where on street parking is all that is available. We are frustrated by the current situation and now this proposal sets to make it even more challenging for local residents to park near their homes.</p>	1	<p>While a space can never be guaranteed, the design of the proposed measures has been predicated on the basic premise that there should be sufficient space for all those who choose to purchase a permit.</p> <p>The design of parking in new developments is primarily the responsibility of the developer, although recent changes to parking standards now limits the number of spaces within new development as a means of managing parking demand.</p>
Permit won't guarantee parking space	<p>Going down the line of permits, in my view is not the answer. I would accept this proposal if I was guaranteed a parking space but that will never be the case. Families that have been here for years now have children, who once they reach 17 are driving, and car owners - more pressure on parking.</p>	3	

Theme	Visitor parking concern (permit)		
Sub-theme	Example Responses	no. objections	Response
Cost of permit will discourage visitors	<p>9. You are penalising non-car-owners. The benefit to the area of households with no car is enormous – how much larger the parking problem would be if every household had a car. And what about non-car-owners? They will be disadvantaged by these proposals in several ways:</p> <p>a. If ever they need to park a hire car they will need to pay to park it.</p> <p>b. Under the current proposals the likelihood of being able to park a hire car near the house drops from something to nothing, as the side-streets in the Colonies are proposed to be permit-holders only, leaving the only option to be finding a place on Shaftesbury Park.</p> <p>c. They will need to pay for parking for any visitors, who also have no chance of parking on a side-street near the house rather than Shaftesbury Park.</p> <p>d. They will need to pay for parking for any tradespeople, or carers, who do not hold a permit, and again these people will have no chance of parking near the house.</p>	2	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo.</p> <p>The price for visitor permits is also set at a much-reduced rate when compared to other forms of pay-and-display parking. These permits can be purchased by residents and are for use on any vehicle. They can be used to park in any permit parking place, shared-use parking place and permit parking area.</p> <p>While Visitor Permits can be used for Tradesmen, they can also make use of the Council's Trades Permit, which allows parking across the CPZ for a monthly or annual fee. This allows Tradespeople access to parking across all areas where parking controls apply, at no cost to the resident.</p>
Access for tradespeople/services	<p>Designating the streets around Shandon as permit holder only will not stop the problem as I don't expect the restrictions will be policed/enforced during the evening and households with multiple cars will be able to obtain multiple permits. What it will do is make it difficult for tradespeople and visitors to park anywhere near the houses they are visiting. During the time I have lived in Shandon I have never failed to find a parking space between 9am and 5pm.</p>	8	<p>The visitor permit system is currently under review with the view to offer my flexibility with times and accessibility to obtain, such as apps like Ringo</p>

Theme	Inconsiderate parking		
Sub-theme	Example Responses	no. objections	Response
Business parking in residential area	Parking continues to be an issue in the local area but the main factors involved will not be addressed by the proposed changes. The single largest contributory factor to the challenges around parking in the area is the constant and continued illegal parking by staff and customers of the local take away food businesses. Not content with taking up local parking spots by the dozen these visitors park on pavements, across the entrance to roads, in bus lanes and cycle lanes and on double red lines with complete impunity as neither the council, the police or the council's parking attendants are remotely interested in tackling this blight of non resident law breakers.	1	<p>The introduction of wider parking controls will assist the Council in addressing issues like these. An increased presence by Parking Attendants will allow more enforcement action to be taken.</p> <p>The anticipated introduction of powers to enforce footway parking, even where there are no on-street restrictions, will help the Council tackle this dangerous and anti-social practice.</p>

Theme	Specific Issues		
Sub-theme	Example Responses	no. objections	Response
Craiglockhart Terrace	"The Pavement to Nowhere" on the North-East side of Craiglockhart Terrace has not been addressed and will continue to exist. If this were removed then more parking for residents and visitors would be available and Craiglockhart Terrace would be significantly safer to negotiate for pedestrians, cyclists and motor vehicles;	1	The footway in question was provided as part of a Planning condition related to development within Craiglockhart Terrace. Removing or adjusting this footway is outwith the scope of the proposals as advertised.

Section 6

Garage Services Permit

Theme:	Garage Services Permit		
Sub-Theme	Example Responses	Response	
No Need for scheme	We are putting in writing our objections to the whole scheme on the following reasons. Nobody wants them in the street.	<p>The proposed controls were instigated as a result of approaches to the Council, with residents concerned at the impact on parking as a result of non-residential vehicles. Surveys carried out confirmed that in the Leith Walk, Pilrig and wider Leith areas there were significant parking pressures - and that those pressures were of sufficient significance to warrant the introduction of parking controls.</p> <p>The Garage Services Permit was proposed after discussions between Council officials and individuals representing garage business. Those discussions resulted in the advertised proposals, a permit that has been designed to offer a solution to businesses carrying out servicing and repairs on vehicles that may not be owned by residents of the area. This is a new scheme and the Council will be monitoring the success of this new permit closely to ensure that it provides the intended benefits.</p>	
	<p>I object to the whole scheme.</p> <p>As its totally unwanted, unnecessary, costly for no benefit, and will have a negative effect on your business as this whole scheme needs to be looked at by someone who totally understands the smaller businesses and how the motor trade works.</p>		
	<p>I've run my business in North Leith since 1979 and have never been aware of parking difficulties anywhere in the area. The proposals are unnecessary, unwanted and will inevitably create spill-over parking problems in adjoining areas.</p>		
Cost	<p>it's a way of introducing costs which hold no benefit to garages that in fact may inflict costs directly onto their customers which will make it even harder for garages to compete for work as it's hard enough with all roadworks/roads closed etc.</p>	<p>Permit charges are a means of both managing demand and covering costs incurred by the Council of operating, maintaining and enforcing the restrictions. They are ultimately a means by which the Council can ensure that the service, and the benefits that it brings, can be delivered.</p>	
	<p>As I am a single person garage business with a small turnover and would feel the effects of this stealth tax on my business</p>		

Sub-Theme	Example Responses	Response
Permit availability	<p>As a vehicle repairer, I object to there being a five-day limit on Garage Services Parking Permits;</p> <p>The permits must be useable for at least 15 days (or more) - a 5-day cut-off is far too short for problem vehicles.</p> <p>I would also require permits useable for at least 15 days , Also a 5 day cut off is to short for problem vehicles.</p> <p>One permit should be allocated to each garage's breakdown van/car and the 5 day cut off isn't going to work as sometimes problem vehicles which are left at door (e.g. 2-3 weeks waiting on parts). So we recommend at least 15 days.</p> <p>A significant number of vehicle repairs simply can't be completed in five days because of spare parts and other component supply delays and the difficulty of programming in unexpected major repairs. I request that the limit be increased to at least fifteen working days.</p>	<p>While it is not proposed at this time to extend the period of usage beyond the proposed 5 days, there is scope within current operating procedures to accommodate exceptional circumstances by means of a specific dispensation. Should the proposal proceed, and the Order be brought into effect, garage businesses would be able to arrange such dispensations through the Council's parking dispensation service. Further details can be found at: https://www.edinburgh.gov.uk/parking-spaces/dispensations-suspensions/1.</p>
Permits for other vehicles	<p>I am writing to object to the whole controlled parking scheme, its unnecessary and certainly unwanted, it will have a negative effect on my business and customers,</p> <p>I would at need the permanent permits for a works van/car to do breakdowns, call-outs, jump-starts, punctures, etc etc.</p> <p>If this scheme has to go ahead I would want one permit for my works van for parts pick up and breakdowns,</p> <p>I ask that a vehicle permit be permanently allocated for a works recovery vehicle for every-day events like attending breakdowns, lock-outs, replacing punctured tyres, jump-starting engines etc.</p> <p>One permit should be allocated to each garage's breakdown van/car</p>	<p>With regard to vehicles operated by the business, such as breakdown vehicles, it is not the aim of the proposed Garage Services Permit to provide parking for vehicles directly linked to the business, nor to provide permits to enable staff to commute.</p> <p>The permit is intended to provide parking opportunities for vehicles that belong to customers, in order to support the leaving of those vehicles prior to, and after, work has been carried out.</p> <p>However, the operation of the scheme will be kept under review, so that should a need to amend the permit scheme be identified, these changes could be brought forward under separate legal process.</p>

Sub-Theme	Example Responses	Response
Other issues	<p>I refer to the above Proposals. I emphatically object to their implementation.</p> <p>I've seen the 'tiled' maps of the proposals which are so full of mistakes and omissions that I challenge the whole consultation process. The process is invalid because the information supplied is so defective as to be misleading. Tile 869 is typical with long lengths of kerbside space unattributed.</p>	<p>The assertion that the plans are incorrect is misleading. The plans related to this proposal cover those areas where it is legally permissible for measures to be proposed and take further account of other projects, such as Tram and Leith Connections, both of which have been widely consulted upon in the wider Leith Walk and Leith Areas. All “omissions” referred to are where other proposals are being brought forward separately, or where the Council cannot currently introduce restrictions.</p> <p>The quoted tile number, 869, is indeed typical, as this map tile covers areas affected by Leith Connections, where it has not legally been possible to advertise restrictions in expectation of the advertising of measures linked to that project.</p>
	<p>I object to the proposed layout of Shared Use bays on Giles Street opposite my premises. There are no Garage Services Parking Places and I expect that my business and my neighbouring business, Kerr Automotive Ltd (employing six people and providing a vital local service) will be instantly unviable. Jane Street has approximately forty-five metres of dedicated Garage Services Parking Places, Arthur Street has over sixty. There are also dedicated places on Gordon Street, Manderston Street and Royal Park Terrace. I request that at least thirty metres of dedicated Garage Services Parking Places be allocated outside 90 Giles Street extending northwards round into the cul-de-sac behind The Vaults building where a tandem space could be situated.</p>	<p>The allocation of specific Garage Services Permit parking spaces has been based on a detailed assessment of anticipated demand for on-street space, taking into account number of properties, vehicle ownership levels and likely permit uptake. In some locations consideration has also had to be given to other parking demands, such as those of other local businesses.</p> <p>In the particular situation described, the level of parking demand in this area meant that it was considered not be possible to set aside space for a specific use, as this would have a significant impact on the ability of other users to park near to their homes or to their destination. However, it is possible to extend the number of shared-use parking places to which garage businesses in this location will have access. This change will be accommodated within the Order prior to "Making". See Appendix 2.</p>

Section 7

Public/Private Issues

This section covers instances where residents have indicated that they believe that the Council is incorrectly, or illegally, proposing parking controls on areas that are considered “private”, where residents have documentation indicating ownership of land and/or parking places that are included in the proposals.

Individual responses, on a location/development basis can be found in the table below. The following paragraphs set out the Council’s understanding of the general position in terms of ownership and the status of public roads within the legislative context.

The Council is “the owner” of relatively few roads. In most cases, the ownership of the road will lie with the owner of the adjacent property, where every property owner owns the land underneath the road, extending out to the centre line of the carriageway. Many newer developments will share ownership of the land on which the development sits, including the roads and landscaped areas etc between all individual property owners.

In terms of Roads legislation, when any person constructs a road, the act of creating a road immediately confers a responsibility, enshrined in law, upon the local roads authority. That responsibility extends to managing how roads are used and, in the case of adopted roads, to maintaining them.

This transfer of responsibility does not change ownership, but it does impact upon the rights of the property owner, as roads status does mean that the right to introduce parking restrictions, parking places and other forms of management (such as One Way streets, bus lanes etc) rests solely with the roads authority.

In terms of private roads, the roads authority can introduce measures (via legal processes if required) to manage how that road is used, as well as introducing restrictions designed to improve road safety. However, the introduction of parking places, and especially where there is to be a charge for that parking, is only possible on a private road where the person or persons responsible for the maintenance of that road has given their consent.

The proposals contained within the traffic order to which these objections have been received have been entirely confined to roads that the Council has formally adopted as public roads. This allows the introduction (again via legal processes such as this one) of parking places, parking charges, as well as measures designed to manage traffic flow or to allow for the safe passage of road users.

The following table addresses the objections received in regard of public/private issues.

Theme:	Public Private Issues		
Area/Street	Example Comments/Objections	Area / Zone	Response
Appin Place	Your proposal includes adding yellow lines on these sections of the street, which as you are not the owner, would not be legal, and would certainly not be enforceable. The same gone for all the parking within the street. The parking bays are separate to the 'adopted' roadway, and as I understand, were not adopted at the time, so again, these cannot be included into any parking restrictions. Any attempt to do so would not be legal and enforceable and would instead be preventing the owners i.e. the residents of Appin Place, to their legal right to access to their land.	Gorgie (S6)	<p>The adoption certificate for this development, covering Appin Place and Appin Lane describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>
Hermand Street	I would like to formally reject the proposal of the Controlled Parking Zone at Hermand Street, Edinburgh. I live in a property here and require access to the private car park which is permit only. Each property is entitled to 2 parking spaces for this car park which would be lost if this were to be made a Controlled Parking Zone	Shandon (S6)	The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.
I am currently a resident at Hermand street, EH11 1LR. I have recently received a letter about a Controlled Parking Zone and would like to formally reject this proposition. I require access late at night to the private car park which may not be possible if zoned parking were to be introduced, allowing anyone to park overnight.	There are two car parks associated with developments in this area. Both are privately maintained roads, and neither are included in this proposal. The first of these is situated to the rear of Nos 11 to 16 Hermand St. The second is situated to the rear of 10 to 14 Hermand St.		
Our title deeds state that we have 2 parking spaces allocated to us in the private car park to the rear of the property. How can you take these away from us to create 'zoned parking'?	The proposals as advertised cover only those areas where the road has been adopted, with one exception. A recessed parking layby situated on the right as you enter the car park from Hermand Cres, has been incorrectly included. The proposals for this layby will be removed from the proposal.		
Hermand Terrace	According to my deeds the area looks to be private property. I have attached an image of tile 1921 on your website in which I have coloured in red and green the area that is part of the property according to the deed. I have literally just now bought another copy of the deeds on the ScotLIS website which confirms that.	Shandon (S6)	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Balfour Place	<p>My deeds clearly show that I own this land, along with the other residents within the area, and it is therefore not within council scope of zoning. Critically, this also includes the access to the school which may take some negotiation re. placement of parking barrier on our (residents) part. If you look on street view, you'll see the area that is cobbled - if it's cobbled, it's private land, not council. Please confirm you agree with this once you look at your records and that you don't intend to zone this area of private land.</p> <p>I am in process of selling my sister's flat at 16/5 Balfour Place and have always understood that the parking area of the development is part and parcel of the amenities belonging to the residents. The grounds are maintained by the factor, currently James Gibb and formerly LPM. As far as I am aware my sister never had any notification of adoption of any part of the area that was included in the development.</p> <p>I am emailing to advise that I object to the scheme that you are intending to adopt with trying to introduce paid parking to Balfour Place, where I live, which is private property and not owned by the council.</p>	Pilrig (N7)	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p> <p>In terms of the adoption process, the general process is that the developer constructs "Roads" under Road Construction Consent, indicating which of those Roads are considered to be "Prospectively Adoptable", i.e. where there might be an expectation or intention that those roads will become part of the adopted road network.</p>
Balfour Place	<p>I was given this email address upon my request for help in understanding Balfour Place parking bays and the new "Controlled Parking Zone" scheme for Leith. Our owners have, until just now, been under the impression that the parking bays at Balfour Place are privately owned by the Residents. However, the Leith "Controlled Parking Zone" scheme has uncovered a discrepancy between the belief – held by the residents of Balfour Place – and the City Council. Council documentation indicates the parking bays have been "adopted" by the Council in addition to the footpaths and roadways in Balfour Place; this has been a rather shocking discovery. My questions for you are: how does the "adoption" process work and what documentation exists regarding Balfour Place? We'd like to better understand it and review the documentation related to "adoption" of the roads / footpaths / parking bays at Balfour Place. While we believe there is confusion about the parking bays – all owners believe we still own those – we certainly want to see what documentation exists related to this topic.</p>		<p>Having completed the roads construction, and completed the required maintenance period (during which defects are addressed), the person responsible for the maintenance of the road (typically the developer or their agent) will formally apply to the Council for the roads, or parts of the road network, to be formally adopted. This ultimately translates into an adoption record, showing which roads have been added to the Council's List of Public Roads.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Gordon Street	<p>I have recently been made aware by a neighbour that the new CPZ coming into effect in Leith will be removing the private car park for the flats on Gordon Street. First of all I think it is atrocious that this was not included in any of the correspondence to us about the CPZ and seems extremely sly on your part. Secondly, I would like to enquire as to how the council believes removing our car park will make parking easier for local residents, as that does seem to be the tagline for this entire project. I would like to point out that the assumption that it is commuters who are taking up spaces in Leith is baseless and entirely incorrect. The hardest time to get a space is late at night when everyone is home. Who is commuting these days, are you in an office right now? Furthermore, my (and I would assume many others) car insurance is predicated on my car being in a locked car park over night so by taking away the car park you are both making it harder to park and more expensive for me. Where was the discussion with the local people on this matter? Again this reeks of yet another plan of Edinburgh Council's to pillage Leith for all it's worth while not actually caring about the area at all. I will be contacting my local councillor and MP about this as I find this blatant lack of actual interest in Leith in the face of gaining a wee bit extra money absolutely despicable.</p>	Leith (N7)	<p>The proposals for the development lying to the north of Gordon Street include a small section of parking within Gordon Court (3 spaces), which reflects the adopted status of those spaces.</p> <p>There are currently 3 disabled persons parking places within this area. These will be retained under the current proposal.</p> <p>The remainder of the parking areas in this area are not proposed to be controlled, as they do not form part of the adopted road. No car parks are being controlled. No spaces will be lost.</p> <p>Gordon Street itself will be a mixture of parking places, with yellow lines at junctions.</p>
North Hillhousefield	<p>North Hillhousefield has parking bays for resident parking according to the proposed restrictions parking bays are going to have restricted hours parking. At a meeting a year ago we as residents of North Hillhousefield were assured that's we would not be affected. People who live here have a right park in a private estate. This is outrageous. To think you can place these restrictions on our parking bays. People work shifts and also may not use vehicles on a daily basis. These restrictions a year ago were not supposed to be affecting North Hillhousefield.</p>	Leith (N8)	<p>No parking places are proposed for this development. All parking bays are considered to be private road, which means that they were not included in our designs.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Hutchison Park	<p>Hutchison Park is a small estate of a variety of houses built in the mid 1980's. It is constructed in a square formation around the residents' car park. Homeowners purchase their property along with a parking space. It was made clear that as the car park at Hutchison Park was designated private property the Council were unable to deal with an untaxed car which had been abandoned in our car park. An email to this effect was accompanied by a map outlining the estate with the car park coloured yellow and clearly noted as private property!</p>		<p>The car park referred to is clearly marked as being a privately maintained road. As such, there are no plans to include it in the current proposals. None of the plans produced show any measures in any part of that private road.</p>
Hutchison Park	<p>We have a private car park which is surrounded by the Barret built houses. These spaces are all allocated to the residents and have been paid for when the houses were purchased. (I have this with my title deeds).</p> <p>Unfortunately we never put up signs for private resident parking as basically it was not really necessary. However because of your intervention we are now getting an influx of people from the area starting to use our spaces. Because rather than pay your money grabbing exercise they are going to steal our spaces for nothing !! Also you have marked an area for no parking against No 13. There are 2 private spaces there according to my plans so look again.</p>	Gorgie (S6)	<p>No measures have been introduced. Any increase in the use of the private car park is unconnected with this proposal.</p> <p>The point in respect of the two parking spaces outside No 13 is, however, well made. These spaces are not shown as being part of the adopted road and will be removed from the proposal. Thank you for bringing this to our attention.</p>

Area/Street	Example Comments/Objections	Area / Zone	Response
Pilrig Heights	In my street, Pilrig Heights, there is currently no requirement for controlled parking. We are well away from Pilrig St, and can control parking privately via the management company if necessary. We pay our factors to maintain parking spaces currently as well as for upkeep - I see no reason to also pay the council to park here too. Furthermore, I am not sure the spaces actually belong to the council.	Pilrig (N7)	There is an issue in terms of the proposals for Pilrig Heights, in that the proposals do include some areas that are shown as being privately maintained road.
Pilrig Heights	I would be interested to know if Edinburgh City Council actually have adopted these parking bays as my understanding was that they were built as part of the private development at Pilrig Heights.		These areas are as follows:
Pilrig Heights	The areas highlighted in Pink should remain privately managed by the estate and the Factoring company (James Gibb). They are Monoblock paved and were created as part of the estate. We, as residents, don't not believe the council should take these over as this will cause a two-tier parking issue in the estate. Parking in the estate should remain under control of the Factors of the estate.		1) The area lying between Nos 8 and 10 Pilrig Heights, a stub road leading to parking places, is privately maintained road and will be removed from the proposal. The yellow lines will terminate at the extent of the adopted road and no restrictions would be applied beyond that point.
Pilrig Heights	This is a private residential area and the parking within the estate is for the use of residents who pay a considerable amount in factor fees for the maintenance of these grounds and have done so for the last decade. It is utterly contemptable to now bring in charges for the use of our own parking bays in order to raise additional income for the council.		2) The parking area accessed between Nos 35 and 37 is also privately maintained road and will be removed from the proposal. The yellow lines will terminate at the extent of the adopted road and no restrictions would be applied beyond that point.
Pilrig Heights	Your proposals to introduce controlled parking on Sheets – 1044 and 1103 include car parking areas between Buildings – 6& 10 and that adjacent to Building – 37. These areas of parking are NOT adopted by City of Edinburgh Council (CEC) and hence these areas are private and owned by owners of Pilrig Heights. Current proposals show conversion of part of existing mono-block parking areas into paid Permit Holder Parking. This proposal is objected to on the following grounds: Our development has circa 358 flats with a total parking provision of under 275 car parking spaces including spaces on surface parking areas and the car park. Owners have been sold flats and given the impression that all car parking spaces were privately owned by the development, and they have bought their properties under good faith.		The remainder of the parking places and roads within the estate have, according to the adoption record, been adopted as part of the public road network.

Area/Street	Example Comments/Objections	Area / Zone	Response
South Lorne Place	The occupants of 5/7 South Lorne Place formally and strongly object to your proposed plans as outlined on the website They imply our parking space can be blocked and that our car park is not privately owned and monitored by an independent company.		The spaces referred to have not been adopted by the Council as part of the adopted road. Consequently, they do not form part of the current proposal and no measures have been shown on any plan that would imply that parking controls are proposed for these spaces.
South Lorne Place	We manage the Development that consists of 5 & 7 South Lorne Place, Edinburgh, EH6 8QN. The boundary of the Development has been plotted on the road adoption plan (see attached). We have been asked by the co-proprietors to seek assurances from you that the parking zone implementation will not include any of the parking spaces within the Development boundary, as these parking spaces are allocated to individual properties and therefore privately owned. Please provide these assurances by confirming that the parking spaces will not be considered in the new parking zone implementation.		The access roads leading to these spaces are, however, adopted and, as such, are proposed to be controlled by means of yellow lines. It should be noted that, as private road, the parking spaces in this area are subject to the general requirements of legislation in that the right of management and/or control of those roads rests solely with the roads authority. Only the roads authority may legally control who is entitled to park in such areas, or take any enforcement action.
South Lorne Place	I have both a specific objection to a detail of the proposed CPZ and an overall objection based on the proposal's aims. My specific objection relates to Tile 1046 as contained within the online plans. This covers South Lorne Place in Leith, where I live. At the end of South Lorne Place, in front of No 5, is a piece of private land which includes allocated parking spaces for each of the flats in No's 5 and 7, and access to those spaces. In the original plans which were made available for public viewing there was no indication of any proposed change to this piece of land. As it is privately owned, this would be correct. However, in the proposals contained within Tile 1046, I note that you now intend to double and single yellow line the access to the allocated parking spaces upon the piece of private land. I understand that this may be something to do with a belief that the Council has adopted the access to the parking spaces as a roadway. I think that if you check your records you will find that this is not the case.	Pilrig (N7)	The north to south section of South Lorne Place is adopted and has, therefore, been included within this proposal.
Spey Street Lane	Regarding the proposals for Spey Street Lane, I would advise that this is a Private Lane which City of Edinburgh Council have no authority over.	Pilrig (N7)	Spey Street Lane is, according to the Council's records, an adopted road.

Area/Street	Example Comments/Objections	Area / Zone	Response
Springfield	<p>The spaces marked in your consultation diagrams in PINK with shading show that the mono block spaces on the development I own my property on as 'permit holder' spaces are not adopted by the council and only the roads have been.</p> <p>The above spaces are private land and are owned by the development and are classed as private land.</p> <p>These spaces are managed by our factor. I've owned on the development since it was constructed and these mono block spaces have NEVER been owned or adopted by the council.</p>	Pilrig	<p>The adoption certificate for this development describes and shows the access roads and associated parking places as having been adopted as public road.</p> <p>The proposals as advertised cover only those areas where the road has been adopted.</p>
Springfield	<p>I live in Springfield and saw that numbers 5-10 Springfield were to be subject to the CZP measures. I explained to the person in attendance that these car spaces are in fact all private parking spaces as evidenced in the Title Deeds and are therefore should not be part of the CZP plan.</p>	Pilrig	<p>During the review process, one discrepancy was identified, where a parking layby lying to the east of nos 61 to 69 Springfield had been incorrectly identified as being part of the adopted road. This error has now been amended on the Council's List of Roads and the proposals for this layby are now proposed to be removed prior to the potential making of the Traffic Order.</p>
Springfield	<p>The spaces you have in pinky/purple indicating permit space are private parking spaces. My parents live at number XX. The space outside their house is their private parking space and is on the deeds to their house as such. When this estate was built by Whimpey, each house was sold with a private parking space.</p>	Pilrig	<p>The remainder of the proposals for the Springfield estate cover only those areas that records show as having been adopted.</p>
Springfield	<p>I would be extremely disappointed if this proposal means I would then need to purchase a council permit to guarantee a parking space when I already pay for my private permit through my factoring fees.</p>	Leith	
Springfield?	<p>I formally object to the proposal in Springfield EH6 5SE. Every house and flat paid for a private parking space (it's in our missives). The plan in your map is incorrect, at least 7 houses are showing on your map as being parking spaces that you want to make permit or pay and display?</p>	Pilrig	
Springfield	<p>I do object to the proposal of confiscating the privately owned parking space as it is part of my property. The city of Edinburgh Council has maybe adopted the road Springfield but not my parking space which registered in the Register of Scotland as an integral part of my property.</p>	Pilrig	

Area/Street	Example Comments/Objections	Area / Zone	Response
Tower Wynd	Having looked at Plots 811 and 752 (the areas surrounding my property) the proposals appear to encroach on private land - this land belonging to co-proprietors of multiple private residential developments in the area. I am sure the drafter of the proposals has made an error here and this matter will be revisited if a CPZ is ultimately introduced.	Leith	The accuracy of the proposals in this area have been double checked. One instance referred to relates to Tower Place (above). A second instance of yellow lines encroaching onto private road has been identified in Tower Street Lane. While these lines are potentially required to allow access and to improve road safety, the basic premise behind this proposal has been to avoid restrictions on any private road. For that reason these lines will be removed.
Waverley Park	Tile 1401 waverley park terrace, there are parking spaces with no colouring, this area has been questioned before and i was under impression this area had been adopted by the council, therefore should be included in the plans. Can you confirm if its council adopted land or still belongs to development.	Abbeyhill	Waverley Park Terrace is adopted. The proposals do include this street, placing yellow lines and parking places on those parts that are public road (and excluding an adjacent privately maintained parking layby).

Area/Street	Example Comments/Objections	Area / Zone	Response
Elsie Inglis Way Jex Blake Drive and Stanley Place	<p>I'd like to formally object to the implementation of parking controls in my area.</p> <p>These changes could cause significant disruption and inconvenience to residents in my development. Elsie Inglis Way and Jex Blake Drive are new streets in a recent development which included various parking spaces. We were informed at the time of purchase that these parking spots could not be marked and policed as "residents only" as the council would not allow this. As a result we already have several non residents such as commuters and customers of local businesses parking in areas which should be for residents only.</p> <p>Residents frequently have to leave our streets and parking area to park elsewhere due to this.</p> <p>The plans I've seen for this area show no change to the restrictions on Elsie Inglis Way or Jez Blake drive (so no restrictions at all as per current situation) which means that if implemented we would face even more difficulty finding a spot to park as all other streets around us would have new controls in place. We would be the only area available for commuters and other non residents to park free of charge.</p> <p>I don't particularly want parking controls in my area in any case but the situation would not be as problematic if our development could be marked as residents only similar to other older developments in Edinburgh.</p>	Abbeyhill	<p>These are two examples, representing a number of comments/objections received from residents of Elsie Inglis Way, Jex Blake Drive and Stanley Place.</p> <p>At the time of proposing Phase 1 of the Review, these roads had not been formally adopted. At the time of writing, they remain under private maintenance.</p> <p>While it would be possible, and also the preferred approach, to include these roads within the CPZ should they become part of the adopted road, there are no plans to propose controls on these roads at the present time.</p>
	<p>I'm resident and owner at X Elsie Inglis Way. We just received news of the Controlled Parking Zone (CPZ) measures to address parking pressures in the Abbeyhill area.</p> <p>Checking the proposed layout I'd like to express heavy concerns and objections to the parking spots in Elsie Inglis Way and Jax Black Drive not being included in the proposal as permit holders only parking.</p> <p>I can't stress enough that this area is already suffering from heavy parking pressure now, in particular from non-residential vehicles. If the current proposal goes through as is, parking will be more restricted everywhere else, leaving our immediate area extremely difficult to find parking as a resident. Given that the aim of the proposal is to reduce these issues I find it surprising and concerning that this area of parking would be neglected from the proposal.</p>	Abbeyhill	<p>This situation will be kept under review, so that steps could be taken if the adoption status changes. Should there be a desire to add these streets to the CPZ, that would necessitate a further traffic order process.</p>

Section 8

Abbeyhill Colonies

Theme:	Abbeyhill Colonies	
Example Comments	Response	
<p>I wish to formally oppose the proposed CPZ for Alva Place in the Abbeyhill colonies. Alva Place must be included with the rest of the Colonies in that it should have permits for residents only. It is already difficult enough to get a parking space on this street, and if measures are implemented that prohibit non-residents from parking in other Colony streets, this will only exacerbate the problem on Alva Place.</p>	<p>Traffic Orders can be complicated. The variation order covering the proposals for Phase 1 of the Review runs to around 70 pages, which can make it difficult to find the detail needed.</p>	
<p>We live on East Norton Place which is directly across from the Abbeyhill Colonies and located on a single yellow line. With the current proposal, all the colony streets will be made unavailable for us to park with the exception of Maryfield and Alva Place. These two streets will be in direct competition for parking with East Norton Place, top of Easter Road, residents on the tenement side of Maryfield colony residents, colony residents, and paid parking where applicable.</p>	<p>The detail covering these points is in that Order, however, with the Council recognising that looking at situations in isolation is not the way to address parking pressures or deliver true benefits, and that we need to provide the right mixture of parking opportunities for the range of users that will have need of the available space.</p>	
<p>I appreciate that the colonies are a conservation area (as is East Norton Place being in the New Town Conservation area), however, we are residents of Abbeyhill and should be able to park in Abbeyhill unrestricted. I believe that reserving all but two streets for Colony residents is going to leave an uneven ratio of available parking. We have endured years of terrible parking and to now have the available streets narrowed to just two is an unfair burden.</p>	<p>The proposal (and draft Order) therefore recognises the challenges in finding a solution that meets the needs and expectations of residents not only in the colonies, but also on London Road, East Norton Place and Cadzow Place, as well as making provision for parking that serves the many businesses on the London Road corridor.</p>	
<p>To make matters worse, we have been made aware that the Abbeyhill Colony Association is petitioning to have Alva Place and Maryfield included in colony resident only parking. As I have friends who reside in the colonies, I know that this is not the general consensus of residents in the colonies and would be a further step in the wrong direction. I am advocating for a better solution for all residents in the general area of the colonies. Once the CPZ is in place, there will be sufficient parking for everyone in the area so long as either the colonies are opened up for Abbeyhill Residents (N6) or residents on the periphery of the colonies are granted access to park in the colonies.</p>	<p>In terms of permits, therefore, and recognising the limited availability of parking for residents of London Road, East Norton Place and Cadzow Place, the Order will allow residents of these streets to buy permits that allow them to use not only general permit space within the zone, but also allows them access to the Permit Parking Area covering the colonies.</p> <p>The same applies to residents of Maryfield, Maryfield Place and Alva Place – they too will be entitled to permits that allow them access to the maximum space, including the Permit parking Area. This recognises the limited availability of space in this area, especially for those on London Road. (Continues)</p>	

Example Comments	Response
<p>I am a resident of Maryfield. Finding a parking place here during the day is extremely difficult as well as in Maryfield place and Alva place. So where do we park? Other colony streets, Rossie Place, Brunton Gardens, Elgin Place or Montgomery street.</p> <p>Why do you have to split colonies? Why should our 3 streets become part of Meadowbank in new Zone N6?</p> <p>Like I said, parking in our 3 streets is very difficult now, the parking proposal we are after should ease this situation, but this plan will make our situation worse by putting extreme pressure on parking in these two streets.</p> <p>So, if I cannot find space in my Maryfield or Maryfield and Alva places, where shall I park my car? in Meadowbank area? A very long way from my house. And I am 66 years old I think your proposal needs to be reviewed.</p>	<p>(continued) <i>For the first comment box (opposite) see answers on previous page.</i></p> <p>The basic premise behind the proposals was to provide an improvement over the current, uncontrolled situation. Controlled parking isn't just about residents, however, as we do need to consider the needs of businesses and other users. The proposals went through several iterations, each of which had their pluses and minuses in terms of how they impacted and improved parking. Ultimately, creating a larger Permit Parking Area (PPA) was the best way of ensuring the needs of residents throughout the colonies and surrounding streets were met and a means of ensuring that we were not significantly limiting legitimate access to space based on the address of the permit holder.</p>
<p>While I welcome the parking controls in general, I am most concerned Alva Place (upper colonies), Maryfield Place and the east side of Maryfield are not to be included in the Permit Parking Area, along with the rest of the Colonies.</p> <p>I really do not understand the Council's thinking behind introducing two different kinds of parking in the Colonies. I understand the proposed Permit Parking Area is to allow for reduced street markings and associated parking furniture in the Conservation Area. But all of the Colonies are within the Conservation Area, including Alva Place, Maryfield Place and Maryfield. If this proposal is implemented, there would be several line markings on the above streets, not to mention some kind of parking meter, presumably. Given how narrow the pavements are, where on earth are these going to go without making the pavement even narrower?</p> <p>To add insult to injury, all of Rossie Place and Norton Park have been given PPA status! Why? They are not part of the Conservation Area. I understand that there will be a need for both Zone and shared parking. However, surely this should be on Rossie Place and Norton Park? There could be some PPA on the Colony side of Rossie Place but the rest should be Zone and shared parking.</p>	<p>It is worth saying that even if Rossie Place had been excluded from the PPA, they would still have been entitled to permits to park within it. Extending the PPA was a means of retaining additional flexibility, in situations where the marking of bays would have resulted in an overall loss of space. That clearly would not have been in the interests of anyone within the area.</p> <p>In terms of the proposed status of Maryfield and Mayfield Place, these streets are those that are in the closest proximity to local shops and businesses. While there is some P&D parking on Montrose Terrace, the PPA status meant that we had to identify some local opportunities for P&D that would address not only the needs of businesses, but also of visitors to the area. While there is an option to use visitor permits, there also needs to be an opportunity for ad-hoc or unplanned visits to any area, with those occasions being supported by either P&D or shared-use parking. It was considered an essential part of the PPA status to provide these opportunities, improving flexibility of provision in a situation that would otherwise have been so inflexible as to have negatively impacted on residents, businesses and visitors.</p> <p>(continues)</p>

Example Comments	Response
<p>I have an objection to the CPZ for Edinburgh area N6. I believe that the Maryfield and Mayfield place/ Alva place parking arrangements should be the same as all other colonies and Rossie Place. If this is not the case, many problems will be created (as opposed to solved) for people living here. These streets cannot be used for passing on other problems, particularly as Maryfield place/ Alva place has become a rat run for people to turn down to get onto Easter Road.</p>	<p>(Continued) See above paragraphs for an explanation of the reasoning behind the proposed layout.</p>
<p>I genuinely hope that my concerns are considered. As I mentioned we have endured terrible parking for years. We were so thrilled about the CPZ, but it appears that we might be worse off.</p>	<p>This comment was related to concerns in terms of limiting access to the colonies to residents of East Norton Place. It is a point well made, though, as the aim of these proposals is to improve parking for all residents of Abbeyhill. That means that we have to take a broader look at the parking provision and make decisions based on how to best provide parking options that meet the needs of all residents and those of local businesses.</p>
<p>I would like to formally object to the proposed parking permit reconfiguration in the N1 and N6 areas. It is not an opposition to the reconfiguration generally but an opposition to how the top of Easter Road is being reallocated. We believe the current solution does not work and unfairly and unnecessarily impacts us, other residents on Easter Road, and the Colonies.</p> <p>I do not understand why the permit boundary line needs to be amended for Easter Road residents (please refer to tile 1282). There are more than enough parking spaces in the N1 zone for everyone as I have never been unable to find a space during my time living here. In comparison, I used to live in the colonies and parking was very difficult. Relocating Easter Road residents to the Colonies N6 parking zone will only exacerbate this issue. Furthermore, my understanding is that my postcode will only be allowed to park on two minor streets in the colonies as the remaining streets around the colonies will be reserved for Colony residents only. This in practice will mean there will be extremely few parking spaces available, and if no space can be found the only alternative will be to park significantly further away.</p> <p>If my parking zone changes from Zone N1 to N6 I will no longer be able to see my car from my flat which I can see at the moment. This gives me peace of mind, especially before and after football matches and at night.</p>	<p>Having considered this point it is now proposed to retain the current permit boundary, allowing residents of Easter Road continued access to Zone N1.</p> <p>This will not only have the effect of addressing the points made opposite, but will also address some concerns intimated by residents of the Colonies, reducing the overall number of residents who would have access to parking within the Permit parking Area.</p> <p>We know that boundaries of the CPZ can lead to situations where CPZ residents choose to park for free across the boundary. While there is no firm evidence that Easter Road or other N1 residents park in the colonies, there is a distinct likelihood that this is the case. Retaining the boundary along the east side of Easter Road would reduce potential pressure in the Colonies.</p>

Example Comments	Response
<p>I do not see any evidence in the proposal, to suggest that number of vehicle owners in this area has been considered.</p> <p>Living on Maryfield Place, i know that all of the residents in the colonies and residents on rossie place, Maryfield, montrose terrace, easter road and east norton place use our street for parking. I also know that businesses in this area also use our streets for parking.</p> <p>I don't believe that grouping our street in with the proposed N6 area would fix, help or benefit this issue. I think it would mean a lot of the residents would have to park much further away from their home which is inconvenient and worries me about the safety of my car.</p> <p>Looking at the proposed permit maps, i see very little areas where we would be able to park. Removing our access to park in the other colonies seems ridiculous to me.</p>	<p>The preparation of the proposals has involved an assessment of likely permit uptake, based on our experience elsewhere in the CPZ. That assessment has indicated that the proposed designs allow sufficient parking in most areas for the anticipated uptake.</p> <p>A number of comments have indicated that residents of London Road etc park in the colonies. This clearly reflects the limited availability of parking space (none on London Road and limited space on Montrose Terrace, for example). Given that the Council's responsibility extends to offering the same opportunities to anyone resident within the proposed zones, these allowances have to be retained, otherwise we would be significantly reducing the available parking options for a number of residents who have few other places to park.</p> <p>The proposals themselves will leave parking in most parts of the colonies unchanged, with parking able to take place in the same locations that it does now. Some additional yellow lines have been proposed in conjunction with the Communal Bin Review, but the aim of the general proposal has been to retain the flexibility of parking that currently exists, whilst protecting the use of the colonies and restricting their use to residents of the immediate area.</p> <p>See also the initial response in this section, which explains how access will be retained to all colonies parking by all residents in this immediate area.</p>
<p>Has the possibility of part time permitted hours been looked in to? I work up in Newington and a lot of the streets around there are permitted for example, between 11-3pm. This seems to stop people that don't live there leaving there cars there for a long period of time.</p>	<p>This type of approach is unlikely to work in areas where there are a range of competing demands, especially where there are shops and other businesses. Given the ability to park for free at certain times of the working day, visitors would concentrate their visits on those times, potentially exacerbating present issues rather than solving them.</p>

Example Comments	Response
<p>While I welcome the parking controls in general, I am most concerned that the Colonies are to be part of the new Zone N6 and not an extension of Zone N1.</p> <p>Logically, the Abbeyhill Colonies, along with Rossie Place, Edina Place, Bothwell Street and the tenements on the east side of Easter Road should be part of Zone N1. They are the final corner of the Leith Central Community Council as well as being in Leith Walk Ward and Edinburgh Northern and Leith constituency, unlike the rest of Abbeyhill and Meadowbank where Zone N6 is proposed.</p> <p>There is no vehicular or pedestrian access to these other parts of the proposed Zone N6. If parking wasn't available within our small area, it would be necessary to drive back to Easter Road then along London Road to the wider Abbeyhill area or Meadowbank. This would then involve a long walk back home which, if at night, could be a safety issue. I am a woman in my late 60s and would not like to walk home alone later in the evening.</p>	<p>As has been discussed in earlier responses to points made in respect of the proposed parking layout, the proposal has been designed to take account of the wider requirements of residents, businesses and visitors.</p> <p>It has always been the case that these proposals stood separate from the existing zones and that they primarily added new zones. As a zone N1 already stretches across a significant area. As with other existing Zones, they are of a size that would not support further extension. Managing the size of zones is a key part of ensuring that it is not possible to easily commute (using a permit) from one part a zone to another, either to work or for other purposes. Inter-zone commuting has the potential to significantly impact parking opportunities for bona-fide residents of the zone.</p> <p>There are wider implications that supported the creation of a new zone for Abbeyhill. With parking provision already limited in Montrose Terrace and London Road, moving the colonies into N1 would have the added effect of significantly reducing parking options and opportunities for many residents, some of whom have commented within this consultation of their need to continue to be allowed to park in the colonies.</p> <p>The concessions and arrangements outlined in this Section of Appendix 1 will act to protect colonies residents, removing parking that may currently take place by N1 residents unwilling to purchase permits and ensuring that access to the colonies is by those who live there, or in immediately adjacent streets.</p> <p>There is little evidence to show that this view, that the colonies should be part of N1 rather than in the proposed N6, is widely held.</p> <p>It should also be noted that it is not legally possible to make such a change without a further legal process. It is, therefore, recommended that, if it decided that Phase 1 of the Review is to be implemented as proposed, including the new N6 zone as advertised, the situation with regard to permit numbers and availability of space be carefully monitored in this area to ensure that there is sufficient space available for permit holders. That process of monitoring and review should result in consideration of whether there is any further need to consider changes to zone boundaries. That review would also consider in greater detail the wider implications for residents not only in the colonies, but in neighbouring areas as well.</p>

Section 9

Portland Street

Theme:	Portland Street	
Example Comments	Response	
<p>I am writing to strongly object to the Council's proposals for parking in Madeira St and Portland St and other parts of the North Leith controlled parking zone. I have no idea why you think that it would be in the interests of residents to remove dozens or scores of parking places in the zone and then charge us for policing it. Your leaflet sets out the benefits of CPZs, but this is disingenuous if you are simultaneously creating pressure on parking spaces by painting double yellow lines on hundreds of metres of roadside that are not restricted at present.</p> <p>According to map tile 808, in Madeira St between Prince Regent St and Portland St, it is proposed to remove many metres of parking by painting double yellow lines. For example, it is proposed to paint double yellow lines in front of numbers 50 to 56. There is no indication of the warehouse entrance between numbers 56 and 68, so the map doesn't even show how little parking would be left if these proposals were implemented.</p> <p>At the Portland end of Madeira St there are long stretches of double yellow lines that remove parking spaces unnecessarily. Removing the parking spaces in front of the garden of 69 Madeira St will have no effect on sightlines in Madeira St or Portland St.</p> <p>In particular the removal of so much parking from Portland St is completely unnecessary and will create pressure on the parking spaces that are left, including in Madeira St. It will also have the disbenefit of increasing speeds on Portland St. At the moment, drivers have to drive slowly and negotiate their progress with drivers coming the opposite direction. It's not a bad thing that drivers have to slow down.</p> <p>The effect of the introduction of the CPZ in Madeira St will be to charge us for parking when previously we weren't charged and to reduce the availability of parking. Of course, it will have the benefit of removing from the street vehicles not belonging to residents that can sit there for months and even years, but if that gain is offset by the loss of parking spaces indicated on the map, all that we will be left with is a new cost. Given that a potential commuter intent on using our area for parking and then catching a bus into town would have to drive through heavy traffic from whichever direction to get here, it seems to me likely that most of the cars parked in the area belong to residents, so that is who the removal of spaces will have an impact on.</p> <p>I would therefore be grateful if you would revise your maps for Madeira St and Portland St with the aim of maximising and not minimising the parking available to residents and visitors.</p>	<p>This consultation response is one of many (approx. 25) that raised the issue of lost parking on the south-east side of Portland Street, as well as issues associated with that loss.</p> <p>Based on the number of objections received on this issue, it is now proposed to reinstate as much parking provision as it is considered safe and appropriate to do so on the south-east side of Portland Street.</p> <p>The yellow lines that these changes will replace were proposed in recognition of the narrowness of Portland Street and the access needs of the Housing-maintained end-on parking on the north-west side of the street.</p> <p>Those needs do need to be balanced with the need to provide sufficient parking for residents and visitors, as well as recognising that parked vehicles can act beneficially in terms of reducing traffic speeds and making streets less attractive as short cuts.</p> <p>Refer to Appendix 2 for details of the proposed changes.</p>	

Appendix 2 – Proposed Amendments to the Advertised Order

This appendix details the changes that are proposed to the Order that was advertised in October 2021.

This appendix is split into two sections:

- 1) General amendments to take account of design changes
- 2) specific amendments being made in response to objections received.

Section 1

General or Consequential Amendments

This section outlines the type of changes being made in order to accommodate minor amendments to the design of the proposed measures.

In line with the legislative requirements, modifications can be made to an advertised order where the effect of the modification does not make a restriction or a provision within the advertised order more onerous. Changes that increase a restriction, or are more prohibitive, cannot be accommodated in this way.

The following table sets out examples of the scenarios and impact of those changes. In this table the letters:

- **DYL** denote Double Yellow Line
- **SYL** denote Single Yellow Line
- **DPPP** denote Disabled Person's Parking Place.

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Table 1

No	Description	Change Required	Net result	Conclusion
1	A proposed bin hub location is to be re-sited within proposed parking places to take account of feedback received.	The DYL supporting the bin hub moves and the adjacent parking places are adjusted to accommodate the move.	No net loss or gain in terms of overall parking provision. Change is not more onerous.	Change can be accommodated, and the proposal will be amended within this legal process.
2	A proposed bin hub location is to be adjusted to take account of feedback received. The hub moves into an area where a DYL was proposed.	The DYL supporting the bin hub moves and the adjacent parking place is extended to occupy the space vacated by the hub.	Net increase in parking provision. Change makes the Order less onerous at that location.	Change can be accommodated, and the proposal will be amended within this legal process.
3	An existing DPPP has been identified and confirmed as being no longer required.	The DPPP will be removed and the adjacent parking place extended to occupy the resulting space.	The adjacent parking place is of a type that is less restrictive (i.e. allows a wider group of users to park) and is therefore less onerous.	Change can be accommodated, and the proposal will be amended within this legal process.

4	An existing DPPP has been identified and confirmed as being no longer required.	The DPPP will be removed and an SYL marked in its place.	An SYL allows loading and parking outside of controlled hours. This change is, therefore, less onerous.	Change can be accommodated, and the proposal will be amended within this legal process.
5	A proposed DYL is now proposed to be changed to SYL. None of these changes are proposed where DYL was originally proposed for road safety reasons.	The DYL will be removed and, in its place, a SYL will be provided.	An SYL operates for only part of the day and is therefore less onerous than a DYL.	Change can be accommodated, and the proposal will be amended within this legal process.

Section 2

Specific Amendments

This section outlines the type of changes being made in order to accommodate minor amendments to the design of the proposed measures. The following table sets out examples of the scenarios and impact of those changes.

In line with the legislative requirements, modifications can be made to an advertised order where the effect of the modification does not make a restriction or a provision within the advertised order more onerous. Changes that increase a restriction, or are more prohibitive, cannot be accommodated in this way.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
1	Clockmill Lane. Yellow lines shown in private lane	Remove yellow lines from advertised Order.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
2	Public/Private issue. Springfield Estate, Pilrig. Concern that the proposal extends into private parking places.	Minor amendment following review of Council adoption records to remove a block of permit holder parking to the East of Nos. 61 to 69 Springfield.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
3	Giles Street. Insufficient allocation of space for garage businesses	Extend entitlement to use Services Garage Permits in additional parking places in the vicinity of garage businesses in this street	Less	Proceed to make amendment prior to "Making" of Traffic Order.
4	Portland Street. Insufficient space provided for residents and visitors. Yellow lines too extensive.	Remove yellow lines on south-east side and replace with permit holder or shared-use parking places	Less	Proceed to make amendment prior to "Making" of Traffic Order.
5	Wheatfield Road. Extent of pay-and-display parking.	Transfer 1/3 of pay-and-display to shared use parking places.	Less	Proceed to make amendment prior to "Making" of Traffic Order.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
6	Wardlaw Terrace/Stewart Terrace	Reduce DYL so that it extends approx. 30m east of steps from Slateford Road. Remainder heading east to be turned into shared-use or permit holder parking places	Less	Proceed to make amendment prior to "Making" of Traffic Order.
7	Shandon. Shaftesbury Park Colonies. Disabled bays no longer required.	Investigate need for bays. Identify any bays no longer required and remove bays from draft Order. Where possible, transfer any space to either Shared-Use or permit holder parking places.	Less	Proceed to make any potential amendments prior to "Making" of Traffic Order.
8	Hutchison Park. Two private spaces opposite No 13.	Remove proposed yellow lines from private spaces and amend design to show yellow line crossing in front of these spaces.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
9	Pilrig Heights. Private parking areas included in error. Remove.	Remove all proposals from privately maintained roads.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
10	Hermand Crescent. Private parking layby shown with permit holder parking. Bays to be removed.	Remove bays from layby and run an SYL across the front.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
11	Tower Place. Permit holder spaces identified in correspondence as being mainly used by visitors.	Transfer approx. 30 to 40% of Permit holder parking to shared-use.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
12	Constitution Place. Yellow lines extend onto privately maintained road.	Remove yellow lines from all privately maintained roads (car park area at NW end).	Less	Proceed to make amendment prior to "Making" of Traffic Order.
13	Tower Street Lane. Yellow lines extend onto privately maintained road.	Remove yellow lines from all privately maintained roads.	Less	Proceed to make amendment prior to "Making" of Traffic Order.

No.	Description/Location	Change Required	More/Less Onerous?	Conclusion
14	Easter Road. Zone boundary proposed to move to centre of Easter Road.	Retain boundary along East side of Easter Road, meaning that Easter Road residents will continue to be eligible for N1 permits, rather than moving some to the proposed N6 Zone. Amendments required to Map Tiles and to Schedule 3 of the advertised Order.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
15	Cowan Road	Removal of existing disabled bays that were previously identified as being no longer required. Replace with either shared-use bays, permit holder bays or single yellow line as required.	Less	Proceed to make amendment prior to "Making" of Traffic Order.
16	Gordon Court	Removal of existing disabled bay that has been identified as being no longer required. Replace with double yellow line to match surrounding restriction.	Neither More nor Less	Proceed to make amendment prior to "Making" of Traffic Order.

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Objections to TRO/21/16 and TRO/21/25 – Communal Bin Review Phase 3 (Zones N1 to N5 and Zones S1 to S4)

Executive	
Wards	5, 7, 9, 10, 12, 15
Council Commitments	C23, C25

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 Note that the implementation of these Traffic Regulation Orders (TROs) is fundamental for the delivery of Phase 3 of the Communal Bin Review (CBR) project;
 - 1.1.2 Set aside the objections that do not relate to TROs matters as outlined in Appendix 4;
 - 1.1.3 Note that the Project team has considered the feedback received and taken on board comments and objections with 10 locations proposed to not being progressed under these TROs as detailed in Appendices 1, 2 and 3; and
 - 1.1.4 Having considered the objections received to the advertised TROs, approves the making of the TROs as advertised with some amendments contained within this report and detailed in Appendices 1, 2 and 3.

Paul Lawrence

Executive Director of Place

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Objections to TRO/21/16 and TRO/21/25 – Communal Bin Review Phase 3 (Zones N1 to N5 and Zones S1 to S4)

2. Executive Summary

- 2.1 On 2 July 2021 a report authorised by the Executive Director of Place under Delegated Powers commenced the legal process to promote and change parking and loading restrictions on zones N1, N2, N3, N5, S1, S2, S3 and S4 of the Controlled Parking Zone (CPZ) as detailed in Appendix 5.
- 2.2 The draft Traffic Regulation Orders (TROs) detailing the extent of the scheme were advertised on 12 November 2021 at which point those interested in the scheme were invited to make their views known to the Council.
- 2.3 This report details the results of that consultation and addresses the objections received, which are mainly themed around noise and air pollution, loss of parking, overflowing bins, fly tipping and road safety concerns. A total of 67 objections, 3 support responses and 3 general comments were received in relation to the advertised TRO/21/16; and a total of 32 objections and 3 comments received in relation to the advertised TRO/21/25.
- 2.4 The report recommends proceeding to make the TROs with 395 out of the 405 changes advertised related to the new bin hub sites. The rest of the advertised changes, related to transforming historic bin locations into parking space where the new bin hubs are not utilising the old locations, are also recommended to be included in the making of the TRO.
- 2.5 Out of the 10 sites recommended to be excluded from the final TROs, 8 sites would require an additional TRO to promote alternative locations, 1 site does not require a TRO and 1 site is no longer needed. This is detailed in Appendices 1, 2 and 3.

3. Background

- 3.1 The [Communal Bin Review](#) (CBR) project involves the redesign of the existing waste and recycling communal bin services that the Council provides to multi-occupancy and flatted properties.
- 3.2 The project is aiming to:

- increase and improve recycling services to residents in multi-occupancy and flatted properties providing integrated waste and recycling services;
- improve overall recycling performance;
- review the existing bin locations to develop more formalised collection hubs to improve the perception of the service and enhance the streetscape;
- improve waste and recycling service reliability; and
- ensure the service reflects changes to legislation and policies within and outwith the Council.

3.3 The Communal Bin Enhancement Update at the Transport and Environment Committee on [27 February 2020](#) outlined the city-wide parameters and criteria required to determine the new waste and recycling on street collection hubs.

3.4 In order to accommodate the revised bin layout, changes are required to the existing layout of parking places and other road-related restrictions. These changes will ensure that the new bin hub locations adequately meet the agreed parameters, as far as is feasible and practical, to support the Council's commitments to improving service delivery within waste services and increase recycling rates.

3.5 The proposed changes will improve the streetscape. Where possible, locations are being moved from pavements onto the carriageway, with barriers installed around the hubs to demarcate their space and to avoid containers from moving. Also, hubs are being proposed at least 10 metres away from junctions and crossings to improve visibility and road safety for all pavement and road users.

3.6 A Traffic Regulation Order (TRO) is required to implement these changes. This is a legal proceeding to consult on the changes proposed to the current parking and loading restrictions. As such, as part of the TRO process only matters related to these changes need to be legally considered by Committee on the making of the Orders.

3.7 The advertised TROs cover the majority of bin hub locations of Phase 3 of the Communal Bin Review (CBR) project which has already delivered most of Phase 1 and will soon start delivering Phase 2.

3.8 Without the proposed changes to the parking and loading restrictions, the new bin hubs cannot legally be introduced in these zones and Phase 3 of the CBR project could not be implemented.

4. Main report

4.1 The Traffic Regulation Orders (TROs) to introduce changes on zones N1, N2, N3, N5, S1, S2, S3 and S4 of the Controlled Parking Zone (CPZ) at selected locations where bin hubs would be installed was advertised between 12 November and 5 December 2021. TRO/21/16 covered N1, N2, N3 and N5 areas. TRO/21/25 covered S1, S2, S3 and S4 areas. Links to the drawings with the proposed changes can be found on Appendix 6.

- 4.2 The TROs were publicised in the following ways:
- 4.2.1 Online publication of the Orders via the Council's Traffic Orders webpage;
 - 4.2.2 Advertisement in the Scotsman;
 - 4.2.3 Notification to key stakeholders via email as per statutory requirements including local Councillors, Community Councils and emergency services.
 - 4.2.4 Three hundred ninety-seven information posters installed in the streets where the changes were proposed.
 - 4.2.5 The Communal Bin Review (CBR) project section within the Council's website was updated with links to the drawings showing the bin hub proposals, information on how to access the TRO drawings and instructions on how to submit comments. Links to the drawings with the proposed bin hubs can be found on Appendix 7.
- 4.3 TRO/21/16 was advertised with changes that would allow the implementation of 163 bin hubs. At the end of this formal consultation period, the Council had received 73 responses related to this TRO: 67 objections, 3 support responses and 3 general comments. Five additional comments were received outside the consultation period.
- 4.4 Appendix 1 identifies the issues raised by objectors related to the TRO measures proposed by TRO/21/16, with responses and recommended actions.
- 4.5 TRO/21/25 was advertised with changes that would allow the implementation of 242 bin hubs. At the end of this formal consultation period, the Council had received 35 responses related to this TRO: 32 objections and 3 general comments. Three additional comments were received outside the consultation period
- 4.6 Appendix 2 identifies the issues raised by objectors related to the TRO measures proposed by TRO/21/25, with responses and recommended actions.
- 4.7 The majority of objections and comments were from individuals. One objection was received from a business owner and one comment was submitted by the New Town and Broughton Community Council, making a number of suggestions and queries about 11 of the bin hubs proposed within zone CPZ N1.
- 4.8 It is important to note that many of the comments and concerns raised in responses are not TRO matters. For example, there were responses in relation to noise and air pollution, overflowing containers or aesthetics of the bin hubs between others. As such, these comments and concerns are not material to the TRO process and Committee are not required to take account of them in taking a decision on the making of the Orders.
- 4.9 Notwithstanding that, and in the interests of completeness, these non-TRO issues have also been logged in Appendix 4 along with a response on how the team is managing those concerns at a project level.
- 4.10 Some of the correspondents have also made suggestions, which again are not material to the making of the Orders. In the interests of completeness these have been captured along with the objections and summarised in Appendices 1 and 2.

4.11 The changes proposed would introduce parking and loading restrictions where the bin hubs would be located to ensure there is enough space for the upgraded service and to allow for enforcement of the rest of parking restrictions present.

4.12 Below is a summary of the main three themes raised by objectors:

Loss of Parking

4.13 The majority of objections raised concerns over the loss of parking. These highlighted the impact on residents not being able to utilise removal vans etc. or park outside their properties with problems for access to those with mobility issues. The only business that submitted a response also expressed concerns about the loss of parking and the potential impact to their company and customers.

4.14 Due to the nature of the project requiring changes to the current parking and loading restrictions within the CPZ areas to deliver the new bin hubs, it is not possible to avoid loss or movement of parking spaces due to the number of locations being changed and implemented. However, on those streets where bin hubs are not proposed on historic bin locations, these spaces will be transformed into parking bays as soon as the new hubs are implemented. The concerns raised have been summarised on Appendices 1 and 2 and have been considered individually on a site-by-site basis.

4.15 The Project team acknowledges that on sites N1-56 (Brunswick Street) and N2-01 (Inverleith Avenue) there are alternative locations where the net loss of parking could be reduced by siting the hubs on alternative locations without compromising the criteria and parameters. In the case of N1-56 a new TRO would need to be advertised. Site N2-01 was mistakenly advertised and it is not part of a CPZ and therefore does not require an additional TRO to be implemented. Further engagement with the residents will be carried out to progress an alternative location in Inverleith Avenue.

4.16 It is therefore recommended that objectors that cite the loss of parking as the grounds of their objections are set aside apart from those for sites N1-56 and N2-01 as detailed in Appendices 1 and 2.

Road safety concerns

4.17 Some objections mentioned road safety concerns related to reducing visibility for all road and pavement users, stopping flow of traffic, reducing the space for turning traffic or eliminating crossing points for pedestrians. These concerns have been summarised in Appendices 1 and 2 and have been considered individually on a site-by-site basis.

4.18 The Project team acknowledges that on sites N1-26 (Broughton Road), N1-61 (Montgomery Street), S1-10 (Marchmont Road), S2-09 (Morningside Road) and S3-20 (Merchiston Crescent) these concerns are founded.

4.19 It is therefore recommended that objectors that cite road safety concerns as the grounds of their objections are set aside apart from those for sites N1-26, N1-61, S1-10, S2-09 and S3-20 as detailed in Appendices 1, 2 and 3.

Non-TRO issues

- 4.20 Many residents raised non-TRO issues as their grounds for their objection. The Project team has considered each issue and has logged them in Appendix 4 along with a response on how these are being managed at a project level.
- 4.21 The Project team acknowledges that on site N3-33 (Learmonth Gardens) some of the concerns raised are founded.
- 4.22 As these are non-TRO related issues, it is therefore recommended that objectors that cite non-TRO related issues as the grounds of their objections are set aside.
- 4.23 However, the Project team wishes to revise the location of sites N1-33 (Learmonth Gardens), N3-53 (Learmonth Grove) and N3-48 (Cheyne Street) as detailed in Appendices 1 and 3. It is anticipated that a new TRO will be advertised to full fill the CBR requirements for the bin hubs in these streets which will include engagement with stakeholders and residents.

5. Next Steps

- 5.1 If the recommendations are approved, the team will:
- 5.1.1 Make the order as advertised excluding the following bin hub locations: N1-26 (Broughton Road), N1-56 (Brunswick Street), N1-61 (Montgomery Street), N2-01 (Inverleith Avenue), N3-33 (Learmonth Gardens), N3-48 (Cheyne Street), N3-53 (Learmonth Grove), S1-10 (Marchmont Road), S2-09 (Morningside Road) and S3-20 (Merchiston Crescent).
 - 5.1.2 Advertise a new order with amendments to the aforementioned locations and as detailed in Appendices 1, 2 and 3.
 - 5.1.3 Proceed with the implementation of the bin hubs and associated road works for sites of Phase 3 of the Communal Bin Review (CBR), currently anticipated to start in early 2023.
- 5.2 An update report on the Communal Bin Review project will be provided to Transport and Environment Committee on 6 October 2022.

6. Financial impact

- 6.1 The cost of design and construction work, including the installation and adjustment of signage, as well as road marking alterations associated with the changes proposed by these two Traffic Regulations Orders will be covered by the Communal Bin Review (CBR) budget allocated for road works as approved by the [Finance and Resources Committee on 7 October 2021](#).

7. Stakeholder/Community Impact

- 7.1 Statutory consultation has been carried out as part of the TRO process. The draft order was advertised between 12 November 2021 and 5 December 2021. All interested parties have had the opportunity to make comments and/or objections to the TRO proposals. All consultation data received can be found in Appendix 8.

- 7.2 The principles behind the communal bin review project have been designed after the public consultation which was carried out in 2018 by Changeworks on the Council's behalf. A copy of the report was presented as Appendix 1 within the [Enhancing Communal Bin Collection committee report](#) approved by the Transport and Environment Committee on 9 August 2018.
- 7.3 Where possible the bins are being moved from the pavement onto the carriageway, improving the streetscape and the walking infrastructure, improving safety and making active travel options more attractive and accessible.
- 7.4 Every effort has been made to avoid or mitigate losses to parking spaces. There will be no removal of disabled persons' parking places or dropped crossings as a result of these amendments. On those streets where bin hubs are not proposed on historic bin locations, these spaces will be transformed into parking bays as soon as the new hubs are implemented.
- 7.5 The changes proposed by the TROs will allow the implementation of the improved service changes which are expected to reduce overflowing waste incidences, thereby enhancing street cleanliness, and improving the local environment.
- 7.6 The improved quality of the waste services will contribute towards reducing the amount of waste to energy recovery, increasing the rates of recycling and improving the quality of Edinburgh's local environment. In addition, increasing the amount of waste recycled supports the delivery of the Council's carbon reduction target.
- 7.7 An [Integrated Impact Assessment \(IIA\)](#) has been carried out and reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics and proposes mitigation measures for the negative impacts identified.

8. Background reading/external references

- 8.1 [Enhancing Communal Bin Collections - Item 7.7](#) Transport and Environment Committee of 7th December 2017
- 8.2 [Enhancing Communal Bin Collections- Update following trial to implement every other day collections - Item 7.11](#) Transport and Environment Committee of 9 August 2018
- 8.3 [Communal Bin Enhancement Update](#) Transport and Environment Committee of 20 June 2019
- 8.4 [Communal Bin Enhancement Update](#) Transport and Environment Committee of 27 February 2020
- 8.5 [Communal Bin Enhancement Update – Business Bulletin](#) Transport and Environment Committee of 20 November 2020
- 8.6 [Communal Bin enhancement Update](#) Transport and Environment Committee of 22 April 2021.

- 8.7 [Contract Award Recommendation Report – Supply and Installation of Corraling for Bin Hubs and Associated Road Works](#) – Finance and Resources Committee of 7 October 2021.
- 8.8 [Communal Bin Project update - Business Bulletin](#) Transport and Environment Committee of 7 January 2022

9. Appendices

- 9.1 Appendix 1 - A schedule of the main issues raised by objectors against TRO/21/16, with responses and recommended actions
- 9.2 Appendix 2 - A schedule of the main issues raised by objectors against TRO/21/25, with responses and recommended actions
- 9.3 Appendix 3 – A schedule of other changes that are proposed to both TROs.
- 9.4 Appendix 4 – A schedule of all other issues raised by objectors, with responses and recommended actions
- 9.5 Appendix 5 – Controlled Parking Zones where changes are being proposed
- 9.6 Appendix 6 – Advertised Traffic Regulation Order drawings
- 9.7 Appendix 7 – Proposed Bin Hub Locations
- 9.8 Appendix 8 – Consultation Data

Appendix 1 – Objections to Traffic Regulation Order TRO/21/16

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB N1-04 – McDonald Road			1 OBJECTION	
Objection to this hub on the grounds of loss of parking; also, on the grounds of road safety due to the hub being proposed close to a traffic calming measure and delays to traffic flow during collection.	<p>1. Move the location to Dryden Terrace, by the side of the fire station or at the end of the street.</p> <p>2. Move the location across the road, near the trees.</p> <p>3. Move the location onto the existing extended pavements.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The hub takes the same space as vehicle parked therefore it will not worsen the visibility.</p> <p>Due to all the traffic calming measures on the street it is not possible to avoid obstruction to traffic during collection.</p>	<p>The suggestions would not meet the following criteria:</p> <p>1. Same side of the road as the properties served and in front of properties with a different service.</p> <p>2. Same side of the road as the properties served</p> <p>3. Bins are being moved from the pavement to the carriageway.</p>	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB N1-11 – Annandale Street			1 OBJECTION	
Objection to this hub on the grounds of road safety due to the hub being proposed close to a temporary traffic lights and stationary vehicles.	Move the location further away from the junction with Leith Walk.	The hub does not pose any road safety risks as users will access it from the pavement and traffic flow will not be affected.	Moving the hub within the parameters would increase walking distance for some of the properties allocated to this hub.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

BIN HUB N1-15 – Bellevue Road			5 OBJECTIONS	
Objection to this hub on the grounds of loss of parking; also, on the grounds of traffic hazard (no specific reason).	<p>1. Move the location to the far west side of Green Street or Annandale St West.</p> <p>2. Move the location in front of the corner shop on the pavement.</p> <p>4. Move the location 10/15 metres up or down the street so that one building is not continually prejudiced and others share the burden.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The hub does not pose any road safety risks as users will access it from the pavement and traffic flow will not be affected.</p>	<p>1. and 3. Would be beyond the 50/60m walking distance for the properties allocated to this hub.</p> <p>2. Bins are being moved from the pavement to the carriageway. The hub needs to be on the same side of the road as the properties served.</p> <p>3. There is permanent corralling associated with the hub and therefore moving the location regularly is not possible.</p>	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.
BIN HUB N1-16 – Bellevue Road			2 OBJECTIONS	
Objection to this hub on the grounds of loss of parking.	N/A	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	N/A	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.

BIN HUB N1-56 - Brunswick Street			1 OBJECTION	
Objection to this hub on the grounds of loss of parking.	Move the hub nearer to the kerb, in a space that is currently redundant.	The Project team agrees that the proposed location reduces parking spaces unnecessarily and that there is a nearby alternative location that meets the approved parameters where this could be avoided.	This suggestion is sensible as moving the hub here would reduce the parking loss and still comply with the criteria.	It is recommended that this hub is not progressed as advertised and a new order considers this proposed location.
BIN HUB N1-61 - Montgomery Street			8 OBJECTIONS	
Objection to this hub on the grounds of road safety due to the hub blocking the view for vehicles exiting the lane and pedestrians crossing it, access to the drain gully, removing a loading and passing space often used by emergency vehicles and deliveries.	Move the location to the wide pavements in the area or expand the historic location at the corner between Montgomery Street and Hillside Street.	<p>The presence of parking and loading restrictions on the area show that these were introduced to improve visibility for all road and pavement users and therefore the road safety points raised are sensible.</p> <p>The drain gully would still be accessible as bins can be wheeled in and out as required.</p>	The suggestions propose using pavement space which goes against the criteria approved.	It is recommended that this hub is not progressed as advertised and a new order is progressed taking up the nearest parking space to the west.

BIN HUB N1-62 - Montgomery Street			1 OBJECTION	
Objection to this hub on the grounds of loss of parking.	Move the location to the wide pavements where bins have historically been located.	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	The suggestion proposes using pavement space which goes against the criteria approved.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB N1-91 - Brunton Terrace			1 OBJECTION	
Objection does not relate to TRO matters.	Move the location to the pavements where bins have historically been located.	See Appendix 4.	The suggestion proposes using pavement space which goes against the criteria approved.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB N1-100 Windsor Street			1 OBJECTION	
Objection does not relate to TRO matters.	Move the location away from this corner to a less obvious area.	See Appendix 4.	The suggestion would require increasing the walking distance which goes against the approved criteria.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

BIN HUB N2-01 Inverleith Avenue		10 OBJECTIONS		
<p>Objection to this hub on the grounds of loss of parking; also on the grounds of road safety due to the hub potentially exacerbating illegal parking on double yellow lines around the entrance and encroaching the road space.</p>	<ol style="list-style-type: none"> 1. Lock access to glass bin. 2. Use the existing bin space. 3. Move the location further north towards Ferry Road/Inverleith Gardens. 	<p>The delivery team agrees that the proposed location reduces parking space and that there is a nearby alternative location that meets the approved parameters where this could be avoided.</p> <p>The hub is required to be away from busy junctions to avoid causing road safety risks. Parking practices described are illegal under the restrictions in place and are matter of enforcement.</p> <p>It is worth clarifying that this site was mistakenly advertised as part of this TRO when this site does not fall within any current Controlled Parking Zone.</p>	<ol style="list-style-type: none"> 1. This system would be quite impractical to manage at a local level with individual keys for each resident. 2. The new hub requires more space and the historic location could not accommodate the new standard bin hub facilities. 3. Moving it further to the north would not comply with our road safety parameters. 	<p>It is recommended that this hub is not progressed as advertised and further engagement with residents is carried out proposing an alternative location that meets the approved parameters and criteria and minimises parking space loss.</p>

BIN HUBS N3-06 Comely Bank Terrace			4 OBJECTIONS	
Objection to this hub on the grounds of loss of parking; also on the grounds of access and road safety due to the hub potentially restricting access to delivery/collection lorries and taxi pick ups and drop offs.	Move location to historic locations on Comely Bank Avenue and Comely Bank Street.	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The hub is proposed on current parking bays and therefore would not affect lorry and/or taxi vehicles access or behaviour.</p>	The suggestions are too far from the properties assigned and would require residents to cross the road.	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.
BIN HUBS N3-07 Comely Bank Terrace			4 OBJECTIONS	
Objection to this hub on the grounds of loss of parking; also on the grounds of access and road safety due to the hub potentially restricting access to delivery/collection lorries and taxi pick ups and drop offs.	Move location to historic locations on Comely Bank Avenue and Comely Bank Street.	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The hub is proposed on current parking bays and therefore would not affect lorry and/or taxi vehicles access or behaviour.</p>	The suggestions are too far from the properties assigned and would require residents to cross the road.	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.

BIN HUB N3-23 Learmonth Avenue			1 OBJECTION	
Objection to this hub on the grounds of loss of parking.	N/A	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	N/A	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB N3-24 Learmonth Avenue			1 OBJECTION	
Objection does not relate to TRO matters.	<ol style="list-style-type: none"> 1. Move hub to the historic location. 2. Move to or beside the wide pavement area. 	See Appendix 4.	<ol style="list-style-type: none"> 1. The historic location does not comply with the new criteria approved, specifically walking distance. 2. Bin hubs are being moved away from pavements and junctions. 	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB N3-25 Learmonth Avenue			1 OBJECTION	
Objection does not relate to TRO matters.	Move hub to Learmonth Park at the gardens avoiding bins in front of windows and doors.	See Appendix 4.	The suggested location would not meet the approved criteria as it would be too far to walk for some of the properties allocated to this hub.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

BIN HUB N3-32 Learmonth Gardens		7 OBJECTIONS		
<p>Objection to this hub on the grounds of loss of parking and also affecting traffic flow for emergency vehicles during the more frequent waste and recycling collections.</p>	<ol style="list-style-type: none"> 1. Move the location to the historic location. 2. Move the location to Learmonth Place along the hedge. 3. Move the location to Comely Bank Avenue opposite N3-03. 4. Discard this location and use the hub at the top of Learmonth Place (N3-33). 	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<ol style="list-style-type: none"> 1. The historic locations do not meet the new criteria. 2. The suggested location would be too far for some of the properties allocated to this hub. 3. The suggested location would require residents to cross the road. 4. This hub would require residents to cross the road and would require additional bins to ensure there is enough capacity. 	<p>It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.</p>

BIN HUB N3-33 Learmonth Gardens		7 OBJECTIONS		
<p>Objection to this hub on the grounds of loss of parking; also, on the grounds of the bin hub and associated proposed restrictions not been required for the nearby residents.</p>	<ol style="list-style-type: none"> 1. Move the location in front of the block of properties 10 to 19 Learmonth Gardens like N3-32 or at the existing location in front of No 15. 2. Move the location near the junction with Learmonth Place. 3. Move the to the hub at the top of Learmonth Place against a wall at the side of buildings. 	<p>The delivery team agrees that this location is unnecessary at this location and acknowledges that a mistake was made on the advertised proposals.</p>	<ol style="list-style-type: none"> 1. This is a sensible suggestion which will be considered. 2. This suggestion would be too far for the properties allocated to it. 3. N/A (No location under that description was found) 	<p>It is recommended that this hub is not progressed as advertised and a new order is progressed proposing the hub at an alternative location in front of the block of properties allocated to it.</p>

ALL N3 BIN HUBS			6 OBJECTIONS	
<p>Objection to this hub on the grounds of loss of parking and also, on the grounds of road safety due to hindering sight lines for pedestrians and drivers.</p>	<p>Do not go ahead with proposals and keep the locations as they are.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>Bin hubs have been located following road safety criteria and in many cases improving visibility and accessibility for all road and pavement users.</p> <p>Emergency services were a statutory consultee of this TRO and no objections were submitted from them.</p>	<p>The current locations do not comply with the new approved criteria.</p>	<p>It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.</p>
BIN HUB N5-01 Orchard Brae Avenue			1 OBJECTION	
<p>Objection to this hub on the grounds of loss of parking.</p>	<p>Move this location to the parking space between numbers 60 and 70.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<p>The suggested location would be too far for some of the properties allocated to it.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

ALL BIN HUBS PROPOSED AS PART OF THIS TRO			4 OBJECTIONS	
<p>Objection to this hub on the grounds of loss of parking; also on the grounds of road safety due to hindering visibility for pedestrians, cyclists and vehicle drivers when located at the end of streets; and also due to hubs encroaching the road at the edge of the carriageway as this space is often used by cyclists.</p>	<p>N/A</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>Bin hubs have been located following road safety criteria and in many cases improving visibility and accessibility for all road and pavement users.</p> <p>Where possible, bin hubs are being located on parking spaces and therefore do not encroach the carriageway for any road users.</p>	<p>N/A</p>	<p>It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.</p>

Appendix 2 – Objections to Traffic Regulation Order TRO/21/25

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB S1-10 Marchmont Road			1 OBJECTION	
Objection to this bin hub on the grounds of road safety due to the hub being located opposite a bus stop stopping traffic during collection and a bus stopping.	Move the location between No 46-50 Marchmont Road.	<p>Whilst the situation described is not desirable, the chances of a bus and a collection truck being in place at the same time are small and the delays to traffic flow acceptable.</p> <p>However, the team has identified that the collection truck would need to stop close to a signalised crossing.</p>	<p>This suggestion would probably still cause the situation described which has been deemed acceptable.</p> <p>However, as the collection truck would need to stop close to the signalised crossing, the hub will be considered further south.</p>	It is recommended that this hub is not progressed as advertised and a new order is progressed proposing the hub at an alternative location further south to avoid the collection truck stopping too close to the signalised crossing.
BIN HUB S1-12 Marchmont Road			1 OBJECTION	
Objection to this bin hub on the grounds of road safety due to the hub being located opposite a bus stop stopping traffic during collection and a bus stopping; and access to a drain gully. lights and stationary vehicles.	Move the location further north to No 76-78-80 Marchmont Road.	<p>Whilst the situation described is not desirable, the chances of a bus and a collection truck being in place at the same time are small and the delays to traffic flow acceptable.</p> <p>The drain gully would still be accessible as bins can be wheeled in and out as required.</p>	Whilst this suggestion could be accommodated it is unlikely to avoid the situation described which has been deemed acceptable.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

BIN HUB S1-15 Marchmont Road			1 OBJECTION	
Objection to this bin hub on the grounds of road safety due to the hub being located beside an uncontrolled pedestrian crossing with dropped kerbs and impeding visibility.	Move the location further north to No 111-113 Marchmont Road.	The bin hub is proposed where there is currently a bin and parking and therefore the proposed changes will not alter current visibility. During collection, pedestrians should cross when/if it is safe to do so.	Whilst this suggestion could be accommodated it would segment parking bays requiring additional signage and poles which would go against our criteria to reduce pavement clutter.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB S1-21 Spottiswoode Street			1 OBJECTION	
Objection to this hub on the grounds of loss of parking.	Move the location to the south end of the street before the corners reducing the length of double yellow lines.	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	The suggestion would not meet the criteria approved as it would be too far for some of the properties allocated to this hub.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB S1-22 Spottiswoode Street			1 OBJECTION	
Objection to this hub on the grounds of loss of parking.	Move the location to the south end of the street before the corners reducing the length of double yellow lines.	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	The suggestion would not meet the criteria approved as it would be too far for some of the properties allocated to this hub.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

BIN HUB S2-09 Morningside Road			3 OBJECTIONS	
Objection to this hub on the grounds of loss of parking; also on the grounds of road safety due to the hub being located on parking bays that do not operate 24 hours therefore becoming an obstacle during the peak hours, especially for bike users who will be forced off the side of the carriageway travelling up hill.	<ol style="list-style-type: none"> 1. Move the location to Spring Valley gardens. 2. Move the location outside Morningside Library. 	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>However, the delivery team agrees that the location may pose road safety risks as raised by the objections.</p>	<ol style="list-style-type: none"> 1. This suggestion would not comply with the approved criteria as it would require residents walking too far. 2. This suggestion would be on the pavement therefore not complying with the new approved criteria. 	It is recommended that this hub is not progressed as advertised and a new order is progressed proposing and alternative location or locations that do not compromise road safety.
BIN HUB S2-31 Greenhill Terrace			8 OBJECTIONS	
Objection to this hub on the grounds of loss of parking.	<ol style="list-style-type: none"> 1. Move the location to Whitehouse Loan opposite the football pitch. 2. Move the location further along the street. 3. Move the location to the other side of the road. 	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<ol style="list-style-type: none"> 1. This suggestion would be too far and require residents crossing the road. 2. This suggestion would increase the walking distance to some of the residents. 3. This suggestion would require residents crossing the road. 	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.

BIN HUB S2-47 Whitehouse Loan			1 OBJECTION	
Objection does not relate to TRO matters.	<p>1. Move the location to the corner between Thirlestane Road and Whitehouse Loan.</p> <p>2. Move the location to the corner between Bruntsfield Crescent and Whitehouse Loan.</p>	See Appendix 4.	Both suggestions would not meet the criteria approved as they would be too far for some of the properties allocated to this hub and would require residents crossing the road.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.
BIN HUB S3-15 Mardale Crescent			9 OBJECTIONS	
Objection to this hub on the grounds of loss of parking; also on the grounds of road safety due to the hub being located on a blind corner, beside a bike storage unit and a busy car park; also due to increased risk to pedestrians crossing at this location by reducing visibility and due to traffic being blocked during collection. Objection to this bin hub also on grounds of accessibility of emergency and large vehicles as well as access to front doors.	Location not required as there is a recycling hub on the nearby university grounds.	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces. The reduced visibility is due to illegal parking practices which are a matter of parking enforcement. There are no recorded personal injury accidents over the last 3-year period available.</p> <p>Due to the parking provision on both sides of the street, traffic will always be blocked during collection regardless of where the hub is located.</p>	The location, whilst publicly accessible, does not comply with our parameters as it is too far and requires residents crossing the road.	It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.

		<p>This is deemed acceptable given the time it takes to collect the bins. There are no pedestrian crossing facilities at this location and therefore the proposed changes will not present a risk for crossing pedestrians. The hub will not affect the access to any front doors as it will be located on road space and not on pavement.</p>		
BIN HUB S3-20 Merchiston Crescent		2 OBJECTIONS		
<p>Objection to this bin hub on the grounds of road safety due to the hub being located on an area used for turning traffic, and due to reducing visibility on the crossing point.</p>	<ol style="list-style-type: none"> 1. Discard this location and use the recycling facilities in the nearby university grounds. 2. Move the location across the road and to the parking spaces at the top of Spylaw Road. 3. Move it further round Merchiston Crescent on the side of the road opposite the flats. 	<p>The delivery team agrees that the location may pose road safety risks as raised by the objections.</p>	<ol style="list-style-type: none"> 1. and 2. Suggestion would be too far and require residents crossing the road. 3. This suggestion would be too far from some of the properties allocated to this hub. 	<p>It is recommended that this hub is not progressed as advertised and a new order is progressed proposing and alternative location within parking bays to eliminate the road safety concerns.</p>

BIN HUB S4-52 Gibson Terrace			2 OBJECTIONS	
<p>Objection to this hub on the grounds of loss of parking due to accessibility to the nearest private building entrance; also, on the grounds of emergency services access, disability access, restricted pavement access under 2m and traffic turning options.</p> <p>Objection to this hub also on the grounds of road safety due to the hub being within 10m of a junction.</p>	<p>1. Move it away from the main entrance.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces. The hub is located on road space and therefore will not condition current pavement widths or access to any private property. It is also on current parking spaces and therefore will not condition the way the nearby junction works or any traffic turning practices. No Disabled Bays are being altered as part of the proposals therefore there is no effect on disability access. Emergency services are a statutory consultee, and no comments or objections were received as part of the consultation process.</p>	<p>1. Whilst the location could be moved away from the main entrance, due to its length it is likely to still be nearby other entrances and/or windows to private properties.</p>	<p>It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.</p>

ALL BIN HUBS PROPOSED AS PART OF THIS TRO			2 OBJECTIONS	
<p>Objection to all bin hubs on the grounds of loss of parking; also, on the grounds of road safety due to most of the hubs being close to junctions affecting visibility for all road and pavement users.</p>	<p>N/A</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>Bin hubs have been located following road safety criteria and in many cases improving visibility and accessibility for all road and pavement users.</p>	<p>N/A</p>	<p>It is recommended that no further action be taken as a result of these objections and that the Order be made as advertised.</p>

Appendix 3 –Other changes that are proposed to both TROs.

ISSUE	ACTION
BIN HUB N1-26 – Broughton Road	
Upon further review of the proposals and feedback received through during the consultation, the location is considered too close to the traffic lights and junction.	It is recommended that this hub is not progressed as advertised and a new order is progressed proposing the hub at an alternative location further to the Northeast within the parking spaces away from the traffic lights and junction.
BIN HUB N3-48 – Cheyne Street	
Upon further review of the proposals, the location does not comply with the new approved criteria.	It is recommended that this hub is not progressed as advertised and a new order is progressed proposing the hub at a location where the new approved parameters and criteria are met.
BIN HUB N3-53 – Learmonth Grove	
Given the proposed changes to bin hub N3-33, this location will not be necessary.	It is recommended that this hub is not progressed as advertised.

Appendix 4 – Issues not related to the Traffic Regulation Orders

A schedule of all other issues raised by objectors with responses from the project team.

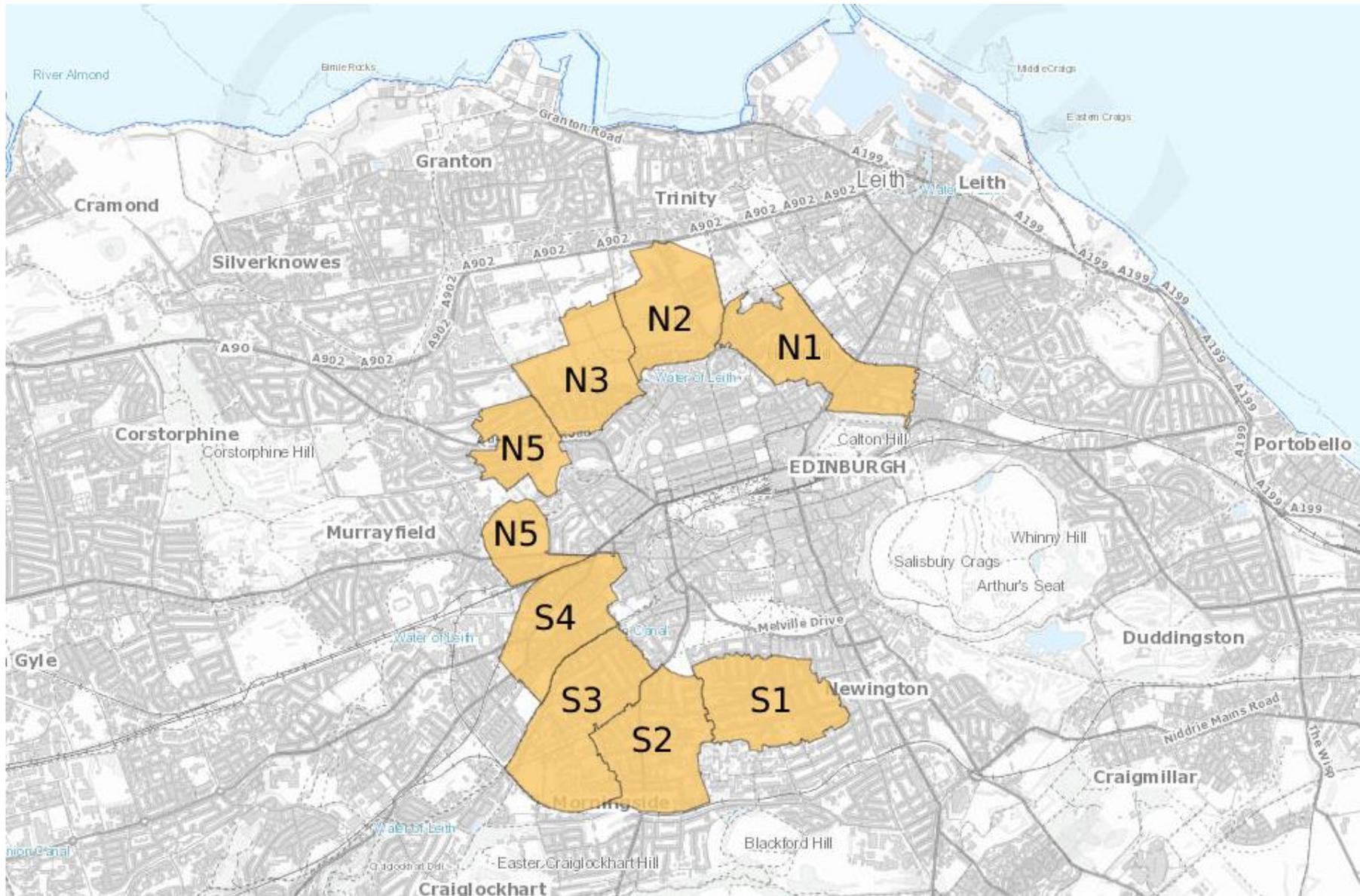
The issues have been ordered by volume of objections including the comments received beyond the closing date. For reference a total of 99 objections and 8 comments (objections beyond the closing date) were received against both Traffic Regulation Orders.

ISSUE	RESPONSE	OBJECTIONS THAT MENTIONED THE ISSUE
Bin hubs will cause noise pollution.	Glass recycling has historically been concentrated on only a few locations. With the project, glass recycling will be available at every location therefore spreading the previously concentrated noise. Collection frequency will be adjusted to reduce the impact on residents as it is expected that these containers will take longer to fill up due to the new spread.	49 out of 107
Loss of parking space.	Every effort has been made to reduce the loss of parking spaces as part of the delivery of this project. However, there are hubs which have been moved from pavements to the carriageway which may mean that some parking loss is unavoidable. To mitigate the impact on parking space, on those streets where bin hubs are not proposed on historic bin locations, these spaces will be transformed into parking bays as soon as the new hubs are implemented.	45 out of 107
Bin hubs will attract fly-tipping and litter (including overflowing containers).	Fly-tipping is a nation-wide issue. There are some residents who do not dispose of their waste responsibly and fly-tipping can occur across the city, but this is not limited to communal bin areas. Information on how to dispose of bulky household goods is included in the communication materials circulated with the roll out of the new bin hubs. The Council regularly runs campaigns to promote the services available to residents to dispose of their bulky goods via special uplifts and the Household Waste Recycling Centres and how residents can report any incidents of fly-tipping and littering through the City of Edinburgh Council website. Through the communal bin review project the frequency of collection for non-recyclable waste and mixed recycling bins will increase to every other day collection which should address any issues of overflowing bins. This is a significant improvement over the current frequency. Furthermore, by providing more recycling facilities we expect there will be less recycling materials put in the non-recyclable waste bins.	41 out of 107

Residents have not been consulted on the proposals.	The Traffic Regulation Order process requires a statutory public consultation which includes notification to key stakeholders. Residents were informed of the changes with 397 posters installed on the interested streets with information about the proposals and how to comment on them. The Communal Bin Review section of the City of Edinburgh Council's website was also updated with the plans and instructions on how to comment on them. Residents can register online to receive notification on consultations happening in their areas.	30 out of 107
There is no need for additional bins.	On the approved Committee paper from 27 February 2020 it was explained that the current waste collection service does not meet national legislation due to the lack of recycling containers available to residents. The Communal Bin Review project is trying to address this gap by upgrading the service which therefore requires additional containers in many of the city's streets.	24 out of 107
Bin hubs will cause air pollution (including odours).	The non-recyclable waste and mixed recycling bins will see an increased frequency of collection to every other day reducing the time the waste is present in the container. The food bin is hosted withing a metal container which should reduce the likelihood of odours coming out the bin.	23 out of 107
Bin hubs will attract or exacerbate pests/vermin issues.	The increased frequency of collection, newer containers and metal bin food housing should mitigate the risk of pest and vermin issues. Residents can raise cases of pests with the City of Edinburgh Council through the website which will send a team to investigate.	21 out of 107
Bin hubs are aesthetically displeasing.	On the approved Committee paper from 27 February 2020 different options to manage and collect waste and recycling materials were appraised. On-street containers was the option chosen forward. These are utilitarian products designed to host waste and recycling materials. As part of the changes, all containers will be replaced with new or refurbished ones and the collection crews will be trained to keep the hubs tidy after collection and report any incidents of littering or fly-tipping.	16 out of 107

Bin hubs will add street clutter to the city.	Most bin hubs are being located on parking spaces and therefore will not have an effect on pavement clutter which the Council has policies to minimise. On rare locations where there is no on-road alternative, bin hubs are proposed on pavements and their impact is always minimised.	13 out of 107
Effect on the value of nearby properties and use of private premises (including gardens and nearby rooms).	The waste and recycling service is statutory and the Council has a duty to provide it for all residents. Bin hubs are located on the public realm and not on private land following the parameters approved by Transport and Environment Committee trying to reduce their number to minimise their impact.	10 out of 107
Bin hubs will attract illegal activities (including substance abuse, graffiti).	Most bin hubs are being located on parking spaces and therefore will not have an effect on creating shelter for illegal activities. These are a matter for Police Scotland. Residents can report incidents on the non-emergency number 101.	8 out of 107
Bin hubs will narrow pavements when in use.	<p>Where possible, containers are being moved from pavements onto the carriageway. This is being achieved in the majority of locations proposed. Therefore, the proposed changes not only will not affect the already available pavement width present, but also, in some locations they will improve the pavement space available for all users. When in use, the space available will be reduced in a similar manner as when different parties cross the same space of public realm at the same time which is quite frequent.</p> <p>The Council has policies and projects in place to give back road space to pavement users as part of their Active Travel programme.</p>	6 out of 107

Appendix 5 –Controlled Parking Zones where changes are being proposed



Appendix 6 – Advertised Traffic Regulation Order drawings

All Traffic Regulation Order tiles advertised for each of the Controlled Parking Zones can be found on the following links:

- [N1](#)
- [N2](#)
- [N3](#)
- [N5](#)
- [S1](#)
- [S2](#)
- [S3](#)
- [S4](#)

Appendix 7 – Proposed Bin Hub Locations

All bin hub proposals for each of the Controlled Parking Zones can be found on the following links:

- [N1](#)
- [N2](#)
- [N3](#)
- [N5](#)
- [S1](#)
- [S2](#)
- [S3](#)
- [S4](#)

OBJECTION	LOCATION
<p>I have just been alerted to the above proposal by a neighbour. Having now viewed the proposed location of the communal bin, on McDonald road, specifically the group of bins located outside 81/83/85 McDonald Road, I wish to lodge my objection, on the following grounds:</p> <ul style="list-style-type: none"> •Location is detrimental to our family's health and well-being. Current proposals intend to house 6 bins directly outside our property. I have absolutely no desire to live beside a bin! It's depressing. •Loss of vital Parking Spaces •Parking is already extremely difficult on McDonald Road. New flats have already gone up in recent times, increasing the pressure on existing spaces. Residents, already struggling, will be unable to park on McDonald Road. •Location is dangerous as it is directly next to a traffic calming measure •The proposed location will impair visibility for drivers trying to park/drive off. It will also block pedestrian's view of on-coming traffic, when attempting to cross. This is even more dangerous when one considers the number of young children in the area, walking to/from schools or going to play in the park. •Having a stationary bin lorry at this particular point, will also block the flow of traffic, causing unnecessary delays. •Increase in noise and air pollution. •Having bins directly outside our flat, will undoubtedly increase noise, through the filling up by residents and the emptying by the contractors. •Bins currently placed on our road, often stink! This will surely be both exacerbated and concentrated to the area directly outside my gate and into our home. That is not acceptable on any level! <p>I understand that consultations have taken place, yet myself and our neighbours haven't directly received any correspondence/notification of these proposals. I did, by chance, see a sign on a random lamp post but the website did not contain bin locations at that time. I fail to see how relying on people to gawp at passing lamp posts can be seen as information sharing. On a personal note, I have lived in this locale for 52 years. I'm devastated to now think that it's no longer a place in which I wish to live or raise my family. Do I want a raft of bins outside my gate...No, I do not. Would you?</p> <p>PLEASE consider the above objections. Where people live and the environment we create, has a massive impact on every aspect of our daily lives. Don't make it a miserable place to be. Possible solutions could include: Moving the location to Dryden Terrace, by the side of the fire station or at the end of the street. Moving the location across the road, near the trees(which might help to camouflage the bins, making them less conspicuous). Moving them onto the existing extended pavements, which don't really add to a pedestrian's experience</p>	<p>N1-04 - McDonald Road</p>
<p>We would firstly like to state our objection to the use of the term 'consultation'. Edinburgh Council is not conducting a consultation with us as residents on its' proposed communal bin review, as the use of TROs means that we as residents cannot voice our concerns about the issues that we care deeply about when it comes to the appearance, design, make up, related noise issues, potential misuse of, or siting of these hubs. Essentially the Council has by-passed any meaningful opportunity to consult with us on this important issue, an issue that affects the day-to-day quality of all of our lives. Yet in deploying TROs, the Council is aware of the fact that residents can only comment on traffic management and road safety issues. Even allowing for the need to curb expenditure and find savings, this is an unfair and unreasonable approach for the Council to adopt. Having attended the recent information event for Broughton residents at St Mary's Church on Bellevue Crescent and asked about the siting of these bin hubs, I was directed to the TROs section of the Council website by the Council employee I spoke to. On checking the website later I found to my dismay that the proposed bin hub is to be placed directly outside our home (N1-11), despite the almost constant build-up of traffic at this point. A second is to be placed diagonally across the street outside no 13 Annandale Street (N1-10). Yesterday morning a bright green poster appeared on a lamppost outside our home (another outside no 13), further confirmation presumably of what is proposed, yet our guess is that most residents will not even be aware of either the proposed TROs or the locations of the bin hubs themselves. Since moving into Annandale Street in March 2020, we have had an ongoing issue to the rear of our ground and lower ground home with vermin under our kitchen floor, and although pest control experts have yet to work out exactly how the vermin are getting in, we are extremely apprehensive about the siting of a bin hub to the front of our property. Any suggestions made by Council employees that these hubs are less obtrusive and better maintained than current arrangements, and will not attract vermin ring hollow as we have taken the time to walk down the prototype Albert Street ourselves. We would not wish to live on the street with the number of bin hubs on it, and although some were in good order, others were clearly magnets for unwanted items that didn't fit into any of the bins. It is an outrage that the Council thinks that these unsightly bin hubs are the answer to the question of waste management in the world heritage city that is Edinburgh. On the issue of traffic management and road safety, our section of Annandale Street has become an increasingly challenging place in which to live. The placing of temporary traffic lights at Annandale Street Lane (and the appearance of a bus stop across the road) mean that from the hours of approximately 4 to 6.30pm daily, we have near constant streams of stationery vehicles waiting outside our home for an exit onto Leith Walk. Traffic is usually backed up as far as East London Street, Hopetoun Crescent and Annandale Street beyond the roundabout near the Mosque. Presumably the plan is to place traffic lights at the top of Annandale Street/Leith Walk once the tram works are complete, but this will still mean that we have traffic backed down our street as we do currently, in order to give priority to the trams on Leith Walk. There is clearly therefore a road safety issue because the proposed hub is to be sited where there will inevitably be a regular build-up of traffic and the hub should clearly be placed further away from the junction with Leith Walk. Even at the current time, it is difficult to access all the bins on the relatively safe pavement position where they are now located because of proximity to the traffic. Additionally, there is now a planning application for the demolition and redevelopment of the site at no 16 Annandale Street, immediately next door to the proposed site, which underlines the unsuitability of the chosen position for the waste hub. We would like to finish by formally objecting to the siting of a bin hub immediately outside 18 Annandale Street for the road safety reasons set out above. We intend to write to our local Councillors and the Council Leader to ask that our voices, and those of other residents, be heard.</p>	<p>N1-11 - Annandale Street</p>
<p>My objections are as follows:</p> <ol style="list-style-type: none"> 1.Firstly, I find it extremely difficult to understand from the public consultation document and the mapping what it is the Council is actually proposing (https://pclengagement-hub.co.uk/en-GB/projects/cbrph3n1 - Please see Tiles 1161, Existing and Proposed). The key and maps on public display show proposed parking layouts. The "Legend Page 1" (please see below) makes no reference to bins. The map which follows covering my home (53 Bellevue Road) shows permit holders parking spaces and double yellow lines, therefore, I assume no bins can be located here. This I welcome as I and my neighbours have endured a communal bin directly outside our property for some time which has been a source of mis use, fly tipping and traffic hazards.I have spoken to many of my neighbours and they are equally confused by the public consultation exercise – is it for us to suggest where the communal bin locations are to go? 2.If it is proposed to put communal bins outside my property, I strongly object. The existing general waste bin is a source of nuisance at present – the noise from bottles and cans etc being dropped into containers would be unacceptable and food waste bins would smell as well as attract vermin etc. 3.Other concerns are an extreme drop in property values, traffic hazards and anti social behaviour, which already exists from school children from the Drummond Community High School. <p>Furthermore, I would like to submit my own suggestions for suitable/ possible locations for communal bin hubs.</p> <p>(a)The far west side of Green Street (please see map below). I propose this area because it is a quiet road (in terms of parking and residency), it has a very wide existing pathway and has natural surveillance from the properties at the end of Bellevue Road and those on Bellevue Road whose back gardens boarder this road. Moreover, this location is approximately 154 metres from number 53 Bellevue Road. Government Retail Planning Guidelines deem 400 metres to be a reasonable walking distance for shoppers, thus I would suggest that this short distance it perfectly convenient for carrying refuse and recycling.</p> <p>My Proposed location for communal bin hub 1</p> <p>(b)In front of the Bellevue Express corner shop (please see map below). Not only is there an existing glass bottle bin outside this shop already which causes minimal residential disturbance, there is also a lot more unused space available for the extra bins. This, from number 53 Bellevue Road, is a mere 43 metres walk, also a perfectly appropriate distance for residents, according to Government Retail Planning Guidelines as mentioned above.My Proposed location for communal bin hub 2.</p> <p>In conclusion, I would like to strongly object to Edinburgh City Council's proposed communal bin hub plans outside number 53 Bellevue Road.</p>	<p>N1-15 - Bellevue Road</p>

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<p>We as residents of Bellevue Road, wish to register a very strong objection to the current proposal to replace the current bin locations on Bellevue Road with communal 'hubs'. We are specifically talking about the hub which is proposed outside Nos 51-53 Bellevue Road, but this also relates to other bin hubs/clusters not only in Bellevue Road, but in general. There is already one large black bin outside No.53, with further facilities along Bellevue Road, Melgund Terrace and Annandale St which cover other aspects of recycling. If these are insufficient for current purposes, to introduce multiple bins in single locations will not only be unsightly but will unfairly prejudice the residents who live directly beside these hubs. There is currently a glass recycling bin on the extended paved area on the corner of Bellevue Road/ Annandale St, which is outside a commercial property. This area currently accommodates one glass recycling and one landfill bin - this area could be utilised more effectively. To move this and any food bins directly outside residential properties, within a short distance of living-rooms and bedrooms will result in unacceptable levels of litter, noise and noxious smells, not to mention the fact that no-one wants to look directly out of their window at garbage bins which will impact on the health and well-being of those directly affected. There is overwhelming evidence by just walking about the city that bin hubs are unsightly, frequently become dumping grounds with litter often left beside already full bins, attracting vermin and food bins attracting many flies. Even if bins are emptied more frequently, the actual bins remain filthy and graffitied and ruin the aesthetic of the city streets. The picture shown on the website (Fig 1.) of new and empty bins is disingenuous as they are shown on a wide New Town street (believed to be Drummond Place) and some distance away from the building. The bins must have been put there for a photoshoot only, as they do not currently exist in this location, whereas Figs.2-5, show the reality, a constant unsightly welcome to Cambridge Avenue and Balfour Street. At the time of taking these photos (25 Nov '21) a passing local resident mentioned that this was the tidiest he had seen Cambridge Avenue hub. Following a visit to one of the consultation meetings, we were told that studies have shown that recycling is more effective where people can take recycling to one location. One-stop recycling may be preferable, however, this is a very subjective issue. For example, if a survey asked residents, "Would you prefer to walk slightly further to recycle some materials, or have 6 recycling bins directly outside your door"? survey results would likely be very different. It is appreciated that this is a very contentious issue with no easy answers, however, although not perfect, the current situation works on an acceptable level which does not excessively burden particular households. If the status quo is not an option, there is an overwhelming sense of frustration and anger that there has been insufficient consultation to consider acceptable alternatives. There are locations nearby which could be further considered to try and mitigate the impact of the current proposals (i.e. Annandale St West, Green St., many parts of which are not overlooked). If there are distance restrictions between recycling facilities, surely there must be room for change if the alternative is a disproportionate impact on specific areas/residents. In these uncertain and stressful times, we would urge the Council to re-consider these proposals which are already causing much anxiety. This e mail is sent with the full support and on behalf of the residents from 51-57 Bellevue Road. Names, addresses and signatures can be supplied on request if required.</p>	<p>N1-15 - Bellevue Road</p>
<p>I stay at No 57 Bellevue Road and we already have two cycle sheds the end of our street. (Which gives the school kids a reason for jumping up and down on them and creating noise). There is also a bottle recycling bin on the opposite corner which even with it being on the opposite corner makes a terrible noise with bottles going in at all times of the day and night and when it gets full there are bottles around the bin. We have already lost two parking places in the street with the cycle sheds going in and do not think we should have to loose any more with recycle hubs going in. If the hubs go in we will be faced with a/ Noise from the bottles. b/possible smell from the food bin. C/overflowing cardboard bins(which happens now at the end of our street. d/ extra noise from the waste bins. Just now we have put up with a large bin outside No 53. Cycle sheds on both corners. Noisy bottle bank on corner and fewer parking places. I have nothing against recycling but Bellevue Road used to be lovely clean quiet place to live and don't see why these bins should be placed outside our houses causing FURTHER noise and pollution to our residents. Do your planners ever come round to see for themselves or even consult with the residents? SO I WOULD LIKE TO OBJECT TO THESE PLANS IN THE MOST STRONGEST POSSIBLE TERMS.</p>	<p>N1-15 - Bellevue Road</p>
<p>I live in 53/7 Bellevue Road and strongly object to the proposal for additional bins to be positioned outside the main door of our building (these are noted as N1-15 on page 9 of the drawings titled 'communal bin review phase 3 - N1' on your website). The additional bins would bring more mess, smell (in the case of the new food waste bin), and noise (from the glass bin). While it is important to have adequate waste disposal on the street, it is not fair to put it outside our building when we have already have to put up with unsanitary bins directly outside for so long. The additional bins will also reduce the number of available parking spaces on the road which are already limited and oversubscribed. If the additional bins are absolutely necessary, there is a large, unused space on the corner of Annandale Street and Bellevue Road which could easily be used for them without disruption, as they would not affect any parking and is in fact where glass bins are already located.</p>	<p>N1-15 - Bellevue Road</p>
<p>I would like to lodge my formal objection to the plan to create a communal bin hub outside number 53 Bellevue Road. My reasons are below:</p> <ul style="list-style-type: none"> •The current plans remove two resident permit parking spaces on the bottom half of Bellevue Road. There are already not enough spaces for residents, who have to drive and park on neighbouring streets. We lost two spaces earlier this year/end of last year with the addition of two bike sheds (which are ill-used). This will cause more issues for residents who are already under severe parking pressure. •The introduction of multiple bins, including glass bins, will prejudice those flats immediately who have them immediately outside them (with noise and smell). Bringing all the bins together makes that infinitely worse for those poor residents. Glass and other recycling bins are already accessible on the street, so it makes no sense to move them (and the glass recycling is currently outside a commercial rather than residential property, which means noise pollution is less impactful). •Number 53 has already endured having a large general waste bin outside its front door for many years. It is unfair to make that worse and if they must be installed then they should be moved 10/15 metres up or down the street so that one building is not continually prejudiced and others share the burden. I would like to object to these plans in the strongest possible terms. 	<p>N1-15 - Bellevue Road</p>
<p>Thank you for providing the consultation on the Communal Bin Review. My husband and I have read through the information and would like to provide comment and an objection to the placement of one of the proposed bin hubs directly outside my building. We reside at 81 Bellevue Road and I would like to object to the proposed placement of a new bin hub outside 81-85 Bellevue Road, EH7 4DH. As indicated by the proposed area of double yellow lines in the image below:</p> <p>My objections are as follows:-</p> <ul style="list-style-type: none"> •Our front garden and the pavement outside 81-85 already suffers from litter and packaging that is dumped at the two mixed recycling bins in that location. On a daily basis we clean out litter from our own front garden from the current bins and we feel that will get worse if a whole bin hub is located outside. •Communal food bins around the city are very dirty and smelly, and appear to be a public health hazards, and having one directly outside our front door will be detrimental to the look, feel, and desirability of our main door flat and that of our neighbours. •We cannot fathom how the bin hubs will 'improve' the look of the street and neighbourhood, our view is this will have a negative impact. •The bin hubs located on the road will take away valuable parking outside the building at a time when we have already lost around four parking spaces due to the bus diversion for the tram works. •Our bedroom faces onto Bellevue Road and having a series of bins outside including a glass bin will create noise and disruption. We have already been massively disrupted by the redirection of the buses along Bellevue Road. •We believe the proposed plans for this section of Bellevue Road will actually add to the street clutter, and not reduce it as stipulated. •A bin hub outside of our maindoor flat will mean our view from our lounge and bedroom will be a series of bins and we believe this to be hugely undesirable for us and the neighbourhood. <p>We request that the council fairly consult and engage with the residents of Bellevue Road to reach a solution that all parties will be happy with.</p>	<p>N1-16 - Bellevue Road</p>
<p>Thank you for providing the consultation on the Communal Bin Review. I have read through the information and would like to provide comment and an objection to the placement of one of the proposed bin hubs directly outside my building. Specifically, I would like to object to the proposed placement of a new bin hub outside 81-85 Bellevue Road, EH7 4DH. The reasons for objecting to the placement of the bin hub outside my building are as follows:</p> <ol style="list-style-type: none"> 1. We currently suffer from litter and items/packaging being dumped at the two mixed recycling bins in that location and I fear that this will worsen with the introduction of a bin hub with more types of bins. 2. Communal food bins around the city are very dirty and smelly, and appear to be a public health hazards, and having one directly outside our front door will be detrimental to the look, feel, and desirability of our building. 3. I believe that the bin hubs will have a negative impact to the look of the street and neighbourhood, and will not "improve" it as is being suggested. 4. The bin hubs located on the road will take away valuable parking outside the building at a time when we have already lost around four parking spaces due to the bus diversion for the tram works. 5. I believe the proposed plans for this section of Bellevue Road will actually add to the street clutter, and not reduce it as stipulated. 	<p>N1-16 - Bellevue Road</p>

<p>I have learnt of your plans to upgrade bin facilities in our area – I have lived in this area for 15 years. Having reviewed the plans, most of the proposed sites seem sensible and inoffensive. The site N1-58 immediately outside of our own block at 67 Brunswick Street seems sensible, despite losing a parking place it will tidy up the current bin area. I don't understand why N1-56 is not located nearer the kerb, in a space that is currently redundant. Surely this needs to be moved, to save a parking space? However, there is one position that feels really misjudged and highly problematic. I strongly and formally object to the proposed location of bin hub N1-61 on Montgomery Street. This proposed hub will adversely affect both the safety and character of our neighbourhood around this area. This proposed hub (N1-61) – positioned outside 72-76 Montgomery Street – will add to an already congested area where there are 3 junctions all very close together. The proposed position is right next to Brunswick Street Lane and will reduce visibility for the vehicles moving in and out of this space. Already there are bollards and very few places where emergency, delivery, taxis or other vehicles can pull in safely to enable drop-offs or to attend to emergencies. Furthermore the proposed bins are positioned over a street drain in an area that is already susceptible to flooding - which will only be exacerbated by the physical bins and any overspilling rubies. Additionally, and importantly, the proposed hub is in an area of the neighbourhood that has a strong communal feel – with a pretty café that draws people together. It is a natural and currently attractive gathering place for the neighbourhood. It would be such a shame to make this more congested by the bins which will negatively impact the visual ambience of this area. I am strongly requesting that you move this proposed bin hub to a different location.</p>	<p>N1-56 - Brunswick Street</p>
<p>This is to lodge my formal objection to the proposed bins at the corner of Montgomery street and Brunswick St Lane. The bases of my objection are: 1/ This section of road is on a drain- we had to have major works done to our drains recently and would appreciate them not being blocked by the bins, or the inevitable overflow. 2/ The location is on a bend in Montgomery street and the wind catches the litter and blows it directly into the gardens at this location. The inevitable overflow will make this particularly noticeable in this location and will impact the general ambience of the area, which in turn instills less local pride in the street. 3/ The view will be blocked for vehicles exiting the lane; this is already a dangerous intersection. 4/ The current space is often used for emergency vehicles, deliveries to the lane and deliveries to Renroc cafe. 5/ <u>The pavement here is narrow, so the bins will be far closer to residents windows than in the current location- on the wide pavement at the corner of Montgomery Street and Hillside Street.</u></p>	<p>N1-61 - Montgomery Street</p>
<p>I have just learnt of your plans to upgrade bin facilities across different parts of Edinburgh. I have reviewed the plans for our neighbourhood. While I am VERY surprised and disappointed at your decision not to inform us in writing of these changes, I was somewhat reassured in my reading of the plans – much of what is proposed seems well thought through and sensible. I appreciate the thought and detail that has gone into determining criteria and parameters, and the transparency in sharing specific plans for each street. I am however utterly dismayed at the proposed positioning of a bin hub N1-61 (your reference), outside 72-74 Montgomery Street. To my mind, this positioning is not well thought through, is problematic on a number of levels and feels misjudged. I am thus writing to advise you of my formal and strong objection to this positioning. It is problematic for a number of reasons – including safety, health and neighbourhood ambience. As outlined below, it's positioning does not align with the criteria and parameters you have outlined on your website (here) and set out in your Committee report approved on 27 February 2020.</p> <p>SAFETY AND HEALTH</p> <ul style="list-style-type: none"> •The proposed positioning is adjacent to the entrance of a busy lane (Brunswick Street Lane) – so visibility will be seriously compromised for vehicles entering and leaving this lane. It is already challenging for vehicles to do this safely, and placing the bin hub here will exacerbate this, creating further blocks to visibility •This whole area is already 'dense with junctions', narrow bits of road and bollards on the pavement. In addition to Brunswick Street Lane, there is also West Montgomery Place and Hillside Street close by. There is often the need for traffic to 'ease their way' past each other as various vehicles enter/leave different parts of the junction. •The one thing that really helps, is having the little bit of 'extra' road outside 72-76 Montgomery Street - which provides some breathing space for vehicles to pass and juggle things more easily. It N1-61 was positioned here, we would loose this capacity, and I would anticipate more congestion around this area. •Additionally, because of all these junctions and the bollards etc, there are very few spaces where vehicles can pull in safely to do drop-off/pickups (e.g. It is used by the postal services, delivery drivers, taxis etc) - who are able to service all the buildings along this stretch (72-84 Montgomery Street) which are otherwise inaccessible. It is also frequently used by emergency services attending in the area. •Furthermore, the proposed positioning of N1-61 is over a street drain – which contravenes your criteria and parameters. Flooding is already a problem in the street. Having the bin hub positioned here will only further exacerbate the problem - with the base/wheels creating further blocks/problems to the flow of water, and the potential of 'overspill' rubbish blocking the drains. <p>NEIGHBOURHOOD</p> <p>The owners and residents of our tenement block (72-76 Montgomery Street) take our responsibilities seriously in relation to the safety and upkeep of our block. We are an active community and take great pride in the maintenance and appearance of the building and gardens. We have recently invested huge amounts of energy and VAST sums of money to improve the stonework and roofmaintenance, get a new, attractive front door, repaint our internal stair and entirely re-do our garden areas, including bringing more planting and attention to our front gardens. Given all the work we've done and the investments we continue to make, it would be hugely disappointing to have this bin hub positioned so directly outside our front doors at this very narrow point in the pavement. It will alter the look and feel of our properties, add more noise pollution (with the bottle bank being so close), affecting both the overall financial value, comfort and the ambience of the properties. The proposed hub is also in an area of our neighbourhood that has a really lovely and strong communal feel – this is a rare and wonderful thing and something that is hard to 'make happen' or replicate! There is a lovely little café and the area naturally becomes a gathering place - and feels like a 'pretty and quirky' little corner of the city. It would be a tremendous shame for the bin hub to be positioned at N1-61, directly in view of the café and adding to street congestion in this space - it will undoubtedly negatively impact the visual and collective ambience of this spot. There are definitely other areas where this bin hub could be positioned – including a very wide pavement area (see 78-82 Montgomery) that would allow for ample 2m clearance required by your parameters, as well as enabling the bins to be positioned further from people's front doors. Given all the reasons above, I urge you to reconsider where bin hub N1-61 is positioned. As you will gather, I am very strongly opposed to having the proposed positioning of this bin hub N1-61 and implore you to move it somewhere else.</p>	<p>N1-61 - Montgomery Street</p>

<p>I am writing to formally and very strongly object to the proposed placement of a bin hub on Montgomery Street – specifically N1-61 which will be both directly outside my front door, No.72 Montgomery Street, as well as the adjacent entrance to (tenement) No.74 Montgomery Street. In addition to being a very unsightly and noisy facility (with bottle bank) directly outside and affecting my property, there are a number of other issues that I outline below (see*) where this proposal definitely doesn't meet your own Communal bin enhancement update report parameters and criteria. Ambulances and emergency services currently can park and pull up in front of 72 Montgomery Street. I see emergency vehicles using the location frequently and in the last 6 months this includes police, ambulances and fire engines. It is also used as a passing and temporary pulling in place. It is a sheltered place for vehicles to unload and load, including for emergency services, that cannot park elsewhere in the road which would otherwise cause the road to be blocked. The proposal will undoubtedly cause a lot of rubbish overspill outside my and Number 74's gate in a very constricted location. Rubbish will also undoubtedly collect inside our front gardens and rats and other vermin are also likely to be attracted. This will result in unsanitary and odorous conditions directly outside our front doors, particularly in the summer. The proposed placement directly over a street drain will only compound these problems.</p> <p>On a personal note, I sleep in the front of the house. The noise of people throwing bottles and rubbish will disturb both at night and in the day. I am an emergency Medical Registrar, 60% of my shifts are out of hours or night shift (40%), I will be resting in the day. Furthermore this is an additional and significant stress to myself as a front line and essential worker. I own my downstairs apartment, many of the people in the above tenement (74) are also owners, we do not rent, this proposal will adversely affect us for some considerable time to come! It is undoubtedly an UNFORSEEN and NEW impact on the value of our properties. We at 72 and 74 Montgomery Street have only fortuitously learnt of this proposal via concerned friends. I certainly haven't received any information or notice through the post or otherwise to inform me of the council's plans. I have spoken to a number of my next door neighbours in the above tenement (74 Montgomery Street) and they are all as concerned as me. All people I have spoken to consider they will be adversely affected by the proposal in some way, I know of no-one who supports these plans and yet no one will be as directly affected by them as myself. The current situation works better for the following reasons; the locations where the bins are currently placed are NOT directly outside anyone's door or garden. Yes, they are on the pavement, but the two locations sit on extremely wide pavement areas. These are, firstly on the corner of West Montgomery Place and Montgomery Street and secondly the corner of Hillside Street and Montgomery Street. There is over 10.5 metres and 10 metres respectively from the bins to the nearest front entrance in their two current locations. This is in comparison to 2.35 metres from my front gate and 5.40 metres from my front door and bedroom window. I would suggest a more efficient arrangement of the bins at the current locations would lead to an even better solution.</p> <p>*Based on your criteria: Safety of cars/pedestrians/bikes: - the bins directly outside 72 Montgomery Street will worsen both traffic safety and flow; the road is narrow there already and bins will impede turning cars from West Montgomery Street, particularly as at busy times cars and bikes pull in to wait for other vehicles coming the opposite direction. - there will be no easy, safe place for emergency vehicles to pull up close to the kurb without blocking road near our houses</p> <p>Walking distance: - this will be further than previous for many flats as bin locations will reduce from 3 to 1 and the new location is rather TOO close for 72 and 74 tenements.</p> <p>Neighbourhood sizes and access to bins: - Less bins in one small space will overflow leading to hygiene, aesthetic and access problems.</p> <p>Street clutter: - bin overflow will directly burden the flats and tenements of 72 and 74 Montgomery Street. - front garden of 72 will effectively be useless.</p> <p>A bin hub at N1-61 does not in anyway address the 'background' information contained in Item 3.3 of your Communal bin enhancement update report. The majority of residents in 72 and 74 are not temporary or short-term lets but owners and long-term tenants who dispose of their waste responsibility in the current bin locations.</p> <p>As identified in Item 5:3 of the report, the unique characteristics of the 11 properties comprising 72 and 74 Montgomery Street do not make the proposal suitable.</p>	<p>N1-61 - Montgomery Street</p>
<p>I have learnt of your plans to upgrade bin facilities in our area – I have lived in this area for 15 years. Having reviewed the plans, most of the proposed sites seem sensible and inoffensive. The site N1-58 immediately outside of our own block at 67 Brunswick Street seems sensible, despite losing a parking place it will tidy up the current bin area. I don't understand why N1-56 is not located nearer the kerb, in a space that is currently redundant. Surely this needs to be moved, to save a parking space? However, there is one position that feels really misjudged and highly problematic. I strongly and formally object to the proposed location of bin hub N1-61 on Montgomery Street. This proposed hub will adversely affect both the safety and character of our neighbourhood around this area. This proposed hub (N1-61) – positioned outside 72-76 Montgomery Street – will add to an already congested area where there are 3 junctions all very close together. The proposed position is right next to Brunswick Street Lane and will reduce visibility for the vehicles moving in and out of this space. Already there are bollards and very few places where emergency, delivery, taxis or other vehicles can pull in safely to enable drop-offs or to attend to emergencies. Furthermore the proposed bins are positioned over a street drain in an area that is already susceptible to flooding - which will only be exacerbated by the physical bins and any overspilling rubies. Additionally, and importantly, the proposed hub is in an area of the neighbourhood that has a strong communal feel – with a pretty café that draws people together. It is a natural and currently attractive gathering place for the neighbourhood. It would be such a shame to make this more congested by the bins which will negatively impact the visual ambiance of this area. I am strongly requesting that you move this proposed bin hub to a different location.</p>	<p>N1-61 - Montgomery Street</p>
<p>I am writing with regards to an objection to a bin hub on Montgomery Street (number TRO 21/16). I believe the bin hub to be not only unsightly, but obstructive in nature with regards to Brunswick Street Lane. I believe there are other locations, such as the corner of Montgomery Street and Hillside Street, which would be more suitable.</p>	<p>N1-61 - Montgomery Street</p>

1.safety :

A.Visibility : Our building has a combination of elderly residents and families with young children , who are all more vulnerable when crossing the road . MONTGOMERY st is already difficult to cross, due to the limited visibility created by on coming traffic on both sides of the road and parked cars , and putting the hub in front of the building will limit the visibility even further.

Personally , I am visually impaired and fear this will create further obstacles to my mobility and access to the area in front of my building , to taxis drop off point in front of the building, and to crossing the road safely .

B. Traffic : this corner is already quite tricky with school traffic , lorries and rubbish bins trying to get access to Brunswick st and to and from the lanes .

Blocking part of the road with the Bin Hub will put further pressure on traffic turning and travelling in both directions and will increase risk to pedestrians and increase noise levels and traffic pollution in the area .

2. Health :

A. Noise : the Bin Hub is planned to be placed right outside bedroom windows facing the street , which will suffer from increased noise from glass and bottles disposal , bin lorries and people disposing of their rubbish at all hours .

It would make much more sense to place the bin hubs in street corners where residential buildings are placed further away from the street as the pavement is much wider .

B. Drain : the proposed Bin Hub is to be placed over a drain .

We had suffered in the past from drain problems in our building , and have invested as a resident group in updating and clearing our drains and gutters without any input from the council .

Blocking a major drain on the street level can lead to further blockages in an antiquated drainage system , threaten the clearing of the building drains and may lead to floods and toxic smells and fumes and additional costs to the residents .

3. Community health and well being:

A. Cafe : the local cafe across the road from our building serves as a communal meeting point for our residents, especially during Covid times when we could meet neighbours and friends on the terrace outside the cafe .

It provides a very essential service for our community and the neighbourhood as a whole .

Placing the bins right in front of the cafe will create an eye sore for the cafe costumers , reduce their enjoyment of the hospitality experience , and might have a detrimental effect on the financial viability of the cafe , and the service it provides to the neighbourhood as a whole .

B. Community front Gardens and entrance pathway : as a resident group we had worked jointly on improving our front gardens and the access paths into the building .

We had invested financially and much time and energy to greatly improve the appearance of the front gardens and the entrance area to our building , which also benefited the street as a whole and deterred criminal activity outside the entrance to our building ,all without any help from the council and solely by the joint efforts of the resident group .

The Bin hub threatens to block the light for the planting and to undo the aesthetic improvement we had worked so hard to achieve .

I am therefore strongly objecting to any plans to place the Bin Hub in front of our building which threaten to greatly diminish the quality of life , the health , well being , and safety of our residents and does not meet the parameters and criteria outlined in the community report from Feb 2020.

I am also surprised I had received no formal letter of notification for this plan and for the consultation period and had only discovered by chance of this plan.

This is in contravention of the usual procedure of notification by letter from the council of any application for building permits .

N1-61 - Montgomery Street

<p>I am writing to formally and very strongly object to the proposed placement of a bin hub on Montgomery Street – specifically N1-61 which will be both directly outside my front door, No.72 Montgomery Street, as well as the adjacent entrance to (tenement) No.74 Montgomery Street.</p> <p>In addition to being a very unsightly and noisy facility (with bottle bank) directly outside and affecting my property, there are a number of other issues that I outline below (see*) where this proposal definitely doesn't meet your own Communal bin enhancement update report parameters and criteria.</p> <p>Ambulances and emergency services currently can park and pull up in front of 72 Montgomery Street. I see emergency vehicles using the location frequently and in the last 6 months this includes police, ambulances and fire engines. It is also used as a passing and temporary pulling in place. It is a sheltered place for vehicles to unload and load, including for emergency services, that cannot park elsewhere in the road which would otherwise cause the road to be blocked.</p> <p>The proposal will undoubtedly cause a lot of rubbish overspill outside my and Number 74's gate in a very constricted location. Rubbish will also undoubtedly collect inside our front gardens and rats and other vermin are also likely to be attracted. This will result in unsanitary and odorous conditions directly outside our front doors, particularly in the summer. The proposed placement directly over a street drain will only compound these problems. On a personal note, I sleep in the front of the house. The noise of people throwing bottles and rubbish will disturb both at night and in the day. I am an emergency Medical Registrar, 60% of my shifts are out of hours or night shift (40%), I will be resting in the day. Furthermore this is an additional and significant stress to myself as a front line and essential worker. I own my downstairs apartment, many of the people in the above tenement (74) are also owners, we do not rent, this proposal will adversely affect us for some considerable time to come! It is undoubtedly an UNFORSEEN and NEW impact on the value of our properties.</p> <p>We at 72 and 74 Montgomery Street have only fortuitously learnt of this proposal via concerned friends. I certainly haven't received any information or notice through the post or otherwise to inform me of the council's plans. I have spoken to a number of my next door neighbours in the above tenement (74 Montgomery Street) and they are all as concerned as me. All people I have spoken to consider they will be adversely affected by the proposal in some way, I know of no-one who supports these plans and yet no one will be as directly affected by them as myself.</p> <p>The current situation works better for the following reasons; the locations where the bins are currently placed are NOT directly outside anyone's door or garden. Yes, they are on the pavement, but the two locations sit on extremely wide pavement areas. These are, firstly on the corner of West Montgomery Place and Montgomery Street and secondly the corner of Hillside Street and Montgomery Street. There is over 10.5 metres and 10 metres respectively from the bins to the nearest front entrance in their two current locations. This is in comparison to 2.35 metres from my front gate and 5.40 metres from my front door and bedroom window. I would suggest a more efficient arrangement of the bins at the current locations would lead to an even better solution.</p> <p>*Based on your criteria:</p> <p>Safety of cars/pedestrians/bikes:</p> <ul style="list-style-type: none"> - the bins directly outside 72 Montgomery Street will worsen both traffic safety and flow; the road is narrow there already and bins will impede turning cars from West Montgomery Street, particularly as at busy at times cars and bikes pull in to wait for other vehicles coming the opposite direction. - there will be no easy, safe place for emergency vehicles to pull up close to the kurb without blocking road near our houses <p>Walking distance:</p> <ul style="list-style-type: none"> - this will be further than previous for many flats as bin locations will reduce from 3 to 1 and the new location is rather TOO close for 72 and 74 tenements. <p>Neighbourhood sizes and access to bins:</p> <ul style="list-style-type: none"> - Less bins in one small space will overflow leading to hygiene, aesthetic and access problems. <p>Street clutter:</p> <ul style="list-style-type: none"> - bin overflow will directly burden the flats and tenements of 72 and 74 Montgomery Street. - front garden of 72 will effectively be useless. <p>A bin hub at N1-61 does not in anyway address the 'background' information contained in Item 3.3 of your Communal bin enhancement update report. The majority of residents in 72 and 74 are not temporary or short-term lets but owners and long-term tenants who dispose of their waste responsibility in the current bin locations. As identified in Item 5:3 of the report, the unique characteristics of the 11 properties comprising 72 and 74 Montgomery Street do not make the proposal suitable.</p>	<p>N1-61 - Montgomery Street</p>
<p>I am writing to register my strong objection to the proposed siting of the N1-61 communal bin hub. In considering my objection I want to also record that I am supportive of the overall project's aims to improve the city's waste management system including recycling, through (amongst other elements) ensuring safe and convenient access to suitable communal bins, particularly in tenement/high density areas of our city, often with high percentages of transient population and minimal to zero storage space for modern recycling requirements inside the home. I also wish to record that, as a long-term resident of tenement flat 2F3, 74 Montgomery Street, I have broadly welcomed the improvements made over the last 15 years in the Hillside area in this regard. However, under the latest 'enhancement of communal bin' project, the proposed siting of N1-61 outside 72 Montgomery Street is a serious and unnecessary mistake which will significantly reduce local safety and well-being for the following reasons:</p> <ul style="list-style-type: none"> • It is situated immediately adjacent to the busy Montgomery Street Lane entrance, which will seriously increase the safety hazard issues for pedestrians arising from reduced sight-lines and visibility of vehicles entering and exiting the lane. This hazard already exists and the proposed N1-61 siting would add to the risks, especially considering that the main road is quite narrow, is a relatively busy road with local primary school drop-off and collection traffic congestion point around the crossroads a few metres away, and on top of its being a commonly used vehicle cut through alternative between Leith Walk and Easter Road/London Road (until the recent tram-related closure of the Montgomery St and the Brunswick St junctions with Leith Walk). • It will result in unsafe and unhealthy crowding of the narrow pavement space at this location, with healthy spacing severely hampered by the Montgomery Street lane entrance. The area is a heavily used pedestrian route, not least with small children, parents and pushchairs moving to and from school. Already, people routinely have to give-way and wait for space to pass, and the proposed siting would add to the pedestrian congestion hazard. • It will increase the hazard around localised flooding control, as it proposes siting the bins over an existing street drain-access point. Flooding is a notable issue on Montgomery Street in heavy rainfall, likely only to be worsened by positioning large bins in the dip area of the street, especially since overspill rubbish from the bin area will likely accumulate in the drain area. The management of street flooding already appears very limited on this street, and further covering up drain access points would make the problem even more difficult to manage. In a time of climate change likely to increase rainfall and flood risk, this seems a hazard important to avoid where possible. • The above points together indicate that in this instance, the proposed location of N1-61 do not meet the project's location criteria (including safety, clutter and congestion) specified in the annex to the Council's 2020 Update on this enhancement of communal bin initiative. Indeed, it is entirely and easily possible - at no added cost - to avoid these negative impacts and risks by locating the proposed enhanced bin arrangement at the site of the current communal bins a few metres further along the street where there is a perfectly appropriate and very widely spaced corner pavement area at the corner of Montgomery and Hillside Street. This site has long hosted perfectly well the existing multiple communal bins in a very safe and convenient manner, providing more than ample space for pedestrians to pass with no congestion for either passers by or immediate residents. It is a well-established communal area of the street, hosting communal bins as they have evolved over the last decade, alongside communal bike locking facilities etc. I note that the February Update report calls for flexibility on local placement where appropriate, and in this instance the case for continuing to site communal bins on the current pavement area (of far more than the 2 metre clearance required by the plans) is very strong, and moreover with no disadvantage, due to its long-established presence in the local community architecture. I beg those making decisions on this project to reconsider the proposed siting of N1-61 on the grounds that it does not conform to the project's published criteria, and instead to position them at the existing well-established site for communal bins. 	<p>N1-61 - Montgomery Street</p>

<p>After recently reviewing the plans for the new proposed bin hubs in the Hillside area, I am extremely disappointed and annoyed to see that it would appear one is to be positioned directly in front of our family home -N1 62 on the drawings. Currently the bins tend to overflow which can lead to environmental health problems, there is fly tipping and noisy glass recycling at night. With being in a main door flat (ground level) the proposed hub is in close proximity to our flat/ garden and we would look directly on to these.</p> <p>It is proposed another is to be positioned directly opposite on the other side of the street, it too is also outside another main door.</p> <p>I am at a loss as to why these locations would be chosen given that there are other options, eg the wider than normal corner areas where they currently are? These would surely be more suitable, directly away from any front door but still very easily accessible.</p> <p>On placing them on the roads you are also reducing the diminishing parking spaces in the area which as residents we have to pay for.</p>	<p>N1 62 Montgomery Street</p>
<p>I'm writing in formal objection to the planned placement of the N1-91 bin hub. I support what the council is doing, adding more bins and attempting to place bins on streets rather than pavements. However, knowing my own street I feel that the current location of the communal bins (highlighted on attached picture) is, in this particular local case, better than the proposed change. I also think the plan was developed with sensible criteria, but I believe they are all met by placing N1-91 in the highlighted area the bins currently occupy.</p> <p>Considerations</p> <ol style="list-style-type: none"> 1. The current (highlighted) location of the bins is a pleasant several metres from the surrounding flats, being on the far side of the road to the Brunton Gardens flats, which is pleasant for residents—especially considering the noise pollution associated particularly with glass recycling bins. 2. Regarding the preference for getting bins off of pavements and onto streets, which I generally support, I think this location has some particular features which outweigh this preference. <p>The pavement in the highlighted area (site of current bins and my proposed alternative for N1-91) is particularly wide (several metres), meaning the bins are not at all disruptive to pedestrians and cyclists. Indeed, accessing them is both easier and safer than regular on-street bins.</p> <ol style="list-style-type: none"> 3. Additionally, regarding walking distance, I believe no one would be more than 10-15m further from a bin if N1-91 were located in the highlighted area. Everyone would, I think, remain under 50m from a communal bin. <p>For all these reasons, I believe N1-91 would be better placed in the current (highlighted) communal bin location.</p>	<p>N1-91 - Brunton Terrace</p>
<p>Proposed TRO 21/16 plans indicate the removal of 2 bays of residents parking to accommodate the communal bin hub. A clutch of waste collection bins is presently located at this corner: Blue Lid, Green Lid, Food and Landfill. Three are on the road surface and one is on the pavement area.</p> <p>Problem:</p> <p>The present communal bins are used by residents of Windsor Street, Leopold Place (E), Leopold Place (W), Blenheim Place and occasionally Elm Row. Due to the prominent site of the bins, at the corner of a main road junction, they are often used by persons who arrive by car with their waste. The result is that the bins fill up very quickly and waste of various sorts builds up beside the bins. One item left beside a full to overflowing communal bin encourages other people to leave their rubbish there and the waste pile grows quickly. This attracts foxes, rats and seagulls. This has led to a group of local residents regularly clearing waste from the corner; either by breaking up cardboard boxes and taking them to the next nearest appropriate bins (Montgomery Street or Hillside Crescent Gardens), or by carrying bags of landfill waste to other bins in Windsor Street; and often sweeping up spilled debris. This can be a particularly disgusting task.</p> <p>Solution:</p> <p>Siting the Communal Bin Hub away from this corner would discourage indiscriminate dumping as the bins would be far less obvious.</p> <p>Additionally the present clutch of bins do visually detract from the majestic façades of the Grade A Playfair buildings at the Windsor Street junction with London Road - it might be more appropriate if the communal bin hub was sited further along the street, and away from the corner.</p>	<p>N1-100 Windsor Street</p>
<p>While I am realistic as to the chances of any objections being seriously considered, I do also ask that, in respect of the bins which are to be placed in Inverleith Avenue, everything is done to ensure that they are located as far away from residential houses. In particular that the glass bin is near Ferry Road. Do you think the Council really appreciate the loss of amenity these bins will cause and the potential for them to be misused by non locals, who might respect timings for disposal of glass. Have the Council considered locking access to the bins and giving keys only to locals who are meant to use them? Please also lodge that as an objection I assume the Council are also reconsidering lowering the Council Tax bands of houses affected by this policy again due to the material impact on amenity.</p>	<p>N2-01 Inverleith Avenue</p>
<p>As the owner of No 2 Inverleith Avenue I would like to raise an objection to the new bin hub proposal. Our street can not afford to lose any parking spaces as residents already struggle to find a space and subsequently have to cross the very busy Ferry Road repeatedly. The bin hub will be an eyesore for the residents at the top end of the street and the noise from a bottle bank will be horrendous for all. Please just leave the existing bins where they are (they are bad enough) and do not cause further noise and disruption to an already cramped street!</p>	<p>N2-01 Inverleith Avenue</p>
<p>We formally object to the location of a glass disposal unit in the location of Inverleith Avenue within area N2. This unit is directly beside our house and will have a material and adverse impact on our amenity and that of the flats on Inverleith Avenue as a result of the anti social noise which it will produce. The unit is within 5 metres of our principal living space. We do not love the sound of breaking glass and we will not be alone. What considerations have the Council given to loss of amenity which will arise to the council tax paying citizens of these proposals. What prior consultation has been done. Have you considered measures to ameliorate the noise. What is the decibel level of glass being smashed into these bins; would it breach levels such that if this were a planning application by any one other than the Council that it would be refused or granted only with protective conditions. It is noticeable that in the warning sign about these bins which appeared today no mention is made of the glass disposal unit. Too embarrassed, scared or did you think people would not bother to check. Also the notice says the bins are coming which seems to render this objection process rather meaningless. Have you already made your decision. It does not seem very democratic. Frankly, your lack of openness is pathetic but why would we expect anything better. Please acknowledge receipt of this objection. We would welcome the opportunity to read why the Council and Councillors think this element of these hubs can in any enhance the amenity of Edinburgh residents and why the disposal of glass cannot be managed in a way which is more resident friendly.</p>	<p>N2-01 Inverleith Avenue</p>
<p>I am extremely concerned about a number of changes. As you are mostly likely aware that this bin site on Inverleith Avenue is already blighted with dangerous parking and fly tipping. This site is not regularly checked or maintained despite residents' complaints.</p> <ul style="list-style-type: none"> •Introduction of a bottle bank: having experienced this before the noise is awful, especially when people use them during anti social hours. This is a highly populated street of flats, so the potential for noise disruption is acute. •This bin site is very visible to passing traffic, and is already a popular site for fly tipping, with both individuals and businesses using these bins for their waste. Increasing the provision here, unfortunately also encourages additional fly tipping. •Safety of cars and pedestrians crossing Inverleith Avenue - we already have an issue with congestion, with cars parking on the double yellows around this entrance, nick named by the police 'In Touch Alley'. Cars reversing onto Ferry Road when there is no available parking, and further safety issues with the lack of visibility due to cars parked on the double yellow lines. I have lived in Inverleith Gardens for over 20yrs and whilst I accept parking is a challenge..... through the years Inverleith Avenue is used as a park and ride facility!!! I accept this, given that we are lucky to live in such a lovely part of the city, however these new proposals to the bin hub changes will make it impossible for all the reasons above, I am also baffled as to why 22 parking spaces are to be removed? Which depending on how people park ,this could be the entire street. I urge you to reconsider your proposal, and not to increase the bin hub or extend the double yellow lines, further restricting parking and access to the properties. 	<p>N2-01 Inverleith Avenue</p>

<p>I have been a resident for 26 years and have just organised to be able to continue living here until I no longer am able to climb up to the top floor of my tenement. I love this flat, the area, the bus service and the proximity to the Botanics and to the center of the city. There have been changes over the years, some good and some not. Generally, at the moment travel around the city is trying, parking anywhere near town is unaffordable, bus lanes, cycle lanes, work on the trams, utilities repairs all go to make life a miserable for anyone who has to travel. As a pensioner of 75, I use a bus as much as I can, but I do run a car which is for 95% of the time parked in the cul-de-sac called Inverleith Avenue.</p> <p>I am concerned at how the proposed bin hub is going to affect the amenity of where I live and also my ability to find a safe place to park that is close to my flat. Having spent years being able to walk everywhere, I find that dodgy hips are now making that difficult. I wonder if you have really considered how this might affect the people who live here and have to listen to the noise of bottles being put in the bin or pick up the mess that has been left by inconsiderate people. It is also difficult enough to get in or out of the cul-de-sac safely if other drivers are parked on double yellows. We have over the years had constant problems with the blatant disregard towards safe and considerate parking, mostly by customers of In Touch restaurant. I am worried and concerned at your proposal and would very much like you to reconsider this and not action it. Our neighbourhood deserves better regard from this Council.</p>	<p>N2-01 Inverleith Avenue</p>
<p>Regarding the proposal above can I just say that the current space allocated for bins is perfectly adequate and well positioned....but the bin collectors don't use it properly and leave the bins close to Ferry Road. If they put the bins in the space provided then all would be well. The last thing Inveleith Avenue needs is a reduction in parking as it is already used primarily by non residents who park for work and leave their vehicles all day.</p>	<p>N2-01 Inverleith Avenue</p>
<p>I am writing in connection to the new bin hub in Inverleith Avenue with two main concerns. The 'hub' appears to be encroaching further into the Avenue and taking up even more parking spaces than at present thereby making parking even more difficult for residents. Please could the bins be located at least where they are now? Secondly the inclusion of a bottle bin is totally unsuitable in a residential area. We already suffer with the noise from the In Touch restaurant, whose bins are already an eye sore and totally inappropriate in a residential, conservation area. No doubt they would use a bottle bin as they do with our household bin. Please help us to make this a more attractive, appealing area for residents rather than creating more anti social issues.</p>	<p>N2-01 Inverleith Avenue</p>
<p>It has been brought to our attention that a proposed bin hub is planned for Inverleith Ave. This will be positioned further into the street therefore we will lose parking spaces which are already at a premium. Not only that but the residents at the beginning of the street will have ugly bins outside their property and the added noise of glass being flung into them. Please please keep the bin hub up where the current bins are to avoid all this disruption!</p>	<p>N2-01 Inverleith Avenue</p>
<p>I'm aware of the communal bin review taking place at the moment. As I'm unable to attend any of the scheduled drop in sessions as I am working and all take place during working hours, I am writing to inform you of my concerns. On the TRO_21_16_922.pdf I am very concerned about some proposed placement of any bins. On N2-01 I would like to suggest that the proposed binhub placement is moved further to the left, as much as possible, towards Inverleith Gardens/Ferry Road:</p> <ul style="list-style-type: none"> - the proposed location appears to be directly outside residential properties on the street which is totally unacceptable and completely unnecessary given the current bins (2 x recycling, 1 x black communal) are not in that location - where possible any new bin location should be moved as close to the corner as is possible so as not to take up valuable parking spaces on an already congested street, not be directly outside residential properties when not required and ideally in a more sensible location to the current KEEP CLEAR marked today which is never used by bins - if any new bin hub is to include a bottle bank this hub needs to be placed in a location that is not going to cause any disturbance for the residents - the communal black bin today is never in the KEEP CLEAR square and indeed because of this the neighbourhood can make use of additional parking space which is hugely valuable and having the main bin slightly out of the square, towards Ferry Road/Inverleith Gardens doesn't cause any issue - could he new bin hub simply be placed further towards Ferry Road/Inverleith Gardens (similar to bin positions today ie not in the KEEP CLEAR) so that we can avail of more parking spaces on the street and not place the hub directly in front of residential properties when it is absolutely not needed - the current KEEP CLEAR should be removed to allow for at least 2 additional parking spaces <p>We have to deal with parking issues continually on the street which councillors attached are well aware of. Placing any new hub in a position that will allow the street more parking, while still being safe, will be a huge benefit. The argument that the bin hub needs to be away from corner I'm afraid doesn't count given the current green recycling bins are on the double yellows and there are absolutely no parking checks to stop people parking on the double yellows either. We need to make efficient use of the corner on a congested street and moving the bin hub further in to the street will do absolutely nothing to help that situation.</p> <p>Additionally, having the bins in a space where they currently are may also go some way towards deterring the dreadful parking behaviour we have to deal with from local businesses.</p> <p>Please do not position the bin hub further in to the street.</p>	<p>N2-01 Inverleith Avenue</p>
<p>I understand that there is a communal bin review taking place at the moment. Since the drop in sessions have been scheduled for daytime I'm unable to attend as I work full time [as I am sure many of the residents in the ward will be in similar situations]. I am therefore writing to you to raise my concerns with the issue. On the TRO_21_16_922.pdf the proposed placement of the bins in Inverleith Avenue are of great concern as they seem to have been moved further left into the street in relation to the current bin placements, consequently they will be taking up even more valuable parking spaces in what is already a congested street. Furthermore, the proposal brings the bins directly into the residential hub [given the flytipping that happens regularly in our street this is hugely concerning that the eyesore/noise will be in direct line of residents homes]. There has surely been some oversight in these plans? I am perplexed to understand the thought process behind this and why they cannot be placed where the existing bins are in the street, most especially as a number of residents in the street have raised issues with regard to the congestion and parking in the street not to mention the anti social behaviour from some of the local businesses. I can only see these problems further exacerbated by the current proposals with that area cleared for the local businesses having access to even more double yellow space so they can park to their hearts content without any reprisal. The bin locations as they stand seems to perfectly acceptable, indeed the black bin is rarely placed within it's located area and is more aligned to the recycle bins nearer the Ferry Road end and this doesn't seemed to have caused any issues thus far. I don't believe the argument that they can't be placed near a corner is valid since we currently have the green recycle bins and over the last 10 years the local businesses have double parked in front of these bins with no pushback or consequence. This will be a huge convenience as it brings litter and noise [from the addition of a bottle bank] even closer to the residents. Indeed, having the bins located where the recycle bins currently are may go some way to deter the ridiculous parking behaviour from local businesses and preserve some much needed parking spaces in an already congested street.</p>	<p>N2-01 Inverleith Avenue</p>

<p>1. Currently the bins are spread out in the streets. By grouping them together will further encourage fly tipping. I have already had to report to the council two occurrences of flytipping at the black bins either end of Comely Bank Terrace in the last two months by people who have not used the council's bulk waste collection service. The more bins in one centralised location will also increase the concentration of local litter.</p> <p>2. The proposal is to locate the bins opposite the entrance to the main entrance to the Dean Bowling Club. Due to the increased number of people working from home because of covid there is a higher demand for parking in the local area and double parking occurs more frequently, especially adjacent to black communal bins. It is likely that this would happen with the proposed bin hub which could restrict access to taxis that regularly drop off members of the bowling club who have mobility difficulties. It could also restrict access of lorries making regular deliveries to the club. Access for taxis drop-offs and pickups at the bowling club would also be difficult with a bin lorry emptying the bins. Locating the bin hubs on wider roads like they currently are (Comely Bank Avenue and Comely Bank Street) would resolve this issue.</p> <p>3. The proposed site of the bin hubs on both north and south sides of Comely Bank Terrace (N3-6 and N3-7) are located directly outside residents' homes. The noise of bin lorries emptying the bins will greatly disturb residents, especially those with bedrooms on the road side of the tenements. The current bins are located on the west and east side of the bowling club on (Comely Bank Street and Comely Bank Avenue) where they are as far away as possible from homes and not located directly outside them. It is not possible to control at what time of the day people put out their rubbish (which could be during the night), but minimising the noise impact on to residents should be considered, but we believe the Council has not considered this for the proposed locations.</p> <p>4. The current bins located on Comely Bank Street and Comely Bank Avenue have reduced visual impact on the surrounding area due to their close proximity to the tall hedges at the West and East sides of the bowling club. The proposed bin hub is located directly outside people's homes restricting open views over the bowling club and not in keeping with this historic area of Edinburgh. There is space at both these current bin locations to add further bins as required without impacting residents.</p> <p>5. The larger grouping of bins will generate noxious odours and vermin for adjacent tenement blocks thus locating bins outside housing should be avoided by using existing bin locations on West and East of the bowling club.</p> <p>6. There is no plan in the council's proposal for the cleaning of the bins, particularly food waste bins and yet, without this, the noxious odours could increase to undesirable and health-threatening levels in the summer.</p> <p>7. The addition of the proposed bin hubs will mean a reduction in local parking for residents on Comely Bank Terrace. With elderly people living in these flats or visiting, car parking directly outside is important for easy access.</p> <p>8. The number of bin hubs in the local area are to be reduced which means people will have to travel further to empty their rubbish. This is problematic for residents that have mobility issues therefore we believe the distance should not be increased as proposed.</p>	<p>N3-07 Comely Bank Terrace N3-06</p>
<p>1. Bin hubs attract fly-tipping, as has been amply demonstrated in many neighbouring locations in Edinburgh.</p> <p>2. Bags and other loose rubbish attracted by and dumped next to bins are routinely ignored by Council staff emptying bins and can thus remain for weeks.</p> <p>3. The grouping of multiple bins for various types of rubbish and recycling will remove scarce parking spaces and obstruct the comparatively roadway in Comely Bank Terrace.</p> <p>4. This larger grouping will also maximise noxious odours and vermin for residents.</p> <p>5. I see no plan for routine cleansing of bins, particularly food waste bins and yet, without this, the noxious odours could increase to undesirable and health-threatening levels in the summer</p> <p>6. The extra noise from the hubs will cause disturbance to local residents</p> <p>7. The bins current located to East and West of the bowling green are being removed and yet these are better locations for bin hubs, due to distance from residential properties, rather than locating bin hubs directly outside housing.</p> <p>8. I had understood from conversation with Council officers, that, where possible, bins would be located adjacent to gardens, rather than to housing, but this is not being proposed in Comely Bank Terrace and bins are being located directly outside residential properties.</p> <p>9. In practice, I note that some bins in Comely Bank Avenue have been located on pavement areas - which is highly undesirable, but a natural consequence of the negligence and lack of attention to which these installations have been subject in many areas.</p>	<p>N3-07 Comely Bank Terrace N3-06</p>
<p>I refer to the proposal of the bins that are to be situated on Comely Bank Terrace. At the moment the bins are at both ends of the street and the other is at the edge of the Bowling Green in nobody's way. I am bewildered why you need to place them in the middle of the Comely Bank Terrace which has very few parking spaces anyway and loosing the street scape. In the circumstances would the council's consider siting the new bins in the existing positions where they have always been?</p>	<p>N3-07 Comely Bank Terrace N3-06</p>
<p>I am owner of Flat2F/1, 13 Comely Bank Terrace, Edinburgh EH41AT and write to strongly object to relocation of large bins for refuse collection from existing end of Comely Bank Terrace where there is more space and ease of access for bin lorries. The parking is already very limited for cars in the middle of the terrace and much less space for lorries to manoeuvre and empty bins with proximity of parked cars .</p> <p>As there is I benefit to be obtained from this relocation either to drivers or residents I wish my objection to this proposal to be lodged.</p>	<p>N3-07 Comely Bank Terrace N3-06</p>
<p>We have been informed about the planned communal bin bays. We are a business based on 4-8 Learmonth Avenue with the proposed bin bay N2-23. We would like to formally object to having the communal bays places Infront of our premises which is Yoga's got hot. We would be concerned about paid parking being limited further as well as perpetuating the existing challenges we have with fly-tipping.</p>	<p>N3-23 Learmonth Avenue</p>
<p>I am very concerned about the proposed location of the bin hubs in Learmonth. One is proposed for placing directly outside my house. I recognise the need for bins and hubs but would like to point out that of all the existing bins in Learmonth Avenue the one nearest my house and the one opposite are the only two bins that get severely abused. People in their cars turn into the Avenue and dump their rubbish in one of these two bins. By dump I mean old fridges , large computer mainframes, computer desks, kitchen units, three piece suites, beds and mattresses, not to mention the building rubble and cement. None of this is deposited in the bins but thrown down at the sides. It can take a week or more for all of this to be removed. Why can this new proposed bin hub not be located in a similar place to the existing one? It would then be about 10 -15 metres further north from our door and much more tolerable. The noise from bottles and glass being dumped would be lessened. Why are the two hubs at the north end of Learmonth Avenue not positioned opposite each other as they are roughly situated at the moment? Both of the proposed hubs would then be outside business premises and not outside peoples' homes. Each would be beside a wide pavement area making access easier. Outside, the proposed hub would be at a much narrower stretch of pavement. In fact is it not possible for these two hubs to be located on, or at least beside the wide pavements? Considering the abuse the existing bin gets, living beside this new hub will be intolerable. I have seen the results of the pilot scheme in Leith and am appalled. I went to your meeting at Raeburn Place and this was of no help at all. The officials either did not know or were not fully informing us. I asked specifically about the locations in Learmonth Avenue and was told that they did not exist yet. I hope we will be consulted a bit more as we are the people who will have to live with this new scheme. I am therefore registering a strong objection to the proposed location and wish to make a strong plea to have this proposed location outside No7 moved north on Learmonth Avenue by at least 10 -15 metres.</p>	<p>N3-24 Learmonth Avenue</p>
<p>Firstly, the notice has only been displayed on local lampposts since Friday 12th Nov. Neither myself or other neighbours recall any earlier notifications regarding these new Bin hubs. Which leaves little time for residents to lodge any opposition they may have. It is my understanding that Learmonth Avenue is a Conservation Street as the well known Fettes College in a Major focal point. I recall some years ago that householders were told to remove satellite dishes and garden sheds because this street is a Conservation Street and the Council felt it detracted from the look of the area (Fettes College). However the Council seem to feel these bin hubs each with 6 disposal units are not unsightly. Having had a large bin directly outside my bedroom for a number of years I can vouch how distressing it is to have one of these outside your home. I have had many a disturbed nights sleep due to inconsiderate people throwing rubbish late at night not to mention the and mess. A hub is proposed to be sighted across the road from me at No. 27. Could consideration be given to resite these hubs round the corner in Learmonth Park where there are 2 positions which do not involve them being placed outside anyones flat as there is a wide area of gardens. This is well within the 50mtr distance as mentioned in the proposals. I do understand the need for these changes but consideration should be given to the distress that placement of some of these hubs can cause.</p>	<p>N3-25 Learmonth Avenue</p>

<p>In response to the proposed establishment of a refuse/recycle hub outside properties 4 and 5 Learmonth Gardens, Edinburgh, with the siting of additional bins of varying sizes including a glass-recycling bin, and the loss of car parking spaces, I wish to register my strong objection to the changes to be made to the existing arrangements, changes that would have a negative impact on property value and environmental quality of the neighbourhood. It is not at all clear why there is a need for the proposed changes. This objection is in firm support of the points raised by my neighbours Mr Jim and Susan Chapman residing at 5 Learmonth Gardens. who kindly allowed me sight of their e-letter to you. I am a long-standing resident and owner of the property situated above theirs. In addition to those points raised in their letter, I wish to add that I often had difficulty opening the current black waste bin using the pedal bar. Evidence of this difficulty may have been experienced by other users too, especially the elderly, judging from the refuse sometimes left next to the bin. It would appear that there is a need for bin maintenance.</p>	N3-32 Learmonth Gardens
<p>I appreciate the need for these bins but you should consult local residents on the best location for these to minimise disruption, noise, removal of parking availability and general design and mess. Despite best intentions these bins always cause a mess, create noise when emptying and are unsightly. As Learmonth Gardens have gardens on one side it would be easy to site bins along the hedge or within the hedge, preferably across from road junctions eg Learmonth Place, to reduce annoyance to residents. Within Edinburgh generally there are many garden associations and community groups who should be consulted on these type of changes. Please review your plans and consider other options for the location of these bins. I've copied this objection to my local councillor Hal Osler and my MSP Angus Robertson.</p>	N3-32 Learmonth Gardens
<p>From the maps attached to your "consultation" document, it is evident that the council is planning on replacing the 1 general waste bin outside my house with 6 large bins (2 x Black Bins, 2 x Green Bins, 1 x Glass Bin and 1 x Food Waste Bin). This is totally unacceptable as it will seriously blight our part of Learmonth Gardens turning it into a defacto waste recycling mini-centre. The reasons for my very strong objections are as follows:</p> <ol style="list-style-type: none"> 1. The large general waste bin, which is in place now, is already a noise nuisance, with it regularly being used late at night, and this nuisance would be hugely increased by adding another 5 bins including a glass recycling bin in this single location. 2. Currently there are 3 bins for general waste spread equidistant along Learmonth Gardens (1 per housing section) and focussing them in one spot at our end of the Gardens would not seem to be taking account of people's local requirements, especially older residents, as they would have to carry their waste further. 3. The large waste bin, outside our house, is regularly full and overflowing, as are the large green bins on Comley Bank Road, resulting in considerable litter and rubbish around the bins at times. This would be increased. In addition the food waste bins are not kept clean and regularly smell. 4. This proposal would reduce the already limited parking by a further 2-3 slots along our sections of the road. In addition IF, as we are constantly being reminded, we will be going more and more electric for cars in the future, we will need more charging points closer to people's homes. 5. The consultation process surrounding this, very important matter for affected house-owners, has been decidedly poor. There has been no written indication sent to individual households of these plans and putting a flyer on a lamppost and hoping no-one notices, what is about to happen is decidedly underhanded and I am not sure it is even legal. 6. We have been in our house for 15 + years. We bought the property, as I am sure our neighbours did, knowing that large waste bins were positioned in the various locations. This type of urban vandalism of increasing the number of bins to our street will degrade the value of our properties considerably and the reasons for these changes have not been set out. We already have no collection of any of our recyclable waste and have to take everything ourselves to the various bins in the area. The current situation is by no means ideal but is acceptable and we aware you have budget constraints, but we do pay a lot of council tax and these new proposals are not at acceptable. 7. There is no information about what alternative solutions have been looked at, if any. There is a suitable place for this number of bins opposite your proposed N3-03 location on Comley Bank Avenue, which could occupy the section where the pavement is narrower at the moment, and would cause much less disturbance if the current general waste bins would also be left in place. 	N3-32 Learmonth Gardens
<p>I wish to make a formal complaint regarding the proposal to place two landfill bins ,two recycling bins ,one glass recycling bin and one food recycling bin outside no 4 and 5 Learmonth Gardens. At the present moment there is one landfill bin . Other recycling bins are on the corner of Comely Bank Avenue and Learmonth Gardens where the pavement was widened to house the bins. These bins are not on people's doorstep. This system has worked well without being intrusive. Your proposed plan is highly intrusive to the people who will have the recycling hub on their doorstep. The noise from the glass recycling bin is a noise nuisance on its on. People have a right to live peacefully within the home .I would suggest your proposal of placing a recycling hub outside the front door of people's homes goes against this and does not help with the health and well-being of these citizens and neighbours. Your proposal also does nothing to enhance the look of the street. I strongly suggest you review your proposal and place the hub in an area which is not intrusive to the residents. I would suggest we use the hub at the top of Learmonth Place which is being place against a wall at the side of buildings and not on someone's doorstep. I am hopeful you put the health and wellbeing of the citizens of Edinburgh first and also hopeful that you listen to your citizens.</p>	N3-32 Learmonth Gardens
<p>It has been brought to my attention that a "bin hub" is being proposed outside my flat at 4 Learmonth Gardens. I see that 3 bins are proposed (tho I do find your chart difficult to follow) and that these might be the only bins in Learmonth Gardens. It begs belief that anyone would think this a good idea. At the moment these one bin that is between 4 and 5 unfortunately - I personally think that these bins should be away from houses as seen for example on Learmonth Terrace and Buckingham Terrace..... the only difference being this is a "rat run" sadly, should be on the Gardens side. It is not unusual for people to think it is ok to put rubbish in the bin during the night and common sense says more bins more noise. At the moment with the bin that is there is has constantly not been put back in the square which you as a council decided it should be. I have often been told when asked for the bin to be moved to where it should be that "it's your neighbours hen" they have moved it for parking this is nonsense....it is obvious when these bins are being lowered back into position it's the vibration that moves them usually from what I've seen with all the bins in this street they are all moving to the left every time in direction of Comely Bank which is where the vehicle is heading....it cannot sure be a coincidence that they are all going in the same direction. If one bin is not able to be put back in place every time and no one seems to ever check on this what chance is there of three being put back in place. Relating also to the inability to put these bins in place, for a long time now possible two years or the the bins on Comely Bank Road have not been put back in their holders and are a hazard for anyone wanting to drive out of Learmonth Gardens did no one notice the slope that Comely Bank Road is one the the bins being out of place makes it virtually impossible to see clearly cars coming down especially when 20 speed does not seem to be enforced at any time. Having asked one of your staff at one point why they were not put back in place he just ran away. It is not that many years since your staff had to get out of their vehicles and lift the rubbish...personally I would prefer to have a bag I could hang from the railing with my rubbish on uplift day than these dreadful contraptions....than you planning to put. Orr outside my home.</p>	N3-32 Learmonth Gardens
<p>Your Bin Hub proposals as they stand would not appear to meet some of your own "parameters". Having 6 bins outside our house will certainly not reduce street clutter as far as we are concerned nor will it make much difference for most people in our area in terms of distance to the bins. Additionally Learmonth Gardens is often used by police and emergency vehicles as a faster access route and having many more frequent stops by bin lorries picking up rubbish / recycling would not appear to aid safety. Most of the owners in our area are quite happy with the bin set up as it is and we do not see why you want or need to spend money on this when there are many higher priority issues in our area such as the state of the roads.The reduction of some 100 parking spaces in the Area would also a cause concern as the council also appears to be minded to give the redevelopment of the old Lloyds Bank building at the end of Learmonth Gardens the go ahead. This will consist of 162 flats with parking provisions for 60 !!!!! cars only. No matter how much your green supporters would like to see us all out of our cars this is wishful thinking and this will put a lot more pressure on the parking as it exists at present let alone when you remove another 100 spaces. Various friends of ours who reside in Drummond Place, Heriot Row and Eglinton Crescent have all attended information / briefing sessions on the new bin hubs. In this area we have not been offered any sessions and have not had the opportunity to voice our concerns and understand why these measures are happening and we would request that any progress on these plans are halted until this has been carried out.</p>	N3-32 Learmonth Gardens

<p>We have considered your plans for what was termed "a communal bin enhancement". In their present format we do not support the plan to site six or seven recycling bins in front of our houses is certainly not an enhancement, more an "eyesore" of bins. To say nothing of removing a number of parking spaces for which we pay a premium. Residents have spent thousands of pounds on the exterior upkeep of this Victorian terrace in a bid to enhance this pleasant street and Edinburgh. We are satisfied with the present sitting of the various recycling bins which are within yards of our door. As residents of Learmonth Gardens for more than thirty years we ask the review committee to consider a more sensitive placement of bins.</p>	N3-32 Learmonth Gardens
<p>We wish to formally object in the strongest possible terms to the proposed location of bins outside our property. The bin store in question (ref N3-33) is to service numbers 10 to 19 Learmonth Gardens and has nothing whatsoever to do with our property (or, indeed, any of the other properties) in Learmonth Place. Despite that, under the current proposal, we are the ones who would suffer detriment and adverse impact on the amenity, desirability and value of our property. We note that the Council proposes to service numbers 1 to 9 Learmonth Gardens with a bin store (ref N3-32) sited directly outside those properties. We see no reason why the Council should treat numbers 10 to 19 Learmonth Gardens more favourably – their bin store (ref N3-33) should be sited directly outside their own properties and their rubbish should not be exported to us or anyone else in Learmonth Place.</p>	N3-33 Learmonth Gardens
<p>We are strongly objecting to the proposed position of a bin hub N3-33 near our property. Learmonth Place residents have our own bins for recycling and other refuse for kerbside collection. We do not require a bin hub. Meanwhile there are no bins proposed for numbers 10 to 19 Learmonth Gardens. We are therefore having the burden and negative impact on our street for storing other street's waste. Please note that some households between 10 and 19 Learmonth Gardens are located more than 50m away from the proposed bin hub in Learmonth Place.</p> <p>A precedent has been set at 5 Learmonth Gardens where bin hub N3-32 has been located for 1 to 9 Learmonth Gardens residents. We can not see why bins cannot be placed at some point between 10 to 19 Learmonth Gardens to service these households. We note from Map Tiles 1275 Existing and Tile 1275 Proposed that a yellow line is located, in both tiles, between 14 and 15 Learmonth Gardens. This is where a bin is currently located and could have bins located there in future too.</p> <p>In addition, the location of bin hub N3-33 in Learmonth Place is nearer to 4 Learmonth Place than 2 Learmonth Place, as stated in Communal Bin review, and located next to Learmonth Gardens Lane. The placement of the bin hub could obscure the view of motorists driving out of the lane. We would be happy to meet with your representatives to show why our concerns are justified and would appreciate a reply to this email as we feel we do have genuine reasons for the bin hub N3-33 to be located in another location.</p>	N3-33 Learmonth Gardens
<p>Reason for objection: Bin Location N3-33:</p> <ul style="list-style-type: none"> •All the properties on the top ~75% of Learmonth Place are houses with their own bins and do not need a communal bin supply •This bin is presumably therefore nearly exclusively going to be used by residents of Learmonth Gardens •A better location would seem to be on Learmonth Gardens, near the junction with Learmonth Place. This would be closer to the intended users. •I note that an existing bin location on Learmonth Gardens is being removed under the new plans - perhaps because more bins are needed, but it still seems odd to move this from a street where it will be used by residents of the street, to a street where it will only be used by residents of other streets. 	N3-33 Learmonth Gardens
<p>Reason for Objection: Bin Location N3-33 - All houses on Learmonth Place have their own refuse collection bins so there is no requirement for a communal refuse/bin area in this location. The existing bin store location on Learmonth Gardens (between Learmonth Grove & Learmonth Place) would be better suited (plan attached).</p>	N3-33 Learmonth Gardens
<p>Each residency on Learmonth place has it's own bins - landfill, recycling, food waste and glass. There is absolutely no need nor logical reason for this street to be a 'bin hub' given the provisions in place. I would like to formally object to the proposal set out in the aforementioned reference code.</p>	N3-33 Learmonth Gardens
<p>This proposed bin hub is planned to be situated in Learmonth Place just off Learmonth Gardens. The properties in Learmonth Place and 10 to 19 Learmonth gardens which this hub is presumably proposed to serve whilst flats are subdivided houses with outside space. The properties all have individual bins and it seems therefore a waste of resources and expense for a bin hub in this location. Additionally the lack of current parking restrictions at evenings and particularly weekends mean that adequate parking space is at a premium. The loss of parking at N3-33 and other locations will have a detrimental impact on parking permit holders in the area.</p>	N3-33 Learmonth Gardens
<p>We are a row of houses, we already have 3 bins each and a food container. We do not need or want a bin hub put into the top of the street which is not even for our use. I believe a smaller bin hub has been proposed between 1 and 9 Learmonth gardens and I think another could be placed between 10 and 19 Learmonth gardens. Not only would this move the structure from a street that does not use it. The hub would be closer to the residents who will be using the facility.</p>	N3-33 Learmonth Gardens
<p>I object to the proposed changes in bins for Comely Bank, specifically Comely Bank Terrace. I concur with the opinion that: This will reduce local parking, increase noise for bin collections and encourage gulls, as well as the visual impact for the ground floor flats and on the street appeal on the block.</p>	All N3 hubs in Comely Bank (Considered all N3 hubs)
<p>1. We currently have on-street communal bins and a good range of recycling points sited at intervals that are conveniently placed and easily accessible, whilst avoiding the unsightly overall concentration of multiple bins in one site. Unfortunately these existing communal facilities are subject to regular and repeated abuse with people from outside the immediate area driving here to dump large amounts of rubbish in (or next to) our communal bins and trade waste being dumped in the same way (rather than being properly disposed of). These items, including mattresses, old furniture, electronic equipment, building waste and other bulky materials, are routinely left lying in the street often for lengthy periods of time, even after being reported to the council. The proposed plans to create larger, more concentrated, communal bin/recycling hubs will only serve to exacerbate this situation, causing further concern and inconvenience to the local residents who legitimately use the existing communal facilities.</p> <p>2. Your project website states that 'The City of Edinburgh Council is improving the recycling and waste services for people living in flats and to improve the look of our neighbourhoods.' Introducing large concentrated banks of bins will have the opposite effect of dramatically worsening the look of our neighbourhoods. Rather than 'reducing street clutter', the concentration of a large number of bins in hubs will, rather, make our neighbourhood much less attractive.</p> <p>3. The proposed introduction of new glass recycling bins sited so close to residential properties is a major concern in relation to noise disturbance. I am aware that glass recycling points have already had to be removed (for example from Learmonth Crescent) due to noise issues.</p> <p>The following comment relates to Learmonth Avenue in particular:</p> <p>4. Parking for residents at the north end of Learmonth Avenue (between Comely Bank Road and Learmonth Park) is already very limited. The proposed plans, which include the introduction of 2 large hubs in this block (Reference N3-23 and N3-24), will result in significant further loss of essential parking provision.</p> <p>Finally, the public consultation has been very poorly communicated. I stumbled upon information about the TRO process entirely by chance and the neighbours I have spoken to were all unaware of this process. Very small (and not very visible) green information signs were put up very late in the process and I note in most cases these signs are not sited close to the locations of the proposed new hubs. I am of a view that the poor communication is a deliberate tactic on the part of the council to minimise the opportunity for public comment.</p>	All N3 hubs.

<p>My partner and I reside at 6/7 Comely Bank Grove EH41AZ. I am also an N3 permit holder. I have recently been made aware of a proposal to reduce the number of parking spaces on Comely Bank Grove and the surrounding N3 area significantly. My understanding is that this is to facilitate new recycling bins. My view is that this will be an absolute disaster if followed through. I should firstly make it clear that I am very much concerned about the environment and the part recycling plays. I always use the green recycling bin and make infrequent trips to the recycling centre when disposing of items not suitable for the green bin. I tend to save these up and take them to the recycling centre when the quantity merits a trip. This system works well for me and I am content with the part I play in disposing of waste responsibly. I object however to this proposal due to the quantity of parking spaces being removed. I am a pharmacist in the NHS and finish work at various times. If I arrive home at 4pm (by car) I can normally find a spot on Comely Bank Grove. I'd much rather cycle but there is no bike storage anywhere close and living in a top floor flat makes this impractical. If I arrive home at 6pm I normally have to park 1 or 2 streets away. On occasions I arrive home at 7pm I am now forced to park 3-4 streets away - a 5 minute walk. If I arrive home after 10pm (which occasionally happens) I am forced to park further away. This is the current state of play and it is frustrating but tolerable. If we lose 100 odd parking spaces in the N3 area it is my opinion that there will be absolute carnage. I can envision a scenario whereby I can't find a space to park...anywhere...never mind walking distance. Less selfishly I worry about my fiance and being forced to walk further and further in the dark late at night - alone. Sadly there have been recent news stories from other UK cities that tell us the risk is very real. I also have concerns about the elderly being forced to walk further in dark and icy pavements. This WILL be the reality if the proposal is passed. I wish to object to this proposal and instead ask that other options are considered. For instance if one space here and there was lost to bike storage. I argue this would have a greater impact on the environment through increased cycling rates than this bin proposal. We already have this facility at our local recycling centres. Lastly I am alarmed at the lack of awareness of such a significant change. I only heard about this through a post on a stockbridge facebook page by a local councillor. If I hadn't spotted this post I would never have been aware. I wonder why I haven't been sent any correspondence to my address. Indeed none of my neighbours are aware. I try not to distrust Edinburgh council but the lack of consultation stretches my patience.</p>	All N3 hubs.
<p>We refer to the above. We understand waste collection is a statutory service but the sweeping changes to our streetscape are significant. The proposal will significantly reduce the number parking spaces available to residents in the N3 permit zone in Comely Bank and Learmonth. Removing a hundred spaces is going to be a disaster for residents and this doesn't include the impact of electric vehicle charging. You will force older people, single parents, and women to walk longer distances in the night. The number of hubs in different streets is excessive. The number and size of bins will be detrimental to the character of the area as well as, if they really are to be emptied more often, having an extremely detrimental impact on residents' amenity because of noise with the number of collections to take place. They will also hinder sight lines for pedestrians and drivers posing a risk to all. The notification, advertising, and consultation processes have been insufficient and unsatisfactory. A few pop-up events during the working day is not sufficient and the Council has not asked for residents' views in advance of any proposals. Those living in the World Heritage Site have been written to directly and had additional information events which shows a lack of consideration for residents in other areas. No information about locations was provided in advance of advertising the legal order and with only a few weeks to understand and comment, which further demonstrates the insufficient and unsatisfactory nature of this process. It also took raising a complaint with councillors to get a legend to understand the drawings. Thank you for considering our views,</p>	All N3 hubs
<p>Current bin locations are spread out at various locations making it convenient for access. The proposal concentrates on a single hub directly outside properties. This will result in additional noise and potential smells/dumping right outside residential properties. The proposed hub is in the centre of a narrow street and right opposite a sometimes busy access to the bowling club. Refuse vehicles may present an increased danger and noise. The current bins located on Comely Bank Street and Comely Bank Avenue are on wider roads and have reduced visual impact on the surrounding area due to their close proximity to the hedges of the bowling club. There is space at both these current bin locations to add further bins as required without bringing the additional safety risks and impact on residents as mentioned above.</p>	Several sites on N3 (Considered all N3 hubs)
<p>Whilst I am keen to see an improved bin area I was dismayed to see the amount of N3 permit holder parking spaces which will be lost in the area (98 in total and 6 on my street). When returning home after 9pm it is extremely difficult to park near my flat. It often takes 5-10 mins driving around the neighbouring streets before I can get a space. During the autumn and winter months this then means walking in the dark and not particularly well lit streets back to my flat. I would rather be able to park near my flat and get home as soon as possible after parking than having to wander the streets just for the benefit of a bin hub.</p>	All N3 hubs.
<p>Thank you for accepting comment. Of course, I welcome the increase in recycling facilities. I would like to ask how big an area, (how many flats) is this hub planned to serve? The present proposed location is in a very restricted part of the estate where parking is already at a premium, even without considering any immediate future installation of on-street EV charging points. I would like to suggest that a safer place to locate this hub would be the parking space between numbers 60 and 70. This is part of a large area of open space and can be safely accessed by pavement, whereas the present proposed location has no pedestrian access and obviously could be dangerous if children were asked by parents to take recycling to the bin. (your criteria - "" safety – ensuring the bin hubs are safe for people recycling, pedestrians, cyclists and drivers "") Additionally, this suggested location between 60 and 70 is screened by mature bushes and a large evergreen tree.</p>	N5-01 Orchard Brae Avenue
<p>Yesterday I received an email via the New Town and Broughton Community Council regarding the bin hubs to be emplaced in the N1 parking zone. This was the first time I had seen details of the hub sites and I was alarmed to see that I had only 24 hours to meet your deadline of 3rd Dec for comments. As I have had very little time, I have not been able to visit the sites and make specific comments concerning each hub, however all the following are concerns that I urge you to consider.</p> <ol style="list-style-type: none"> 1.The impact of the bin clusters on visibility for pedestrians, cyclists and vehicle drivers. I continue to see examples of existing bins on double yellow lines at the ends of streets. This is, to me, presents as a dangerous situation. 2.Accessibility for residents carrying garbage bags, cardboard, food waste (are there trip hazards, steps, traffic?) 3.Access to man-holes, hydrants and in-road services. 4.The dangers presented by uncontained, fly-tipped waste around the bins (a regular occurrence around existing bin hubs). These dangers include: paper and cardboard blowing into, or being sucked into traffic by the slip-stream of passing vehicles, broken glass and dumped household items around the bins. I enclose Picture 1 as one of many recent examples of fly-tipping around bin hubs in the New Town. 5.Poor maintenance: I regularly see existing communal bins with broken or missing lids. Broken bins present a danger to the users and provide access for gulls and vermin, leading to further street debris. 6.Carelessness when emptying the bins: I have seen occasions where existing communal bins have been emptied but left in a dangerous position. Picture 2 shows a bin having been left at an angle, resting on some fly-tipped cardboard. I saw this bin wobble as a bus went past. 7.Loud noise pollution when emptying the glass bins. I suspect that some of the hubs are very close to residents' bedrooms, especially in lower/ground floor apartments. 8.The impact on traffic flow of having extra waste trucks in the roads. I note the council promises to empty bins every two days. As there are four types of rubbish, this means two trucks per day visiting each hub. 9.The visual appearance of the street-scapes, particularly where there are iconic buildings. 10.The loss of parking. <p>I am strongly opposed to the council's decision to emplace bin hubs across Edinburgh, especially in streets with iconic, heritage architecture. They are a magnet for fly-tippers, they get broken, dirty and abused by graffiti taggers. Like many residents, I see little wrong with the existing waste management system (gull-proof bags in my area), and the reasons given in support of the change seem very weak to me: the issues with the bin hubs described above far outweigh the benefits as I see it. I believe that, had the council consulted with stakeholders at an early stage, raised their concerns with the existing schemes in an open an honest manner, a far better, mutually acceptable, waste management process would have been discovered. I have repeatedly requested the council to put a hold on the bin hub roll-out and undertake a proper consultation process, with all stakeholders. I would like to repeat this request here.</p>	All N1, N2, N3 and N5 bin hubs

<p>I am formally objecting to the overall proposal TRO 21/16 (because the proposed changes are unnecessary and will cause damage to our neighbourhood). I am also formally objecting to that detail of the proposal which involves putting double-yellow lines outside my home (because this will restrict access to my home by tradespeople working on my home; take up a valuable parking space; and, in the longer term, prevent the siting of an electric-car recharging point outside my home). I am also formally objecting to that detail of the proposal which shows double-yellow lines outside my home because this misrepresents what I believe is actually intended outside my home (which is a bay for bins).</p>	All N1, N2, N3 and N5 bin hubs
<p>I object to the proposals set out as TRO/21/16, on the basis that the proposals will be damaging to the setting of Edinburgh and the conservation areas in which the bin hubs will be (where applicable). They will encourage fly tipping/inappropriate use of bin hubs (already a problem in the city due to poorly funded and badly executed public services) and will introduce even more permanent furniture to already cluttered streets. The existing system is failing not in design but in execution; bins are not emptied frequently enough, and the streets aren't cleaned!! This is a council delivery problem and failure, and new bins hubs will not address this, but make it worse. When bulky items are inevitably left at bin hubs these will fall outside the 'correct' use of the bin hubs and no collection service will process them by default, so they sit there indefinitely. We see this already in existing bins hubs. This is hugely harmful to the built environment and quality of life. The council can't even empty normal bins properly in busy areas (eg shopping streets etc) - the idea that they can and will do so in less visible streets is laughable. The sheer lack of cohesive and proper design also shows how gimmicky this is; design guidance repeats the need for 'design-led interventions' but this is another example of such guidance turning out to be worth less than the paper it is written on. These bin hubs will become small tips. This will save the council money in collecting rubbish but harm the built environment and the city's reputation. The bins hubs also present a barrier to active transport when misused that has not been addressed. Any extension into the roadway by bulky items, as seen left at other communal bin hubs, reduces the amount of space for cyclists and further undermines efforts to encourage active travel when working towards a net-zero economy and travel network. Additionally, the public engagement with this has been woefully poor and demonstrates that the council's approach is to railroad residents into accepting their plans, rather than actually looking to response to the needs, concerns and ideas of residents. These are not wanted, but the blinkered council steamroller doesn't want to know that. Despite abject failures, it still knows best...</p>	All N1, N2, N3 and N5 bin hubs
<p>I'd like to formally object to the 'Communal Bin Review Phase 3 - N3 Area' proposal (TRO 21/16) please. Why are you proposing to move the current communal bins from Comely Bank Road, at an area where there are no residential flats and there's space for people to park and dispose of recycling (which they frequently do), to an area directly next to residential flats on Comely Bank Terrace where there are already serious parking issues? This proposal will cause significant noise disruption and parking disruption and I strongly disagree with it. It has also been very poorly advertised which is very disappointing. Could the communal bins be located on the west and east side of the bowling club away from residential areas as much as possible?</p>	All N1, N2, N3 and N5 bin hubs
<p>I would like to make a formal objection to certain placements of the bins as part of the Communal Bin Review Phase 3 - S1 Area reference: TRO 21/25 specifically the proposed positions of the following bin clusters that would be located on Marchmont Road:</p> <ul style="list-style-type: none"> •S1-10 •S1-12 •S1-15 <p>https://www.pclconsult.co.uk/wp-content/uploads/2021/11/S1-1.pdf I will outline my objections for each proposed bin cluster location as follows:</p> <p>S1-10 The proposed location of the new bins will be placed opposite a bus stop, which means on occasion, when the bins are being collected and when a bus stops, there will be no space for traffic behind these vehicles to overtake, thus leading to increased idling of traffic leading to congestion and unnecessary extra fumes polluting the air. I would suggest moving the bins slightly further up from the proposed site between door numbers 44-46 to between door numbers 46-48-50 to prevent this avoidable situation occurring.</p> <p>S1-12 As with the proposed location of the bins for S1-10, these bins will be placed opposite a bus stop, which again means on occasion, when the bins are being collected and a bus stops on the other side of the road at the same time, there will be no space for traffic behind these vehicles to overtake, leading to increased idling of traffic, congestion and extra fumes polluting the air.</p> <p>As you will see from my address, I already currently have a communal bin outside my property and have witnessed the situation of a bin lorry emptying the bin and bus dropping off/picking up passengers at the same time and seeing lines of traffic build up idling on either side of the road unable to pass until either the bus or bin lorry moves.</p> <p>Another reason I object to the placement of this bin, is that there is a gully on the road right directly outside the gate to 82 Marchmont Road. Placing the bins here would go against the Council's Transport and Environment Committees Communal Bin Enhancement Update report on Thursday, 27 February 2020. The section on Road Safety Requirements and streetscape states: "- bins should not be sited over manhole covers or other street furniture including gullies and other drains." https://democracy.edinburgh.gov.uk/documents/s14507/Item%207.5%20-%20Communal%20Bin%20Enhancement.pdf I would suggest moving the bins slightly further down from between door numbers 82-84 to between door numbers 76-78-80. This avoids the problem of buses and bin lorries blocking the road and also avoids the issue of the gully outside 82 Marchmont Road.</p> <p>S1-15 The current position of the communal bin is right in front of a drop-kerb crossing, for those who use a wheelchair or other mobility vehicle, at the moment they are currently unable to see approaching traffic clearly. The proposed location of the new bins would remain in the same position, however I would urge that the new position of the communal bins are moved slightly further down to the road from outside door numbers 113-115 Marchmont Road to 111-113 Marchmont Road, thus leaving enough of a gap for someone using a wheelchair or other mobility vehicle to see oncoming traffic more easily. As a general point, while the drawings don't clearly show which properties the bins will be outside, it should be the case that all the bins shouldn't be outside the entire length of a ground floor flat/garden.</p> <p>The bins should be centralised between the entranceway's that lead to the upstairs flats, so the bins will at least be split between two ground floor properties.</p> <p>While I have these particular objections, I am broadly in favour of communal bins as it will offer a one stop shop for all domestic rubbish and recycling. However, the current proposals do need to be tweaked slightly.</p> <p>I do hope that my objections and solutions are seen as constructive and helpful. I would be more than happy to engage with a member of the team to give more feedback and further explain the concerns that I have raised.</p>	S1-10 Marchmont Road

I would like to make a formal objection to certain placements of the bins as part of the Communal Bin Review Phase 3 - S1 Area reference: TRO 21/25 specifically the proposed positions of the following bin clusters that would be located on Marchmont Road:

- S1-10
- S1-12
- S1-15

<https://www.pclconsult.co.uk/wp-content/uploads/2021/11/S1-1.pdf>

I will outline my objections for each proposed bin cluster location as follows:

S1-10

The proposed location of the new bins will be placed opposite a bus stop, which means on occasion, when the bins are being collected and when a bus stops, there will be no space for traffic behind these vehicles to overtake, thus leading to increased idling of traffic leading to congestion and unnecessary extra fumes polluting the air. I would suggest moving the bins slightly further up from the proposed site between door numbers 44-46 to between door numbers 46-48-50 to prevent this avoidable situation occurring.

S1-12

As with the proposed location of the bins for S1-10, these bins will be placed opposite a bus stop, which again means on occasion, when the bins are being collected and a bus stops on the other side of the road at the same time, there will be no space for traffic behind these vehicles to overtake, leading to increased idling of traffic, congestion and extra fumes polluting the air.

As you will see from my address, I already currently have a communal bin outside my property and have witnessed the situation of a bin lorry emptying the bin and bus dropping off/picking up passengers at the same time and seeing lines of traffic build up idling on either side of the road unable to pass until either the bus or bin lorry moves.

Another reason I object to the placement of this bin, is that there is a gully on the road right directly outside the gate to 82 Marchmont Road. Placing the bins here would go against the Council's Transport and Environment Committees Communal Bin Enhancement Update report on Thursday, 27 February 2020. The section on Road Safety Requirements and streetscape states:

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

<https://democracy.edinburgh.gov.uk/documents/s14507/Item%207.5%20-%20Communal%20Bin%20Enhancement.pdf>

I would suggest moving the bins slightly further down from between door numbers 82-84 to between door numbers 76-78-80. This avoids the problem of buses and bin lorries blocking the road and also avoids the issue of the gully outside 82 Marchmont Road.

S1-15

The current position of the communal bin is right in front of a drop-kerb crossing, for those who use a wheelchair or other mobility vehicle, at the moment they are currently unable to see approaching traffic clearly. The proposed location of the new bins would remain in the same position, however I would urge that the new position of the communal bins are moved slightly further down to the road from outside door numbers 113-115 Marchmont Road to 111-113 Marchmont Road, thus leaving enough of a gap for someone using a wheelchair or other mobility vehicle to see oncoming traffic more easily. As a general point, while the drawings don't clearly show which properties the bins will be outside, it should be the case that all the bins shouldn't be outside the entire length of a ground floor flat/garden.

The bins should be centralised between the entranceway's that lead to the upstairs flats, so the bins will at least be split between two ground floor properties.

While I have these particular objections, I am broadly in favour of communal bins as it will offer a one stop shop for all domestic rubbish and recycling. However, the current proposals do need to be tweaked slightly.

I do hope that my objections and solutions are seen as constructive and helpful. I would be more than happy to engage with a member of the team to give more feedback and further explain the concerns that I have raised.

S1-12 Marchmont Road

<p>I would like to make a formal objection to certain placements of the bins as part of the Communal Bin Review Phase 3 - S1 Area reference: TRO 21/25 specifically the proposed positions of the following bin clusters that would be located on Marchmont Road:</p> <ul style="list-style-type: none"> •S1-10 •S1-12 •S1-15 <p>https://www.pclconsult.co.uk/wp-content/uploads/2021/11/S1-1.pdf I will outline my objections for each proposed bin cluster location as follows:</p> <p>S1-10 The proposed location of the new bins will be placed opposite a bus stop, which means on occasion, when the bins are being collected and when a bus stops, there will be no space for traffic behind these vehicles to overtake, thus leading to increased idling of traffic leading to congestion and unnecessary extra fumes polluting the air. I would suggest moving the bins slightly further up from the proposed site between door numbers 44-46 to between door numbers 46-48-50 to prevent this avoidable situation occurring.</p> <p>S1-12 As with the proposed location of the bins for S1-10, these bins will be placed opposite a bus stop, which again means on occasion, when the bins are being collected and a bus stops on the other side of the road at the same time, there will be no space for traffic behind these vehicles to overtake, leading to increased idling of traffic, congestion and extra fumes polluting the air. As you will see from my address, I already currently have a communal bin outside my property and have witnessed the situation of a bin lorry emptying the bin and bus dropping off/picking up passengers at the same time and seeing lines of traffic build up idling on either side of the road unable to pass until either the bus or bin lorry moves.</p> <p>Another reason I object to the placement of this bin, is that there is a gully on the road right directly outside the gate to 82 Marchmont Road. Placing the bins here would go against the Council's Transport and Environment Committees Communal Bin Enhancement Update report on Thursday, 27 February 2020. The section on Road Safety Requirements and streetscape states: "- bins should not be sited over manhole covers or other street furniture including gullies and other drains." https://democracy.edinburgh.gov.uk/documents/s14507/Item%207.5%20-%20Communal%20Bin%20Enhancement.pdf I would suggest moving the bins slightly further down from between door numbers 82-84 to between door numbers 76-78-80. This avoids the problem of buses and bin lorries blocking the road and also avoids the issue of the gully outside 82 Marchmont Road.</p> <p>S1-15 The current position of the communal bin is right in front of a drop-kerb crossing, for those who use a wheelchair or other mobility vehicle, at the moment they are currently unable to see approaching traffic clearly. The proposed location of the new bins would remain in the same position, however I would urge that the new position of the communal bins are moved slightly further down to the road from outside door numbers 113-115 Marchmont Road to 111-113 Marchmont Road, thus leaving enough of a gap for someone using a wheelchair or other mobility vehicle to see oncoming traffic more easily. As a general point, while the drawings don't clearly show which properties the bins will be outside, it should be the case that all the bins shouldn't be outside the entire length of a ground floor flat/garden. The bins should be centralised between the entranceway's that lead to the upstairs flats, so the bins will at least be split between two ground floor properties. While I have these particular objections, I am broadly in favour of communal bins as it will offer a one stop shop for all domestic rubbish and recycling. However, the current proposals do need to be tweaked slightly. I do hope that my objections and solutions are seen as constructive and helpful. I would be more than happy to engage with a member of the team to give more feedback and further explain the concerns that I have raised.</p>	<p>S1-15 Marchmont Road</p>
<p>I don't have an objection to the basic proposal but I do object to the fact that that proposed for the section of Spottiswoode Street between Spottiswoode Road and Thirlestane Road is going to reduce the amount of car parking space. This is exacerbated by the fact that the length of double yellow lines on the corners, particularly those in Spottiswoode Street on the south corners, are exceptionally long. The current recycling bins do not affect car parking. When I attended one of the information sessions I was lead to believe that parking would not be affected and the amount might actually increase. Also to have these Hubs directly outside people's entrances isn't great for those involved. A much better area would be at the south end of the street before the corners. The space could be generated there with a combination of the space released by the moving of the black bins with some reduction in the length of double yellow lines. I have previously complained about the length of the double yellow lines which, compared with those in other places, seem excessively long and which were once reduced in length but then later reinstated.</p>	<p>S1-23 Spottiswoode Street</p>
<p>I don't have an objection to the basic proposal but I do object to the fact that that proposed for the section of Spottiswoode Street between Spottiswoode Road and Thirlestane Road is going to reduce the amount of car parking space. This is exacerbated by the fact that the length of double yellow lines on the corners, particularly those in Spottiswoode Street on the south corners, are exceptionally long. The current recycling bins do not affect car parking. When I attended one of the information sessions I was lead to believe that parking would not be affected and the amount might actually increase. Also to have these Hubs directly outside people's entrances isn't great for those involved. A much better area would be at the south end of the street before the corners. The space could be generated there with a combination of the space released by the moving of the black bins with some reduction in the length of double yellow lines. I have previously complained about the length of the double yellow lines which, compared with those in other places, seem excessively long and which were once reduced in length but then later reinstated.</p>	<p>S1-22 Spottiswoode Street</p>
<p>I write to object to the proposed siting of a communal bin hub outside Morningside Library. During peak commuting times, this bin arrangement will not be shielded by vehicles parked in adjacent spaces as that is not permitted at busy times. Cyclists cycling up Morningside Road will be forced out into the busy traffic stream just at the point where southbound traffic may be taking a wider sweep towards the bins as they pass vehicles waiting to exit Falcon Road West. In this situation cyclists are likely to be squeezed out with consequent risk to life. To introduce such an obstacle at a time when the city is trying to facilitate and encourage cycling is a most backward step and I would ask that such bin arrangements be restricted to the side streets of this busy thoroughfare.</p>	<p>S2-09 Morningside Road</p>
<p>I would like to object to the proposed position of bin hub S2-09. This is a new bin group and is being added to Morningside Rd at Morningside Library. I feel it is an inappropriate place for street clutter outside a significant and beautiful public building. There was a bench outside used by elderly residents and this should be reinstated so one can sit without looking at bins. Morningside is a town centre which needs to be attractive to street activities and public buildings are key destinations and drivers of visits that then feed into the local economy. It seems unnecessary as there is space for bins at the end of Falcon Road West for a second bin hub opposite S2-30. Whilst also bin hubs on Spring Valley gardens are a short walk away. Cycling uphill at peak times the extra space from parking restrictions means cars and buses can pass before the pavement widening at Waitrose. Thus these bins will force cyclists out into traffic 24/7 when travelling up hill.</p>	<p>S2-09 Morningside Road</p>
<p>It was agreed at our last community council meeting that we would ask if it possible to move the bins outside Morningside Library to a side space. Cyclists will find it difficult cycling up Morningside road during busy times if the bins are installed on this section of road. There would be no space left for cyclists.</p>	<p>S2-09 Morningside Road</p>
<p>As a resident of Whitehouse Loan, I wish to raise an objection to having communal bins located as indicated at S2-47 in the planning and transport document. There are already bins around the corner at Thirlestane Road and Whitehouse Loan and Bruntsfield Crescent and Whitehouse Loan which are well placed and are not directly in front of a residence. The proposed bins are right in front of our building and will cause not only disturbance to residents but also increased clutter and litter on the street in front of the building. Given that the buildings nearby should be well served by the previously mentioned bins, I see no reason to include these new ones.</p>	<p>S2-47 Whitehouse Loan</p>

<p>I hereby object to the recycling and glass bins to be placed on Greenhill Terrace. I am a photographer and an Instagram influencer, owner of the popular The Grange Edinburgh Instagram channel with over 10,000 follows https://www.instagram.com/the_grange_edinburgh/ and I can affirm that the recycling bins would be too close to the church which is a B-listed building, therefore will have an impact on the amenity and status of the area. Additionally the bins would be very close to windows of private dwelling, as there is no garden or extra space in between. A location which would be more suitable and would not impact private housing is on Whitehouse Loan for example opposite the football pitch owned by the school.</p>	S2-31 Greenhill Terrace
<p>We would be most grateful if you could consider our objection to the council's proposal to create a bin hub directly outside our house, impacting on our peace and quiet. Our property at 102b Whitehouse Loan is a converted church hall which also opens out on to Greenhill Terrace (formerly 1b) with 3 bedrooms, a living room and a study located looking on to the street, where there is a black refuse bin directly outside, which we have accepted for many years despite noise and inconvenience. We were however extremely unhappy to see yesterday a sign going up saying the council intend to locate a larger bin hub right next to the existing bin which will include a bottle bank and recycling bin. This would impact greatly on our overall peace & quiet enjoyed until now. Our property is directly on the pavement and the proposed bin hub would be located some 3m from our living space. This is quite clearly an inconsiderate choice of location. Do the council believe that the property is still a commercial property? It was formerly an office until 2005 when we converted it to residential.</p>	S2-31 Greenhill Terrace
<p>I'm writing regarding the plan (TRO 21/25) to add more recycling bins on Greenhill terrace. I would like to object. I'm very pro recycling bins and that area around Whitehouse Loan could definitely use more, the existing ones are regularly full. However, the location selected on Greenhill terrace seems unsound. The building, 102 Whitehouse Loan is situated directly along that pavement meaning the new bins will be directly outside peoples windows. For note it doesn't directly affect my flat. Moving the bins further along the street or even just to the other side of the road, both options I would support, would have less impact on the residents as most other houses on that street are set a little way back from the pavements having front gardens with hedges which would provide some insulation from a bin hub</p>	S2-31 Greenhill Terrace
<p>I am writing to object to the proposal to create a large bin hub on Greenhill Terrace. As a property owner at 102 Whitehouse Loan this would impact on me for various reasons. There would be increased noise and footfall in the street and a high chance of broken glass. I assume it may also result in loss of parking spaces which are precious in this area. The area is already well provided for with recycling bins, so I do not feel these are required. I trust that you will reconsider this proposal</p>	S2-31 Greenhill Terrace
<p>I'd like to object the changes proposed in TRO 21/25 Tile 1867 and published in https://pplengagement-hub.co.uk/en-GB/projects/cbrph3s2 These changes cover reduced parking spaces around properties Whitehouse Loan 102 and 102b and the installation of the new recycling hubs on Greenhill terrace adjacent to the mentioned properties. Issues with the proposal:- would reduce already limited parking spaces around building 102 Whitehouse Loan. - create unnecessary noise and street contamination in front of a grade C listed building there's already a recycling point on an intersection of Whitehouse Loan and Thirlestane Road which is being used by the occupants of 102 Whitehouse Loan - new facilities would serve just 102 Whitehouse Loan only - there are no other tenement building in the area, the rest of the streets are 2-3 detached and converted villas with their own recycling schedule - existing recycling point on Thirlestane Road has a lot more space to be extended since the road is much wider - Thirlestane Road has a much wider residents only car park that is not as busy as Greenhill Terrace and Whitehouse Loan and had plenty of space for extending recycling area</p>	S2-31 Greenhill Terrace
<p>I am concerned about the proposed site of a new bin hub on Greenhill Terrace. The main concern is that this is sited directly outside a residential property while there are other options of lesser residential impact very close by, for example Bruntsfield Terr and Thirlestane Road where there are other bins already located. I'd suggest increasing bin options and numbers at current sites would be better than new locations on the roadside directly outside residential properties. These properties are flats so some of them will have bedroom windows directly opposite the new proposed site which could be very antisocial and disturbing for the residents.</p>	S2-31 Greenhill Terrace
<p>As the owner of a flat in Whitehouse Court, 102 Whitehouse Loan, I am joining with other owners, and particularly David and Elizabeth Bowman of 102B, to voice our opposition to the creation of an additional bin hub beside our block of flats in Greenhill Terrace. There is already a single landfill bin there and adequate recycling bins diagonally opposite on the corner of Thirlestane Road against the sports field owned by the Gillies Centre. The pavement has been built out on that corner to accommodate the bins and therefore, if you feel it necessary to add a bottle bank, that is where it should be sited as it would be least adverse to local residents, being near a sports field and near the Purves' undertakers' premises. Badly emptied bottle banks represent a hazard for dogs, of which there has been an increase due to the pandemic, as well as to small children, and food waste bins smell in the summer, especially when so close to residents' windows, as well as encouraging flies.</p>	S2-31 Greenhill Terrace
<p>We have just seen a bin hub notice go up on the lamppost outside our bedroom windows.</p> <p>These bedrooms/study are already heavily impacted by the one bin there, the lid of which thumps shut frequently during the night as well as daytime,*impacting both nighttime sleep and daytime concentration*, ie the right to quiet enjoyment of our home, and your proposals significantly increase this detriment.</p> <p>The bedroom/study closest (all are around 3 metres from the existing single bin and any projected bins, two on the same level and master bedroom above) is already overrun with mice - we have recently had to throw out a significant amount of clothing from the wardrobes & drawers there as well as bedside rugs. These rooms are on the opposite side of the house to the kitchen, which does not have the same issue, and therefore it is reasonable to suggest proximity to the dumpster bin is the cause.</p> <p>We are also concerned because the existing bin outside a recessed wall with our windows has created a hidden enclave for young people doing drugs and truanting school children. A longer run of bins in this street basically creates a litter-strewn alley of danger, impacting on my personal security going out with our own bins and making it difficult to access my own back door feeling safe. Were any of these bins to be glass bins, it would become unliveable.</p> <p>*Furthermore, we see no reason why a line of bins for further capacity could not go alongside the stone wall from Thirlestane Rd to before the Gillies Centre, facing across the wide quiet route from the undertaker's car park and along the length of the high blind stone wall enclosing the school football ground* where it would not have the same residential impact and where it is quiet & easy to cross*</p> <p>We wonder if perhaps, in making your plans, you have thought our house (old church hall & brick link building, adjacent to neighbouring converted church flats) is still commercial property, which it has not been since 2005, sixteen years ago??</p> <p>(We have already been impacted by, for example, a rented Spaces for People supply van being permanently parked outside our house, blocking what light there is to the ground floor for a full year now. For many people, this is the only place where they can park to allow elderly people & children to visit the dentist opposite.)</p> <p>I would appreciate your acknowledgement of, and constructive response to those relevant points I raise above. This is my own letter; I believe my husband is already contacting you separately.</p>	S2-31 Greenhill Terrace

<p>There are various reasons for this objection.</p> <ol style="list-style-type: none"> 1.We have not been consulted about this proposal. We believe we should be. 2.No need for these additional bins has been provided. 3.We do not experience overflowing bins in Mardale Crescent. 4.Mardale Crescent is a short street, opposite Napier University, and there are residential properties on only one side of the road. Currently our rubbish is satisfactorily disposed of by three large bins spaced along the Crescent. What your drawing (attached) does not show is what is what also on the street - in the attached photograph - a row of recycling bins outside Napier's fence which are used by all residents for recycling paper, plastics, etc.. I attach a map (p 13) which shows the location of these 5 bins marked in red. 5.The current bin outside no 28 is on a blind corner, which presents traffic safety concerns. 6.The pavement outside nos 28/30 is narrow. Extra bins would impede access to front doors. 7.Bin hubs encourage poor recycling habits, create bin clutter, attract fly tipping, take up scarce parking spaces and are unsightly. 	<p>S3-15 Mardale Crescent</p>
<p>The reasons for my objections are as follows:</p> <ol style="list-style-type: none"> 1. There is a busy carpark opposite, which is in constant use. 2. There is a bike storage shed opposite, which is also in constant use. 3. The proposed location is located on blind corner, which already presents significant road traffic safety concerns. The likelihood is 28 Mardale will become a recycling destination and cars will double park making issues worse. 4. There are more suitable nearby locations that are not located directly outside a busy main door. 5. We already have a large recycling facility in Mardale Crescent, located at Napier University, which is poorly maintained. The amount of glass on the floor is a major safety hazard and it has become a general dumping ground and I honestly don't see how it's going to be any different! 6. In general, food waste recycling is poorly managed by all and will only attract vermin. <p>The issue is people just don't care and will dump anything and everything all day every day! I believe the proposal a poor solution to a serious problem and will only create anxiety and distress for the residents who'll need to constantly clean up the mess.</p>	<p>S3-15 Mardale Crescent</p>
<p>I'm writing to object to the installation of the proposed recycling facility to be located outside of 28 Mardale Crescent – Location Reference S3-15. The reasons for my objections are as follows:</p> <ol style="list-style-type: none"> 1. The bin hub comprising of 6 bins is less than 4 meters from our living room and bedrooms and two meters from my front garden. 2. There is a car park opposite, which is also in constant use. 3. There is a bike storage shed opposite, which is also in constant use. 4. The proposed location is located on blind corner, which already presents significant road traffic safety concerns. The likelihood is 28 Mardale will become a recycling destination and cars will double park making issues worse. 5. The existing household bin is constantly being used for trade waste and is a dumping ground and I am constantly tidying up other people's waste. 6. These bin hubs are subject to graffiti tagging and are damaged and never repaired. 7. There are more suitable nearby locations that are not located directly outside a busy main door and my home. 8. We already have a large recycling facility in Mardale Crescent, located at Napier University, which is poorly maintained. The amount of glass on the floor is a major safety hazard and it has become a general dumping ground and I honestly don't see how it's going to be any different! Why can't the council look at this site and improve the facilities here as it is contained and away from people's homes. Where is the harm in walking to the existing recycling hub. 9. In general, food waste recycling is poorly managed by all and will only attract vermin and emit fousl smells. <p>The issue is people just don't care and will dump anything and everything all day every day! I am appalled that the council believes this type of waste management is appropriate for any street in the city, this solution to a serious problem will only create anxiety and distress for the residents who'll need to constantly clean up the mess. I don't believe the council have considered the locations of these new Hubs with regards to all of the above.</p>	<p>S3-15 Mardale Crescent</p>

<p>I'd like to raise my objection to the proposed recycling hub that is meant to be located at 28 Mardale Crescent.</p> <p>1) Safety Concerns: 28 Mardale Crescent is a blind corner for drivers - there have been incidents of two cars bumping into each other at that corner - with cars parked on both sides, a busy car park in front of the building it is not a good location for a recycling hub - there are more convenient, less dangerous locations in the area.</p> <p>2) We already have a large recycling hub nearby: Building on the latter point, there is a very large (probably the largest of all Bruntsfield) recycling hub near Napier university, it is just 100 meters away. The current proposals do not seem to take these into account.</p> <p>3) Rodent concerns: We have rodents, we see them on a regular basis, and also find dead mice regularly. Adding several recycling hubs will only add to how easily they spread around the city. Our area is already bad for rodents, please do not add to this issue. I am all for recycling, but rodents bring health and safety concerns that cannot be ignored, especially at a time when health services are already struggling.</p> <p>4) Strong inconvenience to local residents: There is a poor track record in keeping the Napier recycling hub clean and tidy, and glass free (again a safety concern). This results in rubbish being spread, unwanted smells and noise. We have a neighbourhood with decent size and well maintained front gardens (that also happened to be south facing) that our neighbours used on a regular basis. It is an unnecessary inconvenience to local residents (some of them having lived there for over 20 years) to bear the inconvenience of the recycling hub (adding rodents to this as well).</p> <p>5) Maintenance of the already recycling hub: As an immediate measure towards efficient recycling in Edinburgh, I would like to see the existing hubs be better maintained and emptied on a more regular basis. It seems more costly to add recycling hubs than ensuring the ones we already have can be used and cleaned properly.</p> <p>6) Food recycling: I am all for food recycling, but those bins are overly dirty (handles might help), and therefore are unhygienic to touch. Before adding more of those bins, please make sure they can be used safely by residents. Also that they do not encourage vermin to spread.</p>	<p>S3-15 Mardale Crescent</p>
<p>I wanted to formally object to the placement of recycling bins at 28 Mardale Crescent. The current communal bin is an eyesore, in disrepair, vandalized and is not emptied frequently enough. I have concerns that recycling bins will be the same but attract more waste and mess on the street. Potential issues with rodents due to the no doubt poor maintenance and emptying as well. The current recycling bins located at the rear of Napier are emptied infrequently, have rubbish strewn on the street, broken glass etc. having this outside our flats is not the answer unless the council properly maintains, cleans and empties the bins at frequent intervals - which won't happen due to the squeeze on budgets. <u>We used to put crates out which were picked up but this was stopped for financial reasons, but that avoids the issues you will create for residents by putting huge bins outside.</u></p>	<p>S3-15 Mardale Crescent</p>
<p>1. SAFETY: More bins in this location would be dangerous for several reasons: (a) 28 Mardale Crescent is located on a blind corner. The road is very narrow and there is a busy car park at Napier, opposite. Owing to the current lack of spaces (made worse by the existing refuse bin and cycle storage), delivery vans, bin lorries, etc., routinely double-park, creating a bottle-neck and risk of collisions. This situation would be made far worse by additional bins taking up more space. (b) There would be a particular risk to pedestrians (especially children) crossing at this location, as well as cyclists using the cycle storage opposite, as the bins would obstruct the view of/from approaching cars. (c) Locating a glass recycling bin here would lead to broken glass on the road and pavement (as occurs at existing nearby recycling points), which is a particular hazard for pedestrians, and increases the risk of punctures for cyclists.</p> <p>2. MICE/RATS: -There is already a rodent problem in the area (evidenced by the many traps located on the nearby Napier campus and frequent Rentokil visits); locating a food waste bin immediately outside a residential building would attract rats, etc., creating a health risk.</p> <p>3. NOISE: -Residents are frequently disturbed late at night by people depositing large amounts of glass into the nearby recycling bin outside the Napier building (despite this being located on the opposite side of the street and screened by trees). Having a glass recycling bin immediately outside the building would lead to significant noise disturbance for residents.</p> <p>4. LACK OF NEED: -There are already more-than-adequate recycling facilities located at the back of the Napier building less than 100 metres away, which do not seem to have been taken into account in the plans.</p> <p>5. MORE SUITABLE ALTERNATIVE LOCATION: -Rather than placing additional bins on a blind corner and creating an unnecessary hazard to residents, a better alternative would be to increase the number of bins at the existing recycling point outside the Napier building, and/or add a food waste bin at that location.</p>	<p>S3-15 Mardale Crescent</p>
<p>My concerns are: -This is already a busy residential street with traffic to and from Napier University including a car park -The suggested location is a blind corner with many large vehicles already using this road frequently -The bins are less than 8 feet from the front tenement door and given this will also include food recycling this is a worry for rats, foxes / constant odours -There is already an allocated recycling location on Mardale Crescent – can these bins be added to this existing area? If not, what's the rationale? -Having lived here for over 8 years, I have noticed the recycling frequently overflows and items are left next to the overflowing bins. What guarantee is there, this will not happen in the new location particularly with food waste? And, fly tipping? -What processes are in place for the maintenance of the bins? I ask as the existing refuse bin was broken for over 1 year before recently being fixed -The pavement itself will be impacted with irresponsible disposal of waste Please can you clarify given the impact on the residents of 28 Mardale Crescent, why we were not contacted individually? I'd appreciate some additional thought being given to this proposed location and other options being considered.</p>	<p>S3-15 Mardale Crescent</p>

<p>Yesterday, I watched a fire engine become 'stuck' at exactly the spot earmarked for 6 communal bins. The curve of the road, followed by a right-angled corner with parking on both sides of the road, makes manoeuvring a large vehicle, such as a bin lorry, problematic. Much better to regularly empty the existing recycling bins at Napier University at the head of Rochester Terrace. In addition, Mardale Crescent only has houses on one side, and they are not all tenements. 28 Mardale Crescent is at the west end of the crescent, blocked by Napier's car park on one side, and by the backs of the houses on Napier Road, the meagre footfall is mainly students and children. Most people go east, to the shops and cafes of Bruntsfield, so for convenience would like their recycling en route, such as at the facility at Napier, already described. A set of unused bins at 28 would not represent value for money, and would leave a considerable hazard, if it was used, of broken glass and potential rat problems. Children need a safe route to school. The Napier facility is sited for convenience, and services a corner well-used by the surrounding streets though the university has its own bins within its grounds as well. Are you aware of this facility? It doesn't feature on the council website. At the very least, site the bins within Napier car park where the noise, smell, and debris won't cause householders a headache. Best of all, appreciate that the existing bins are widely used, and work for the neighbourhood. There is no need for more of them in the position you have chosen.</p>	S3-15 Mardale Crescent
<p>I found it hard to find the plans for the proposed new bin hubs for my street, Mardale Crescent. They don't feature on any of the tiles, and you have to search through the S3-1 pdf to find the placing of a new bin hub outside 28 Mardale Crescent. There is a black bin at present. The bin lorries find it hard to access because of the mixed meter and permit holder parking on either side of the road. I notice that the bike hangar is not featured, nor is the fact that traffic comes from many directions, including through Napier Car Park, creating a clear hazard for pedestrians trying to cross the road. There are many children who walk to school, and the sharp corner with Merchiston Crescent, combined with the blind 'dip' into Mardale would make bin collections an obvious danger. At the moment, the bin lorry frequently blocks the road, because there is not room for a car to pass if the parking is occupied. In addition, there is a more than adequate set of recycling bins at the back of Napier University, also not marked on your map. They don't appear on the council website either but are within easy walking distance, on a convenient route to the shops. The bins are tall, another danger when placed on the side of the road where people live because they obstruct the view of traffic. That small stretch of Mardale Crescent is a known danger spot, and more bins will add to street clutter. The opposite side is the car park of Napier, and much more suitable for siting bins. Food waste is recycled in my tenement, no 28, by use of compost bins in the back green, and at tenants' allotments. I imagine many tenants further down the road use a similar system. A food waste bin would itself be a waste, particularly as there is a handy one at the end of Blantyre Terrace, the adjacent street, on the way to shops. Please reconsider the site of this bin hub. It would be better if they were placed on the opposite side of the road, beside the bike hangar, with the loss of a single parking space. I know from the experience of fighting for the bike hangar that there is a real lack of local knowledge, and I can only suggest that you visit while the bin lorry is attempting to empty the black bins. If they don't do it before 8.30am, when the parking starts, they create a hazardous situation for pedestrians, cyclists, and other road users. Three glass, and three mixed big recycling bins are available within 25 yards of 28 Mardale Crescent, and are even nearer for other houses on the street.</p>	S3-15 Mardale Crescent
<p>Hi I would like to object to the proposal to put waste bins outside next to the pavement at Merchiston Crescent. This is a double yellow line area on a corner which cars frequently use as a turning circle, it makes little sense on the grounds of road safety to put the bins here. I would say also that in the interests of smell and hygiene another less populated area perhaps within Napier could easily be found.</p>	S3-20 Merchiston Crescent
<p>I would like to object to the placing of bin hub reference S3-20 which is placed outside properties 59 and 51 Merchiston Crescent. I primarily object on safety grounds: the junction between Merchiston Crescent and Spylaw Road is a common crossing point. The bins will obscure the sight lines at this junction for pedestrians. There are currently double yellow lines for the majority of the space demarcated for this bin hub for this reason. More generally I object to the presence of a food bin; my experience of these is that they create odour, and so we will lose the amenity of our front gardens during warm weather. I would propose that the bin hub is moved across the road and to the largely unused parking spaces at the top of Spylaw Road, or further round Merchiston Crescent on the side of the road opposite the flats. These locations do not obscure the sight lines and are adjacent to a tall garden wall and so will have far less impact on the residents.</p>	S3-20 Merchiston Crescent
<p>I would like to formally object to the proposal for the bins S4-52 directly outside 33 Gibson Terrace on the following grounds, access to building (bins are directly in front of main tenement door, affecting all residents including a pram user), and the smell that this will bring being directly outside of the main door. Please consider moving away from main entrance.</p>	S4-52 Gibson Terrace

As an avid supporter of recycling and a regular recycler I welcome this project within Edinburgh City, however I would like to formally object to the overall proposal of the Bin Hub S4-52 located within Gibson Terrace EH11 Edinburgh on page 13 of the following document: S4-1.pdf (pclconsult.co.uk)
 Communal Bin Enhancement – Transport and Environment Committee
 Report dated Thursday 27th February, 2020
 Item 7.5 - Communal Bin Enhancement.pdf (edinburgh.gov.uk)

My apologies for the lateness of my correspondence as I have only just been made aware of the proposal recently, and for the first time. With regards to the above subject and as an affected resident of the area I would like you to consider the proposals as not fit for purpose in its current form. Indeed the whole process appears particularly flawed and weighted wholly in favour of whatever the committee proposes. This directly contradicts paragraph 5.3 which says that each site should be assessed on its own merits. It therefore appears that a 'one glove fits all' approach has been administered and the views of the paying customer never taken into account or even solicited before seeking approval. The paper refers to feedback but there is nothing in the proposals that seeks objections on substantive grounds.

The reasons I personally will be affected are as follows:

- a) Communal Close/Stair/Door Access (16 Residential Properties)
- b) Private Garden Access
- c) Communal Garden Access
- d) Road Access
- e) Noise and disturbance resulting from use
- f) Regional and national transport/road policies
- g) Emergency Service Access
- h) Impact on my safety and security
- i) Restrictions of parking, loading and turning
- j) Disability access
- k) Smell
- l) Significant impact of resident parking

I would like to ask a few questions of the process.

What other options were considered and dismissed? There is reference to this being legislated for. It therefore appears to me that this is about reaching targets at the cheapest possible price. I am aware of other systems nearby where the bins are underground which removes the risk of disease and vermin and is more efficient for noise pollution and the overall look of an area. Has this been considered at all? In paragraph 3.3 it states there is 'a lack of confidence in the communal collection system. What are the reasons for this and what measures were enacted to mitigate this lack of confidence other than the current proposal? There has been particular media coverage recently about the new system in operation in the Marchmont area with images of overflowing bins and a significant increase in the evidence of vermin. The council put this down to staff shortages as a result of the pandemic. While the pandemic was generally unforeseen, what plans are in place to mitigate a recurrence of the issue? I have been a private resident here for 12 years and every year since, also throughout the year I attend to my private garden and the communal gardens to the rear of the tenement building. As there is no other access to the gardens I need the through access of the tenement close for machinery to attend/maintain the trees and to keep this area in a well-kept, tidy and safe place to live. Without access I will no longer be able to do this safely, nor will the contractors that attend to the trees. Residents and I will also have health and safety concerns whilst move furniture, appliances, child prams, wheelchairs etc with the said proposal on the Terrace. As an avid bike enthusiast, I use this mode of transportation to get me around the city and I do store my bike on my private property to protect against theft and vandalism, which has occurred several times over the years. I have also plans to purchase an electric bike and am in the process of getting Electrical Quotes on a charge unit for this within my property, as stated if this goes ahead I will no longer have access from the street to gain access to my property to store my bike. This will have a significant impact on my well-established way of life that impacts my safety, security and mental wellbeing. What makes the proposer think that it's acceptable to have a significant glass collection point beside a residential home and the noise that this will produce at all times of the day and night affecting the quality of sleep and mental wellbeing on the residents, shift workers and children. This would appear entirely contrary to the statement in para 4.9 which asserts that "it will minimise disruption to residents and will improve the streetscape. Can you please provide a list of the numbers of residents and businesses who have previously objected to these proposals in this city and also the numbers of residents and businesses who have asked for this solution to be endorsed and invoked on their communities and businesses? Please consider this a Freedom of Information Act request and the constraints and timescales that the council are applicable. The document refers to asking for feedback via the Traffic Regulation process after the event is approved. The system is therefore flawed. What mechanism has been put in place for the proposers to consider and react to any relevant and constructive objection?

Other points for consideration:

1. Road Junction within 10 metres of the proposed Bin Hub S4-52
2. Restricted pavement access under 2 metres from the proposed Bin Hub S4-52

I'd like to lodge a formal objection to TRO/21/25. Council and Scottish Government policies state that pedestrians should be at the very top of the transport hierarchy. This TRO does not promote that. Many of the proposed bin locations are near junctions and do not appear to provide sufficient setback from the corner radius's to allow pedestrians to cross the road safely

S4-52 Gibson Terrace

All S1, S2, S3 and S4 bin hubs

<p>Yesterday I received an email via the New Town and Broughton Community Council regarding the bin hubs to be emplaced in the N1 parking zone. This was the first time I had seen details of the hub sites and I was alarmed to see that I had only 24 hours to meet your deadline of 3rd Dec for comments. As I have had very little time, I have not been able to visit the sites and make specific comments concerning each hub, however all the following are concerns that I urge you to consider.</p> <ol style="list-style-type: none"> 1.The impact of the bin clusters on visibility for pedestrians, cyclists and vehicle drivers. I continue to see examples of existing bins on double yellow lines at the ends of streets. This is, to me, presents as a dangerous situation. 2.Accessibility for residents carrying garbage bags, cardboard, food waste (are there trip hazards, steps, traffic?). 3.Access to man-holes, hydrants and in-road services. 4.The dangers presented by uncontained, fly-tipped waste around the bins (a regular occurrence around existing bin hubs). These dangers include: paper and cardboard blowing into, or being sucked into traffic by the slip-stream of passing vehicles, broken glass and dumped household items around the bins. I enclose Picture 1 as one of many recent examples of fly-tipping around bin hubs in the New Town. 5.Poor maintenance: I regularly see existing communal bins with broken or missing lids. Broken bins present a danger to the users and provide access for gulls and vermin, leading to further street debris. 6.Carelessness when emptying the bins: I have seen occasions where existing communal bins have been emptied but left in a dangerous position. Picture 2 shows a bin having been left at an angle, resting on some fly-tipped cardboard. I saw this bin wobble as a bus went past. 7.Loud noise pollution when emptying the glass bins. I suspect that some of the hubs are very close to residents' bedrooms, especially in lower/ground floor apartments. 8.The impact on traffic flow of having extra waste trucks in the roads. I note the council promises to empty bins every two days. As there are four types of rubbish, this means two trucks per day visiting each hub. 9.The visual appearance of the street-scapes, particularly where there are iconic buildings. 10.The loss of parking. <p>I am strongly opposed to the council's decision to emplace bin hubs across Edinburgh, especially in streets with iconic, heritage architecture. They are a magnet for fly-tippers, they get broken, dirty and abused by graffiti taggers. Like many residents, I see little wrong with the existing waste management system (gull-proof bags in my area), and the reasons given in support of the change seem very weak to me: the issues with the bin hubs described above far outweigh the benefits as I see it. I believe that, had the council consulted with stakeholders at an early stage, raised their concerns with the existing schemes in an open and honest manner, a far better, mutually acceptable, waste management process would have been discovered. I have repeatedly requested the council to put a hold on the bin hub roll-out and undertake a proper consultation process, with all stakeholders. I would like to repeat this request here.</p>	<p>All S1, S2, S3 and S4 bin hubs</p>
COMMENTS	LOCATION
<p>TRO/21/16 covers changes to waiting and parking restrictions across Zones N1 to N5 to allow for the installation of new communal bin hubs. Part of the Zone N1 falls within the area covered by the New Town and Broughton Community Council (NTBCC). We are therefore providing comments only on the streets within our area. These comments are shown below by proposed bin location</p> <p>N1-07 – Elm Row. This bin is located in an area that is being redesigned for the Trams to Newhaven project and will not be suitable once the work is complete. It is currently barriered off. We suggest that you contact Trams Team to discuss the correct location for this and other bin hubs that fall within the location covered by the Trams project.</p> <p>N1-24 - Broughton Road. Bin hub is located on opposite a bus stop adding to the congestion on this street, which is already narrow for the traffic including buses using it. It is suggested that an alternative location is used for the bin hub.</p> <p>N1-26 – Broughton Road. This bin hub is very close to a road junction reducing visibility and additional congestion. Has any road safety assessment been undertaken of this and other bin locations close to junctions to confirm their suitability?</p> <p>N1 – 29/32 –Broughton Road. These two bin locations are directly opposite on the roadway creating a significant pinch point which will add to congestion on this busy road that will adversely affect the flow of traffic including buses. Has any traffic management assessment been undertaken to justify this configuration of bins especially on busy arterial routes?</p> <p>N1 – 32/33/34 – Broughton Road. These bins appear to be much closer together than the parameters issued by the Council would require. Again the presence of these three large bin hubs on the same side of the road in close proximity will adversely affect traffic flows including for buses. Has any traffic management assessment been undertaken to justify this configuration of bins especially on busy arterial routes?</p> <p>N1 – 45 Bellevue Terrace. This bin location is on the side of the road beside the homes it is intended to serve but it is in an extremely exposed site and on a slight camber. There have been reports of bins being blown across the road into parked vehicles. It is suggested that the bin hub be moved to the other side of the road besides the railings, which would be more secure and reduce the nuisance caused to residents. Given that there is very little traffic on this side street we do not consider that this change would add significantly to the risks for people disposing of their rubbish.</p> <p>N1- 46/47 – Melgund Terrace. These two bin locations are directly opposite on this street creating additional restrictions for traffic. It is also surprising that that two bin hubs are required on such a small street. As a result there will now be 12 bins where there are currently 4. Are the two hubs being provided due to demand or to satisfy the parameter that residents should not have to cross the road to dispose of their rubbish? If the latter, it is suggested that residents on this street and others where the same issue is driving the provision should be contacted directly to get their opinions on whether this is in excess of their needs</p> <p>N1 – 98 Rodney Street. The bin hub is located in a segregated cycle path installed under the Spaces for People team and currently being considered for an ETRO under the Travelling Safely programme. We suggest that you contact Active Travel Team to discuss the correct location for this and other bin hubs that may be located in the current and proposed cycle paths</p>	<p>N1 - Various locations</p>
<p>I have been looking at your maps on the bin hubs website for Broughton/Inverleith etc - existing and proposed - and they appear to be identical. They do not indicate where the bin hubs are to go at all. Also, since they have no 'legend' to help interpret what is meant by the colour markings, they are fairly meaningless. Please advise.</p>	<p>All locations</p>
<p>First may I say that I'm very happy to see that the current bin scheme is being continued. I feel that this is a very strong and positive aspects of living in this part of Edinburgh. Not having to worry about bin collection days, or storage of bins in between, definitely improves quality of life. For Tile 1275 it's hard to understand why the new bin locations are adjacent to the flats when they could be located adjacent to the bowling green. Locating them by the bowling green would be of benefit to parents with small children or those with mobility issues having to exit and enter or load or unload private vehicles. There would also be a small added advantage in slightly reduced noise during emptying of the bins.</p>	<p>N3-07 Comely Bank Terrace N3-06</p>
<p>I am writing on behalf of my constituents, Mr & Mrs Bowman, who live at 102B Whitehouse Loan immediately next to the location of a black general waste bin on Greenhill Terrace. Their house is at the rear of the 102 Whitehouse Loan and looks out onto Greenhill Terrace. They are concerned about the possible siting of a bin hub next to their property as a bin hub notice has been posted on a lamp post outside their bedroom window.</p> <p>TRO/21/25 shows a reduction in the parking bay and replacement with a yellow line on Greenhill Terrace immediately outside their bedroom window. Mr & Mrs Bowman have submitted objections to the TRO/21/25. The purpose of my writing is to seek an explanation of what is proposed. Please can you explain your plans for the location of bins in this area? There are currently two DMR bins, a food waste bin and bottle bin at the south west end of Thirlestane Road and a black general waste bin outside 109 Whitehouse Loan, as well as the single general waste bin on Greenhill Terrace, as noted above. Do you plan to create a bin hub at the south west end of Thirlestane Road? Do you also plan to create a bin hub on Greenhill Terrace? If so, will this include a bottle bin, a food waste bin and two DMR bins, as well as the general waste bin? Have you considered simply relocating the black general waste bins, currently outside 109 and 102B Whitehouse Loan, with the other bins at the south west end of Thirlestane Road? Alternatively, there is a commercial property on the southern side of Greenhill Terrace, opposite the Bowman's house (W. Purves Funeral Directors), and there is space to locate bins there instead. If your proposal is to create a bin hub directly outside the Bowman's house, it would significantly impact on their peace and quiet and enjoyment of their property. They have 3 bedrooms, a living room and a study looking on to the street.</p>	<p>S2-31 Greenhill Terrace</p>

<p>Our home has no connection whatsoever to either block of flats and we have no use for the line of bins as ours is a private residence. Regarding the 60 meter distance, why shouldn't the bins be located just past the beginning of Greenhill Terrace directly beside the Whitehouse Court flats and well within the walking distance set out for the users at Greenhill Court?</p>	<p>S2-31 Greenhill Terrace</p>
<p>I have been looking at the new bin hub maps for the Millar Crescent and Millar Place areas of Morningside. I have a question. At present there are about 8 communal bins at the south end of Millar Place. These are used particularly by residents of 35 Millar Crescent and 6 Millar Place. These are not shown on the map. Does this mean that they will be removed and not replaced</p>	<p>S2-42/43 Millar Place</p>
<p style="text-align: center;">COMMENTS SUBMITTED LATE</p>	<p style="text-align: center;">LOCATION</p>
<p>I have just been alerted to the above proposal by a neighbour. Having now viewed the proposed location of the communal bin, on McDonald road, specifically the group of bins located outside 81/83/85 McDonald Road, I wish to lodge my objection, on the following grounds: Location is detrimental to our family's health and well-being. Current proposals intend to house 6 bins directly outside our property. I have absolutely no desire to live beside a bin! It's depressing. Loss of vital Parking Spaces Parking is already extremely difficult on McDonald Road. New flats have already gone up in recent times, increasing the pressure on existing spaces. Residents, already struggling, will be unable to park on McDonald Road. Location is dangerous as it is directly next to a traffic calming measure The proposed location will impair visibility for drivers trying to park/drive off. It will also block pedestrian's view of on-coming traffic, when attempting to cross. This is even more dangerous when one considers the number of young children in the area, walking to/from schools or going to play in the park. Having a stationary bin lorry at this particular point, will also block the flow of traffic, causing unnecessary delays. Increase in noise and air pollution. <u>Having bins directly outside our flat will undo</u></p>	<p>N1-04 McDonald Road</p>
<p>1. The bin proposal will be in proximity to the traffic calming measures already in place and will significantly impact on pedestrian and road users safety especially when being emptied. Given the road is narrower at this point, a lorry emptying bins will be another obstacle for pedestrians and road users and presents a major safety concern. 2. The proposed bins location will also further reduce parking on this side of the street and be an obstacle for the disabled parking space that will be left. 3. The environmental impact of putting these bins outside the front doors of 81-85 McDonald Road- this will increase litter, noise and smell on the tenements in proximity.</p> <p>There are plenty of other areas these bins could be located and further investigations would provide a much better outcome than the current proposal. Perhaps a revisiting of the street with a view to the safety and environmental concerns raised here would be both beneficial for residents and the council.</p>	<p>N1-04 McDonald Road</p>
<p>Though the initial query is about the position of bin hub N1-04 my query was over the organisation of the whole bay at this section of McDonald Road. At present there are two permit parking spaces, a disabled bay and a couple of bins. The new bin hub will essentially do away with the two permit bays, leave the disabled bay as is but also leave a dead area beyond the disabled bay which will be protected by a single yellow line. That space is where the existing bins have sat. My query is could some reorganisation of the total bay manage to achieve a solution that loses the dead space, keeps a disabled bay, accommodates the bin hub and maintains one permit parking space? Although traffic orders have bounced this over to you I wonder if there needs to be dialogue with them to see if one of the permit bays can be kept?</p>	<p>N1-04 McDonald Road</p>
<p>Many thanks, once again for the e.mail you sent me in December last year. Please accept my apologies for the late reply , which was due to a period of ill health. Your e.mail offered me the chance to voice an opinion on the proposed Bin Hubs for certain areas of Edinburgh.</p> <p>It looks like this project is well on It's way, so there is probably very little I can say at this stage. However I think that there might be points relevant to the street I live in. Bellevue Road is in an unusual situation. Not unique in Edinburgh, but unusual in that it is made up of two types of housing. On one side are tenements and the other is villa type housing. On reading many council documents over the last 20 years I'd say that communal bins are aimed at tenement dwellers. I've tried in the past (in vain) to have this verified by councillors, but reading the document you kindly attached to your e.mail it looks like it is verified.</p> <p>If this is indeed the case, and the Bin Hubs are installed, it is absolutely VITAL that the NON TENEMENT dwellers are made aware of this and it should be pointed out that using these bins, both landfill and recycling amounts to fly tipping. Non tenement residents include Bellevue Road , McDonald Place, Annandale Street and West Annandale Street. Non tenement dwellers use the current bins on a daily basis and are probably the worst offenders for household items at the side of the bins hoping the Bin Men will uplift it.</p> <p>If the above is not correct and the bins are to be a free for all, then please put some of them on the other side of the street. I don't know if it's a council officials task to inform citizens, or is it councillors ?, so I've copied the relevant councillors in.</p> <p>I wonder if during the consultation, was the financial aspect of the installation of Bin Hubs taken into account. For example, what was once perhaps a fairly desirable city centre residence could now have a complete eyesore on It's doorstep, which has to reduce the selling price. Was consideration given to altering the rateable values of houses in close proximity to Bin Hubs due to severe lack of amenity ?</p> <p>If the project does go ahead in Bellevue Road the best positions for Hubs is at either ends of the street and in the middle on the corners of Bellevue Road and Annandale street, where there would be much less of an eyesore</p>	<p>N1-15 - Bellevue Road</p>
<p>At the moment the main bin/recycling hub is across from #1 Eildon street on the southside. When the recycling hubs were first brought in a few years ago now, the green and purple bins were actually placed on the northside. It did cause some problems with creating blindspots for drivers however the main issue you won't be aware of is that the top part of the street becomes a wind tunnel in blustery weather. Within a few days of arriving the bins blew over onto the sidewalk. Luckily not hitting anyone but the glass bin smashed its contents everywhere. Myself and some neighbours righted them and I cleared the glass best I could. However over the next 2 weeks this happened 3-4 more times, including one of the local dogs being injured with glass in paws as everytime they fell the glass bin shattered its contents across the pavement. Myself and some neighbours then pushed the bins across to the southside as we felt this couldn't continue and someone would get seriously hurt. I did email CEC to explain why this had been done but never had a reply. I also made a large sign on the bins to explain to the binmen why they had been moved, and one day managed to speak to them about it - they were fine with the new location as they hadn't realised they were regularly blowing over.</p> <p>I just wanted to let you know about this safety concern as you won't be aware of the wind issue at the top of the street that we get on the northside. The bins are sheltered from it on the southside by the building on inverleth row. We were lucky no bin ever hit a person on the pavement or caused more glass injury, especially as a number of young children live at this end of the street. I do hope you will consider this when placing the new hubs (again, this is just in regards to hub at #1 Eildon Street).</p>	<p>N2-15 Eildon Street</p>

<p>I'm not sure if this has been put forward, (perhaps it has by another individual) however it would seem the location (as attached) being a possible option would make more sense, certainly from a hygiene and safety point of view.</p> <p>My concern at present is that the location you currently propose sits right at the door of a communal stair, which as per my previous email is the underlying issue for mice, and causes case for items restricting access to the door. Some of the items left in the last 3 months, have not only obstructed access to the block but have been far from safe. Large Wardrobes, Washing machines just a few items that have been dumped here. We have even seen a chest of drawers nearly 6ft in height..</p> <p>The attached images, clearly present a possible location for the planned (hub). The advantage of this location, is that it does not sit in front of anyone's door, sole or communal, nor does it restrict access in any way from a residential perspective, which in truth is the most important aspect of all of this.</p> <p>Seemingly your team currently believe that the the location attached, is suitable for the placement of communal bins, especially given that there are the same number of bins located here as at number 6.</p> <p>I would ask that you strongly consider this proposal. I can promise you, as an owner of one of these flats, the current set up outside number 6 is not viable and must be reconsidered fully, due to the many issues we are seeing.</p> <p>I would reiterate that the residential aspect here should be the key consideration as I believe many other residents in other areas face similar issue to that of ours. My proposal would correct this for Horne Terrace and in doing so would not effect other residents negatively at all.</p> <p>The distance is the same, placement is on street not pavement and the option is there for as many bins as required in line with parking.</p> <p>Can I ask you, with regards placement of the hub at number 6, would installation consider proximity of the bins to the main door. The largest issue stems from how close the current bins are to the door.</p> <p>Would it be so that the the general waste bins could positioned furthest away from the main door, i.e between 5&6 away from both doors?</p> <p>I attach an image of another possible location, I believe this to be council owned space and so perhaps possible for alteration.</p> <p>I understand bins could not be placed on the road, though there is plenty of space for the hub/bins to be 'housed' and safely as well.</p> <p>Let me know if this can be considered.</p>	<p>S3-12 Horne Terrace</p>
<p>Opposite number 8, Mardale Crescent, EH10, is a set of six regularly used and emptied recycling bins. They cope admirably with the needs of the street. Although they do not appear on the council's interactive map, on the rare occasions, such as New Year, that I alert the council because they are full, they are then quickly emptied. Why then, are you siting a set of six bins outside 28, Mardale Crescent, EH10 5AG? The street only has houses on one side and the recycling provision is more than adequate. Householders also have the option of recycling bottles and soft plastic at the local Tesco at Holy Corner, easily within walking distance, and the extra set of bins seems an astounding waste of money which can only encourage fly tipping.</p> <p>Your environmental policy seems to have been delivered without local knowledge of any sort. I was reminded of my quest for a bike hangar. The council map had chopped off the end of Mardale Crescent, was out of date as regards parking spaces, and the officer in charge had not seen the streets in question so didn't realise there are only houses on one side, the other side is the car park of Napier University. The footfall is so low, that an additional recycling hub is simply unnecessary. The householders in my tenement have all lodged complaints and concerns about the proposed hub, but the council seems unable to listen. Please would you reconsider the 'one size fits all' approach, and be sympathetic to the differing needs of different areas? This is the moment for our councillors to be acting for residents, not against them.</p>	<p>S3-15 Mardale Crescent</p>

Dear Councillor Johnston

Many thanks for your acknowledgement of my last email and thank you for forwarding on my query about the planned location of a bin hub over the entire frontage of our ground floor flat in Fowler Terrace. Again, I must say at the outset that I believe recycling rates should increase (and as a household, we already recycle over 70% of our waste). We also currently live with a black wheelie landfill bin outside our home and probably would not have been too concerned with some of the black wheelie bins being replaced with mixed recycling bins and perhaps additional food/glass points on nearby more neutrally sited recycling areas, not immediately outside people's homes. I am raising some additional queries/points because I have now spoken to several neighbours, carried out more research and I have also raised the issue with our local North Merchiston Community Council. It was interesting to hear that the Community Council members and my neighbours were mostly unaware about the details of the Communal Bin Review (CBR) project and what it will mean for, not only my own household, but for most communities across Edinburgh where there are tenements or other terraced flats. This indicates that the City of Edinburgh's (CEC) communication/stakeholder engagement has, to date, been wholly inadequate. I have since found out that any 'engagement' events that were held prior to the end of 2021, were mostly advertised via social media which disenfranchises many citizens, especially older residents or those who cannot access technology/social media. I understand that since waste collection is a statutory duty there strictly no legal requirement to even inform us of what is happening, but it is best practise. No leaflets or letters, prior to approval of the proposals, were sent to us informing us about these changes, how to offer feedback, comment or raise concerns. Any neighbours I have spoken to only saw (as I did) a single small poster saying new bin hubs were on their way but no hint or indication of the scale of the changes. Here is a quote from a very recent leaflet (which Cllr Adam McVey posted to his Twitter feed- I now check social media, even though I am not a big user!). The leaflet I believe is designed for areas where the hubs are currently being rolled out (Leith, Pilrig etc) – we certainly have not received them yet, since the roll-out here is scheduled for summer 2022 onwards. "We're creating designated bin hubs to keep communal bins neatly and safely in one location on your street, or a nearby street. Each hub will have a range of recycling bins. There'll be bins for mixed recycling, food recycling, and glass. There'll also be bins for any waste that can't be recycled" This is not true – according to the plans for the Communal Bin Review, the bin hubs will be in multiple locations on most streets, not one and they will be directly situated outside people's homes. Existing recycling points will disappear entirely and be replaced with the new bin hubs. Most of these bin hubs will comprise of 2 x landfill wheelie bins (1,280 ltr each), 2 x mixed recycling wheelie bins (1,280 ltr each), 1 x glass recycling bin and 1 x food bin. The food bins will be bolted to the ground. The new hubs will sit on roadsides directly outside people's homes and, I understand, will either be up to 8 concentrated bin hubs, sitting directly outside homes, it raises different hygiene, safety, noise, and pest control issues from the current communal bin arrangements. The rolling out of the hubs will also reduce much needed parking spaces (for permit holders and others) who need to use cars. I have several queries: Planning Process o The communal bin hub information (www.edinburgh.gov.uk/communalbinreview) suggests that the council has permitted development rights in relation to the creation of the recycling hubs. However, considering potential environmental impact to those directly affected, why was the planning process not used, as it would have given affected residents the opportunity to be consulted at the outset. o The proposals only seem to address the benefits of having more local recycling facilities – why does nothing seem to have been done to address local amenity and potential nuisance issues? o Since the planning process was not used, why were those directly affected by the proposal (those who will have bins located outside their homes/front door) not directly consulted? o What are the rights of appeal if you feel that you have been disadvantaged by the implementation of the scheme in the absence of a planning process? o Was the Environmental Health department of Edinburgh City Council consulted on the proposal? If so, what was their response? If not, why not? Noise o Was a noise risk assessment carried out at each proposed location to assess additional nuisance and amenity noise disturbance to residents? Was this carried out to BS4142 standards did this include :- The use of the bins i.e. opening and closing the lids by users of the facilities those users having to take more time recycling over a different range of bins, more users/footfall per hub (serving 50-55 households each). Dumping waste in the bins with particularly high noise impact items such as glass. What mitigation measures are in place to reduce this type of noise? Emptying the bins and the noise impact from the waste collection vehicle particularly engine noise, reversing beepers, and sudden percussive noise caused by emptying the bins and returning them to the street. Proposed time limits on the use and emptying of the bins to protect the amenity of residents from night-time noise disturbance i.e not to be used after 9pm at night or before 7am in the morning. If so, how is this going to be controlled? What times are the proposed for the collection of the waste every other day/every 2 days? Is this going to be limited to normal business hours? If not has a suitable noise impact assessment been prepared? Particularly, if it is intended that collection will take place outside normal working hours. Pest Control o Have suitable pest control plans been prepared for the bin hub sites. Did these include: an assessment of the existing population of pest species specific to each area. :- i.e., Rats, mice, gulls, pigeons, corvids, or starlings. an assessment of local roosts and nests and potential for an increase in pest species at sites? A proactive, preventative pest control plan for each site? General Hygiene Issues o Is there a hygiene plan for the bins ? How often will they be cleansed and disinfected particularly during the summer months. o Will this be carried out at sufficient frequency and with sufficient rigour to prevent the development of a. maggots, b. common flies and c. blue bottle and green bottle o How will the outside of the bins be kept clean and free from graffiti? o What is the maintenance and inspection regime? E.g. replacement of aperture lids etc o How will spillages be dealt with in relation to general litter, food waste (esp. raw meat), glass and potentially contaminated sharps and dressings? o Is there going to be additional, dedicated helplines for these issues and what is a timescale for response (at present there seems to just be a portal for overflowing bin reporting) o How are pets, such as cats and dogs, going to be protected from potential spillages of harmful materials from the bin areas. o How will odour issues be dealt with? General Safety o The Communal Bin Hub information indicate that most of the bins will be wheeled. What are the contingencies of them being wheeled out of place? By severe weather (eg: storms/gales), vandalism or road traffic accidents. o Has consideration/contingency been considered if fly tipping or spillages obstruct pedestrian pathways, diverting them into the road to bypass rubbish/spillages in front of hubs? o If children/teens play in and around the bins – has any mitigation been put in place to prevent injury? Other Issues o Were other measures or concepts considered first? All four focus groups in a Changeworks survey of 2018 (one of the inputs to the Communal Bin Review) drew attention to more and improved communications and making existing bins cleaner and better maintained – but no (or very little) action seems to have been taken on these points. o Was a concurrent concept not considered to run alongside that in Albert Street? Not every Edinburgh Street with tenement/flats looks like Albert Street which has a generally broad thoroughfare, and few, if any, tenements with gardens at the front, and main doors. o Why was a response rate of only 10% in the customer satisfaction survey for the Albert Street concept considered adequate? Perhaps the low response rate was lack of motivation, communication, apathy, or cynicism about whether you would be listened to. Based on last census, Albert Street had a home ownership of around 30%, so perhaps there was not much vested interest for renting residents in replying. o Will CEC financially compensate residents who must pay for mitigation measures to reduce noise, eyesore impact, pest control etc. Finally, CEC has called this an 'enhancement' of streetscape but attached is how the recycling bins tend to look after, sometimes only a few months 'use. These bins (recent photos near our home) received new lids within the last six to nine months and already the aperture lids are broken/missing and they are covered in dirt and grime (and this is only one not six in a row!) I shall be raising this issue with my MSP/MP and continue to keep our community council updated.

Regards.

S4-65/S4-66 Fowler Terrace

SUPPORT COMMENTS

LOCATION

I have learnt of your plans to upgrade bin facilities in our area – I have lived in this area for 15 years. Having reviewed the plans, most of the proposed sites seem sensible and inoffensive. The site N1-58 immediately outside of our own block at 67 Brunswick Street seems sensible, despite losing a parking place it will tidy up the current bin area. I don't understand why N1-56 is not located nearer the kerb, in a space that is currently redundant. Surely this needs to be moved, to save a parking space? However, there is one position that feels really misjudged and highly problematic. I strongly and formally object to the proposed location of bin hub N1-61 on Montgomery Street. This proposed hub will adversely affect both the safety and character of our neighbourhood around this area. This proposed hub (N1-61) – positioned outside 72-76 Montgomery Street – will add to an already congested area where there are 3 junctions all very close together. The proposed position is right next to Brunswick Street Lane and will reduce visibility for the vehicles moving in and out of this space. Already there are bollards and very few places where emergency, delivery, taxis or other vehicles can pull in safely to enable drop-offs or to attend to emergencies. Furthermore the proposed bins are positioned over a street drain in an area that is already susceptible to flooding - which will only be exacerbated by the physical bins and any overspilling rubies. Additionally, and importantly, the proposed hub is in an area of the neighbourhood that has a strong communal feel – with a pretty café that draws people together. It is a natural and currently attractive gathering place for the neighbourhood. It would be such a shame to make this more congested by the bins which will negatively impact the visual ambiance of this area. I am strongly requesting that you move this proposed bin hub to a different location.

N1-58 - Brunswick Street

<p>Thank you for your notice about the new recycling hub waste arrangements for our street, nos. 11 to 19 Learmonth Gardens. As a local resident and public health specialist I am supportive of your proposal provided that the recycling arrangements are managed well. For our part of the street, we have small front gardens which are actively used by residents. The existing bin outside number 15 LG is an environmental hazard and it is helpful that it is being moved. The existing arrangement generates air and noise pollution. The bin is an environmental hazard with many dog walkers throwing dog faeces in and sometimes around the bin. I have to spray disinfectant on the bin so that I can sit in my front garden. I live at number 16. My 91 year old neighbour at number 14 is not always able to sit in her front garden given that the smell from the bin makes her feel nauseous. Ownership of Learmonth Gardens Lane - avoiding future issues. I own Learmonth Gardens Lane with my husband. The new hubs are being located almost at the entrance of our private lane. Unfortunately, bins attract other forms of dumping such that excess cardboard and glass as well as furniture, Xmas trees etc. tend to be dumped beside already full bins. Can you please provide an urgent number and email that we can contact where there is any waste, or glass dumped that migrates to the entrance of or into our lane? It would be best that this is not general public contact information as an urgent response will be required. Being over 60, we are not in a position to remove hazards. Please take this email as confirmation that if any issues arises, such as a RTA in the entrance area of the lane, or in the lane, or a trip linked to rubbish dumped in the lane, or an accident by someone using the recycling hub making use of our lane as a route etc. , that we will hold you liable for any issue arising. We have only had a single incident involving dumping in the lane in the 30 years we have lived here. I am also not aware of any accidents, or health and safety issues arising for local residents in this timescale. Please ensure that your waste management vehicles and recycling vehicles do not obstruct the entrance to our lane, or use the lane to collect materials, or reverse into the lane potentially damaging our signs. Please ask your teams to remove any materials dumped outside of your containers on an ongoing basis. Please let us know how you are communicating the above with your bin teams.</p>	<p>N3-33 Learmonth Gardens</p>
<p>I wish to make a formal complaint regarding the proposal to place two landfill bins ,two recycling bins ,one glass recycling bin and one food recycling bin outside no 4 and 5 Learmonth Gardens. At the present moment there is one landfill bin . Other recycling bins are on the corner of Comely Bank Avenue and Learmonth Gardens where the pavement was widened to house the bins. These bins are not on people's doorstep. This system has worked well without being intrusive. Your proposed plan is highly intrusive to the people who will have the recycling hub on their doorstep. The noise from the glass recycling bin is a noise nuisance on its on. People have a right to live peacefully within the home .I would suggest your proposal of placing a recycling hub outside the front door of people's homes goes against this and does not help with the health and well-being of these citizens and neighbours. Your proposal also does nothing to enhance the look of the street. I strongly suggest you review your proposal and place the hub in an area which is not intrusive to the residents. I would suggest we use the hub at the top of Learmonth Place which is being place against a wall at the side of buildings and not on someone's doorstep. I am hopeful you put the health and wellbeing of the citizens of Edinburgh first and also hopeful that you listen to your citizens.</p>	<p>N3-33 Learmonth Gardens</p>

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Active Travel Measures – Travelling Safely Update

Executive/routine Wards Council Commitments	Executive All 16, 18
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Note the project background and updates included in this report;
 - 1.1.2 Note the feedback received during the recent public engagement relating to the proposed ETROs in Appendix 1;
 - 1.1.3 Approve the recommendations in Appendix 2 to make ETROs for the proposed 18-month scheme trials; and
 - 1.1.4 Note feedback from stakeholders following the public engagement in Appendix 3.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility; Gavin Brown, Head of Network Management and Enforcement

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Active Travel Measures – Travelling Safely Update

2. Executive Summary

- 2.1 This report provides an update on the Travelling Safely programme and includes details of the recent non-statutory engagement undertaken for the proposed introduction of Experimental Traffic Regulation Orders (ETROs) over an 18-month trial period and makes recommendations for scheme trials. The report also provides a summary of the proposed monitoring and evaluation programme due to commence during the statutory six-month consultation period.

3. Background

- 3.1 In 2020 and 2021, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). The Transport and Environment Committee has been regularly updated on progress with implementation and proposals for scheme retention.

Approved Motion

- 3.2 On [11 November 2021](#), Committee considered proposals for active travel measures, under a programme called Travelling Safely, to revise various schemes and agreed the route to use ETROs for an 18-month trial period.
- 3.3 The approved Motion agreed to:
- 3.3.1 Note the updates in the report.
 - 3.3.2 To consider feedback received on the Comiston Road and Braid Road schemes and agreed:
 - 3.3.2.1 To implement Option 2 for Braid Road as per officers' recommendations, however further noted the staged implementation of the improvements to Braidburn Terrace, 'Braidburn Valley Park to Hermitage of Braid', including the toucan crossing on Braid Road. To agree that to support residents to continue walking, wheeling and cycling, Braid Road should not be opened to traffic in both directions until the toucan crossing was operational.
 - 3.3.2.2 To alter the measures on Comiston Road as per officers' recommendations, however retaining the maximum amount of

‘cycle lane defenders’ and to provide a full-time bus lane with double yellow lines, in order to prioritise bus and bike users as per the sustainable transport hierarchy.

- 3.3.3 To note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.3.6 and 4.3.7 of the report.
- 3.3.4 To note and to approve the approach described in paragraph 5.4 of the consultation, advertising and making of ETROs for Travelling Safely measures.
- 3.3.5 To recognise that a complete Active Travel Network was necessary for safe journeys for those who chose to travel by bike in the city and that the reintroduction of alternative road features such as loading facilities could effectively reduce the safety aspects of an active travel network and impact on its continuity and potentially on levels of use.
- 3.3.6 To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.

ETRO Measures

- 3.4 The purpose of an ETRO is to introduce waiting restrictions (yellow lines) or prohibitions (kerb markings or road closures etc) that are required to create pedestrian areas or restrict parking adjacent to segregated cycle schemes.

Process to Engagement

- 3.5 When Committee met in November 2021, it was anticipated that the design of the TRO drawings, and documents and the first stage consultation and (non-statutory) public engagement, would take two to three months.
- 3.6 However, due to the complexity and quantity of drawings, schedules and adverts it has taken considerably longer to prepare and check the draft ETRO documents required.
- 3.7 In addition, at the end of November 2021, the regulations changed that allow authorities to advertise, notify, make ETROs and undertake a formal six-month consultation period.
- 3.8 In November and December 2021, statutory consultees were contacted with outline information regarding the proposed trial. During this consultation statutory organisations, Ward Councillors and Community Councils were approached directly.
- 3.9 21 comments were received, 10 noting opposition, 10 with queries and 1 note of support (objections were not sought during this phase).
- 3.10 While the new regulations do not require public advertising or engagement on ETROs, to honour the commitment made by Committee in November 2021, a non-statutory public engagement was undertaken for three weeks, from 10 June 2022,

to seek comments on the proposed restrictions and prohibitions described in the draft ETROs.

- 3.11 The advertising process followed the same process adopted for formal Traffic Regulation Orders including an advert in a national newspaper, the provision of plans showing the proposed restrictions and prohibitions and copies of the draft ETRO schedules. Individuals or organisations were asked to respond directly to a dedicated email address. In addition, a notification email was sent to the bodies normally consulted as part of the TRO statutory process, to Councillors, Community Councils and to key stakeholders.
- 3.12 The purpose of the engagement was to gather information, by scheme where possible, to consider the impact of such schemes and allow for the identification of any technical issues which may not have been foreseen in the making of plans. This would allow identification of any further revisions from current TTROs to the proposed ETROs, and associated measures.

4. Main report

Travelling Safely Programme Update

- 4.1 As noted in the background section above, Committee considered a series of recommendations from officers on active travel measures under the Travelling Safely programme. Some further amendments were also requested by Committee.
- 4.2 The recommendations and amendments included introducing several revisions to existing Travelling Safely projects.
- 4.3 Schemes where members requested changes are summarised below. Some of these changes (noted below) have been implemented prior to the ETRO, others are proposed within the ETROs:

Comiston Road

- 4.3.1 Removal of loading prohibitions throughout the scheme (except at junctions) to make deliveries easier and allow residents easier access for picking up or dropping off passengers.
- 4.3.2 The northbound cycleway located on the approach to Comiston Springs Avenue was proposed to be replaced with a 24-hour Bus Lane to improve public transport journey times on the corridor. This is now no longer proposed to be implemented as, with reopening of Braid Rd, queuing is expected to reduce on Comiston Rd.

Lanark Road

- 4.3.3 Changes to the on-street parking arrangement were undertaken in May 2022, adjacent to the Dovecot Park area. Floating parking spaces have been relocated from the north to the south side of the road to minimise conflict between cyclists travelling down the hill and pedestrians.

Braid Road

4.3.4 It was agreed to open Braid Road in both directions and to introduce a modal filter immediately north of the Braidburn Terrace junction. The installation of a temporary pedestrian crossing of Braid Road near Braidburn Terrace was also approved.

4.3.5 For information, the proposed permanent works on Braidburn Terrace and the Braid Road junction are due to commence in Autumn/Winter 2022. Should the ETRO trial be approved, it is planned to reopen Braid Road south of Braidburn Terrace, install the new junction layout with temporary infrastructure and a modal filter in advance of the permanent works. The phasing of the public realm project is still to be defined; however, it is expected the contractor would complete the Braidburn Terrace section first, then move on to construct the new junction and crossing points.

Arboretum Road crossing point

4.3.6 In recognition of comments received from a disabled visitor and other key stakeholders', various revisions have been considered to improve the provision of disabled parking at the Arboretum Road crossing point.

4.3.7 Following a review of design options, an independent road safety audit was undertaken to consider the most appropriate layout. Changes to improve the current layout and introduce four additional disabled spaces, in the circular area, were completed in July 2022.

Longstone Road

4.3.8 Officers undertook a local engagement exercise to consider how parking availability could be improved for residents on Longstone Road. Due to the presence of long-term parking, officers plan to introduce short part-time restrictions as part of the proposed ETRO process to stop all-day occupation of the parking spaces and improve availability for residents.

Public Engagement Results and Analysis

4.4 Following the engagement in June 2022, the results have been reviewed. Comments and themes are reported and summarised in Appendix 1.

4.5 During the three-week engagement period 1,230 responses were received noting over 1,700 comments.

4.6 From the analysis the following generic representations were received, which were not technical in nature and simply supported or opposed the principles of ETROs for the intended purposes:

4.6.1 Objections to all schemes 22

4.6.2 Support for all schemes 15

4.7 The total number of objections, support, comments and queries (including generic representations) is summarised as:

4.7.1 Objections to identified schemes 702

4.7.2 Support to identified schemes 303

4.7.3 General comments or queries 225

4.8 As part of the ETRO process, the proposed schemes were batched into five areas: the City Centre and the four points of the compass.

4.9 The analysis shows that representation was received from the following areas:

ETRO Area	Number of responses (individuals/ organisations)	Number of comments (total number of comments in that area)
City Centre	13	28
North area	39	56
East area	64	102
South area	689	1,156
West area	280	406
Unspecified	40	

4.10 In general terms, the objections and concerns received principally related to congestion, safety issues, cycling and cycle lane comments, pollution, accessibility, and parking. The ETRO's proposed for many schemes reduce the level of restriction to allow for more loading or disabled parking (through the removal of kerb 'blip' markings).

4.11 It is worth noting that a relatively large number of supportive comments were received during the engagement period. These comments generally related to how the current cycle lanes have made people feel safer, when travelling on-road, and have encouraged people to cycle more often. Some comments noted that parents now travel by bike with their children to school and on local journeys.

4.12 The majority of comments related to 10 schemes (in ranked order): Braid Road; Meadows to Greenbank Quiet Route; Comiston Road; Silverknowes Road (North and South); Lanark Road; Queensferry Road; Duddingston Road; Drumbrae North; Mayfield Road; and Craigmillar Park.

4.13 Within the City Centre, the proposed pedestrian priority areas attracted comments relating to access and parking for both residents, business deliveries and equality access for disabled drivers.

4.14 Feedback received from Lothian Buses, notes the following:

4.14.1 Disappointed that the ETRO proposals only show the loading and waiting restrictions that apply under the ETRO. Lothian Buses believe that indicative drawings showing cycle segregation/physical distancing measures would have provided a clearer understanding of the whole project and what will physically remain on the ground.

- 4.14.2 With traffic levels having returned to a level similar to pre 2019, yet with bus passenger recovery remaining under 80%, Lothian Buses would like to see the remaining Travelling Safely schemes reviewed to take into account increased bus journey times. Lothian Buses remain open to discussing these issues with council officers.
- 4.14.3 With regard to specific restrictions as discussed with council officers Lothian Buses continue to oppose the closure of Waverley Bridge (ERTO/21/26) to vehicular traffic.
- 4.14.4 The introduction of bus stop lay-bys has increased the time a bus takes to depart a stop and re-join traffic flow, for example on Crewe Road South, Ferry Road, Minto Street to Craigmillar Park, Old Dalkeith Road. Officers are currently in discussion with representatives from Lothian Buses to see if revised layouts at bus stops could mitigate the issue described.
- 4.14.5 Lothian Bus drivers have also observed a reduction in vehicle speeds in areas where segregation measures are present. Their feedback has noted increased scheduled journey times, between one and two minutes, on routes between - Crewe Toll to Dean Bridge, Cameron Toll to the Royal Infirmary Edinburgh (RIE) and Ferry Road. As above, officers will continue to liaise with Lothian Buses to see establish journey time data and consider what mitigation may be appropriate.

- 4.15 Specific feedback from stakeholders has been extracted from the engagement responses and included in Appendix 3.

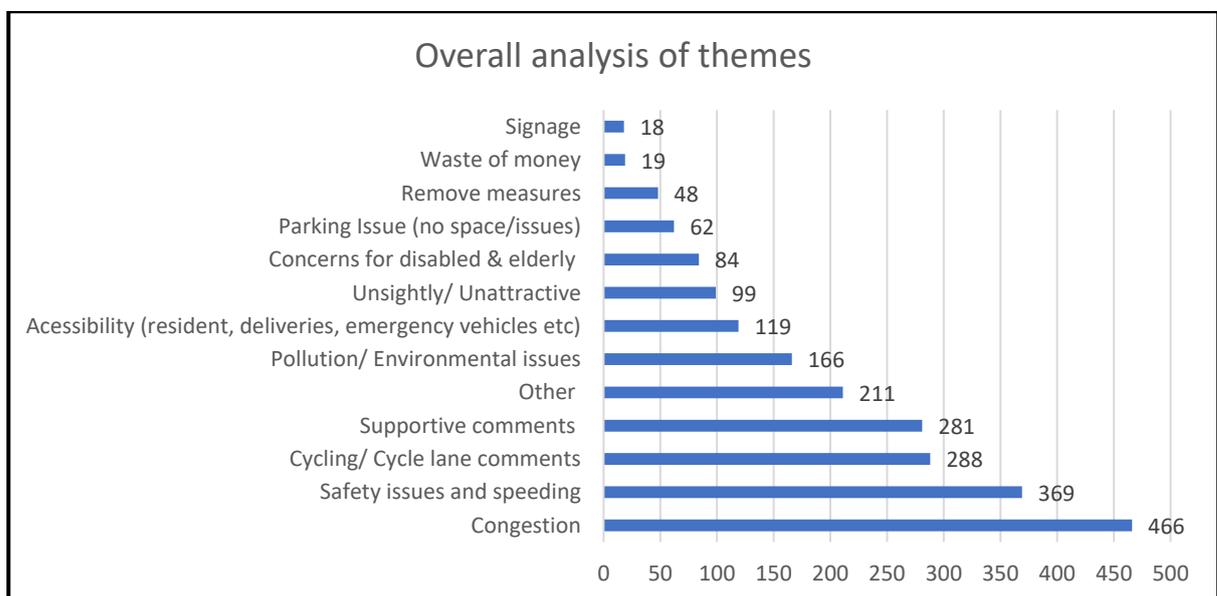
Deputation to Committee

- 4.16 A written deputation from Keep Morningside Moving was submitted to the Committee for consideration at its meeting on 31 March 2022. The Convener ruled that this deputation be accepted in terms of Standing Order 12.3 as it did not relate to an item on the agenda for this meeting.
- 4.17 Keep Morningside Moving requested that an item be included in the next Committee meeting at which councillors discuss the 24-hour modal filters on Whitehouse Loan, which were installed as part the Quiet Corridor - Meadows / Greenbank scheme (ETRO S6). They contended that this was contrary to the wishes of local residents, who support such a ban only at the start and end of the school day, and that it is lobby groups who support the ban.
- 4.18 As set out in Appendix 2, it is recommended that the Council continues with the trial under ETRO S6 and engages with the local community during the monitoring and evaluation and 6-month consultation period to better understand scheme success, future decisions and layout.

Recommendations for the Proposed 18-Month Trial

- 4.19 During the analysis of the public engagement, individual comments have been sorted, where possible, by scheme and then by theme.

- 4.20 During a formal Traffic Order Public Advertising exercise only representations that specifically relate to the proposed restrictions and prohibitions are considered. However, due to the non-statutory nature of this engagement, broader comments relating to accessibility, equalities, road safety and displaced traffic have been included.
- 4.21 All recommendations have been related to the approved Transport Hierarchy, the City Mobility Plan and the Edinburgh City Centre Transformation proposals in the context of providing safe infrastructure for pedestrians and cyclists. In addition, cognisance has been taken of the Committee decision of 11 November 2021, particularly in relation to recognising that a complete Active Travel Network is necessary for safe journeys as set out in paragraph 3.3.5.
- 4.22 In considering the comments made there has also been a focus on safety critical and equality issues that may have an impact during the life span of the current schemes.
- 4.23 Details of the overall analysis by theme is shown in the graph below. In general terms the most notable comments relate to congestion, safety issues (including speeding), comments relating to cycling or the existing cycle lanes and pollution or environmental considerations (considering both traffic diversions/congestion or the current environmental emergency). In response to the number of comments relating to congestion the detailed engagement response report (Appendix 1) has identified which particular schemes congestion is noted as a significant issue.



- 4.24 The current scheme list, details of the proposed trial measures, a summary of the proposed recommendations and appropriate mitigations are detailed in Appendix 2. The recommendations also note where officers recommend an immediate change under the ETRO process.
- 4.25 Should ETRO trials be approved, it would give officers more time to consider the broad range of comments received and reflect on these in the context of scheme success, or otherwise, during the period the experimental order is in place. As

required by the ETRO regulations, individuals or organisation would be able to raise relevant objections during the initial six-month period.

Monitoring and Evaluation Plan

- 4.26 A monitoring and evaluation plan has been developed to assess and consider the success, or otherwise, of schemes approved under the proposed trial. The monitoring programme will gather data to allow considered assessment and will help to inform any recommendations made on the post-trial future of schemes.
- 4.27 The monitoring and evaluation plan will include the following:
- 4.27.1 Mobility Counts - as far as possible user counts will be carried out on each scheme, using a nearby/ relevant automatic counter to “normalise” the data. This ‘normalisation’ process will allow officers to take account of variation due to other factors such as weather conditions. In most cases, due to the emergency nature of the initial installation of the Travelling Safely schemes, ‘before’ baseline data is not available. However, counts are likely to be useful to evidence absolute use of facilities so that this can be considered alongside other factors, including any suggested problems or issues associated with the infrastructure’s presence.
- 4.27.2 Market Research - likely to be focus groups to allow for in-depth conversations, to be undertaken examining:
- How the measures are influencing people’s views/ feelings of safety or otherwise whilst cycling/walking/wheeling;
 - Impacts on residents and businesses of the streets concerned; and
 - Impacts on disabled people.
- 4.27.3 On-street user experience surveys - based on best practice used by Transport Scotland whilst developing guidance on street design, this method involves accompanying a street-user through the streetscape environment to understand how the infrastructure affects them. This method will be used to engage with representatives of different street user groups who have expressed concern via the Edinburgh Access Panel.
- 4.27.4 Monitoring traffic patterns, congestion and journey time impacts - this will focus on bus journey times at locations where public transport operators have expressed some concern about impacts and will be undertaken using bus operator journey time data. If further data on congestion levels amongst general traffic are required, this information will be sought from google analytics.

School Measures

- 4.28 The measures previously installed on public health grounds, to create more space for young people, parents and carers were split from the Traveling Safely Programme at the end of 2021 and included in the broader School Travel Plan Review.

- 4.29 An update on the School Travel Plan Review is included in the Business Bulletin for this Committee, with a further report due to be considered by Committee in October 2022.

Temporary Speed limits

- 4.30 Unfortunately, changes to the existing city Speed Limit Traffic Orders cannot be made by ETRO. If Committee approves the proposed trials outlined in Appendix 2, those which currently have temporary changes to the existing speed limits, will be progressed separately on an individual basis.
- 4.31 Should the transition from Temporary Traffic Regulation Order (TTRO) to ETRO be approved, temporary speed limits may need to be removed and reverted to existing arrangements. The schemes affected include Queensferry Road (near Stewarts Melville) and Slateford Road (west of the existing 20mph boundary). Although it is not desirable to increase the speed limits on these schemes, the retention of cycle segregation would continue to provide protection to vulnerable road users.
- 4.32 Permanent speed limit changes have already been approved on Comiston Road and Lanark Road (40mph to 30mph). The start dates for these Speed Limit Orders will be considered when the scope of the Travelling Safely Programme is known. It may be possible to split the proposed Speed Limit Order to allow early introduction of reduced speed limits (signage etc) on these two schemes.

5. Next Steps

Next Steps - ETROs

- 5.1 Following Committee's consideration of the recommendations set out in Appendix 2, for measures which are approved to progress to trial ETROs the details will be checked, and subject to a minimum seven-day Public Notification period, the Orders will be made. In some cases, the ETRO plans may need to be refined prior to checking, notification and implementation.
- 5.2 Officers will seek to effect the transition from TTRO to ETRO quickly. A number of temporary orders are due to expire in the months ahead, although, at the time of writing this report it is still deemed appropriate to use a public health justification for the renewal of TTROs.
- 5.3 Following the introduction of the ETRO, a formal six-month consultation period will commence. During this period individuals or organisations can make representations regarding the trial and all feedback will be considered throughout the consultation period.
- 5.4 The results of the statutory consultation, alongside the outputs of the monitoring and evaluation plan and any objection or support received during the initial six-month period will be reported to Committee for consideration prior to a final decision being taken on whether to retain schemes on a permanent basis.
- 5.5 The transition from ETRO to permanent Traffic Regulation Order (TROs) is described in the new regulations. The key change is that the transition does not involve any separate advertisement or objection period for the making of the

permanent order, rather objections and representations made during the initial six months of ETRO operation require to be taken into consideration in the same way that it would if a TRO was advertised.

- 5.6 Should schemes be considered for retention, future funding and changes to infrastructure may be appropriate for longer-term road layouts. The scope and programme of any such retention would be considered at a future Committee meeting.

6. Financial impact

- 6.1 Sustrans agreed to carry over unclaimed funds (£450,000) from the 2021/22 grant allocation until 31 August 2022. This carry over was agreed to complete the grant claim for works undertaken in 2021/22, develop the ETRO plans and documents, undertake the public engagement and continue to inspect, manage and maintain the current Traveling Safely infrastructure up to 31 August 2022.
- 6.2 A further funding application was submitted to Sustrans in February 2022 and updated in June and July, to support the proposed transition from public health response to active travel trial in 2022/23. The £660,000 funding package would support the transition for ETRO trials, including defined scheme modifications and undertaking monitoring and evaluation.
- 6.3 Sustrans funding was not available for removal of schemes and reinstatement of previous road layouts. Therefore any such costs will require re-prioritisation of spend from the Council's transport capital programme, with potential to bring funding forward from future Financial Years. The estimated cost of removing and reinstating all current schemes is just over £1m.

7. Stakeholder/Community Impact

- 7.1 As previously agreed by Committee, officers have undertaken a public engagement exercise, in line with the traditional methods used for traffic order engagement. On 9 June 2022, a briefing was sent to an extensive list of statutory consultees, Ward Councillors, Community Councils and other key stakeholders.
- 7.2 The public engagement exercise recently undertaken is over and above what is required by the current regulations and was carried out as a previous commitment had been given by committee to engage prior to the making of any ETROs. Should trial schemes be approved, a statutory six-month consultation period is required once each ETRO commences.
- 7.3 The monitoring and evaluation plan has been developed to capture stakeholder and community impact during the consultation period noted above and will be presented to a future meeting of this, or a successor, Committee.

8. Background reading/external references

- 8.1 Regular updates on Spaces for People Measures were presented to [Policy and Sustainability Committee](#) and [Transport and Environment Committee](#) between May 2020 and November 2021.

9. Appendices

- 9.1 Appendix 1 – Results from the Non-statutory engagement.
- 9.3 Appendix 2 – Scheme Recommendations.
- 9.4 Appendix 3 – Stakeholder engagement comments.



TRAVELLING SAFELY EXPERIMENTAL TRAFFIC REGULATION ORDERS

Initial Engagement

City of Edinburgh Council

Document Reference: 8188
Date: August 2022

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1. Document Control

Project Centre has prepared this report in accordance with the brief from the City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

2. Executive Summary

Background

During the Covid-19 pandemic, City of Edinburgh Council (CEC) introduced temporary active travel schemes to facilitate improved safety for pedestrians and cyclists in support of social distancing so that people can safely walk, wheel, or cycle.

These schemes were introduced through Temporary Traffic Regulation Orders (TTROs) utilising powers under the Coronavirus (Scotland) Act 2020.

Project Centre Limited (PCL) has been undertaking a series of design reviews of CEC 'Travelling Safely' schemes and once approved, schemes will then be progressed through the Experimental Traffic Regulation Order (ETRO) process with Orders drafted for CEC to advertise.

The 34 ETRO schemes are grouped into five different areas, and these are:

- City Centre
- North
- East
- South
- West

We were asked to provide for a platform for engagement on the revised 'Travelling Safely' ETRO schemes by local residents and businesses.

A programme of digital engagement was created to ensure the proposals were shared with the community and there was an opportunity for all those impacted to register their comments.

Across all 34 ETRO schemes, 12 received the largest number of comments during the engagement period, and therefore, the comments for these schemes were prioritised for analysis in more detail. The analysis can be found in Section 4. Additional analysis was also undertaken on the five City Centre schemes.

The 17 projects covered in Section 4 are:

- City Centre (all)
 - CC1 - Princes St
 - CC1 - South St David St
 - CC1 - Waverley Bridge

- CC2 - Cockburn St
- CC3 - Victoria St
- North Schemes
 - N1 - West Shore Rd
 - N3 - Crewe Rd South
 - N4 - Ferry Rd
- East Schemes
 - E3 - Duddingston Rd
 - E5 - Duddingston Rd West
- South Schemes
 - S6 - Quiet Corridor - Meadows to Greenbank
 - S8 - Comiston Rd
 - S9 - Braid Rd
- West Schemes
 - W1 - A90 Queensferry
 - W3 - Silverknowes Rd North/South
 - W5 - Drumbrae North
 - W9 - Lanark Rd

This report summarises and details feedback from the initial engagement carried out on all ETRO schemes under the Travelling Safely project and provides additional detailed analysis on the 17 ETRO schemes identified above. It is understood that Council officers also reviewed engagement comments, with a view to identifying relevant technical issues which may not have been foreseen in previous work on ETRO plans.

Engagement Summary

- Dedicated web pages were set up for the project, which can be found in Appendix A.
- The engagement occurred from Friday 10 June to Sunday 3 July and submissions could be made by email.
- 1,230 emails were received during the engagement on all of the proposed schemes. These were sorted into either objection comments, support, general comments/statements, or queries. Some emails indicated more than one category, e.g., overall support and a general comment so would span both categories and therefore, a total of 1,748 comments were analysed. A sampling of the comments can be found in Appendix B.

Results

- The outcome of the engagement on the proposed ETROs has highlighted that residents and local communities are aware of the challenges around safer routes for all road users within Edinburgh and they welcome an opportunity to provide feedback on the ETRO proposals.
- In total, 1,230 emails were received during the engagement period on all the schemes. Of those emails, 702 (57%) were categorised as objections, 303 (25%) as support and 225 (18%) were general comments or queries.
- From the total emails received, 40 emails were blanket objections or support for the proposals, which did not contain any indication for any specific scheme. These have been acknowledged and set aside from the main analysis. These emails are contained in Appendix C in this report.

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3. Methodology

Introduction

City of Edinburgh Council (CEC) appointed Project Centre Limited (PCL) to undertake an initial public engagement exercise to gather feedback on Experimental Traffic Regulation Order (ETRO) proposals for various locations across the city. For the engagement programme, PCL were tasked with the following:

- Creating and designing web pages (one landing page and five area pages)
- Conversion of technical PDF drawings to JPEGs for publication on webpage as well as hosting PDFs for download (34 PDFs in total)
- Monitoring and logging emails received within a reasonable time limit
- Categorising all emails received into support/object or comment responses
- Thematic analysis of all emails.

Five different areas for the ETRO schemes were engaged on and these were:

- City Centre
- North
- East
- South
- West

The current Temporary Traffic Regulation Orders (TTROs) installed during the Covid-19 pandemic, are proposed to change to Experimental Traffic Orders (ETROs). This is so that the Council can continue monitoring the existing measures, also considering that traffic is returning to pre-Covid levels. Monitoring will enable the Council to gain a better understanding of how the measures are working and if any changes are required if they were to be made permanent.

This engagement was not a statutory exercise and there will be a statutory consultation later this year pending the outcome of the Council's Transport and Environment Committee regarding the implementation of the proposed ETRO schemes.

Engagement approach

CEC advertised a proposal for the implementation of ETROs under the Travelling Safely project, in line with legal traffic order requirements in national press. The engagement period was open between Friday 10 June to Sunday 3 July 2022, with responses accepted until 5pm Friday 8 July 2022. PCL supported on the engagement process and the key elements of the ETRO proposals included the introduction of (but are not limited to):

- New cycle facilities
- Road closures to facilitate more space for pedestrians and cyclists
- New bollards and other associated measures to guide motorists to provide safer spaces for pedestrians and cyclists.

The engagement programme provided members of a wide range of residents, community organisations and businesses the opportunity to view and comment on the Council's proposals.

Dedicated project webpages were developed and hosted on PCL's engagement portal, CitizenLab¹. A landing page hosted on the engagement platform included links to each area which contained the images of the relevant ETRO for that area. This was to enable visitors to easily find the area in which they lived and the specific proposals for their road and surrounding roads. (Screenshots of the drawings are in the supplementary document, Appendix A).

The landing page also included a link to a page displaying all of the Frequently Asked Questions which also provided a downloadable FAQ document, and a link to the CEC Travelling Safely project page for more information.

Instructions on the webpage stated that respondents should provide their feedback on proposals via email. A dedicated email address² was provided on the webpage. Respondents were able to give as much or as little feedback on any number of schemes as preferred.

A screenshot of the landing page respondents would arrive at and navigate from is found in Appendix A.

Each area had its own page, accessed from the landing page, which showed each of the individual scheme plans for the proposed ETRO layout, outlining the existing measures proposing to be kept. Once respondents selected the particular area they

¹ www.pclengagement-hub.co.uk/en-GB/folders/parkingreviewph1

² edinburgh.consultation@projectcentre.co.uk

were interested in, this would open a page for that area and show all of the schemes with a single image.

Below is an image of a legend and a typical layout of a scheme. All of the images were clickable which allowed them to be opened in a new tab to display the full-sized PDF. Respondents could then zoom in further to get a better understanding of specific changes proposed for their area.

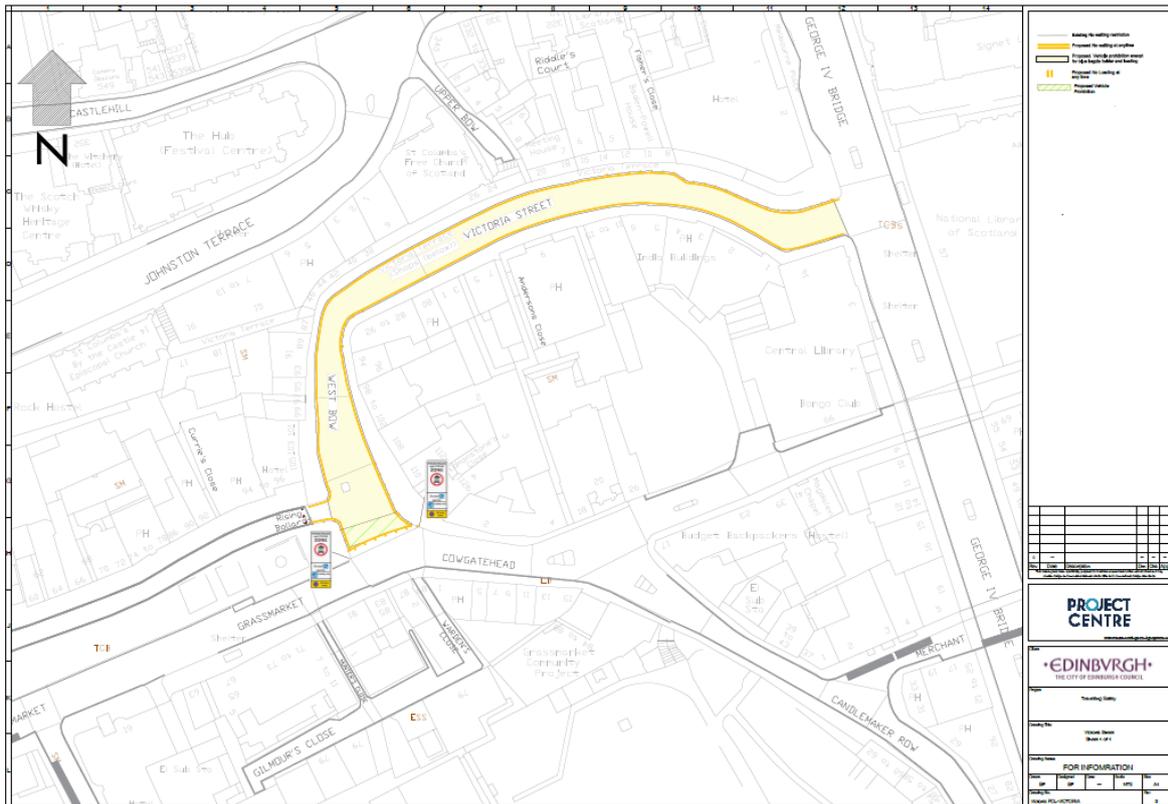


Figure 2 PCL Engagement Hub – Travelling Safely ETRO – copy of City Centre proposed ETRO drawing

4. Engagement Findings

Email Response Analysis

Respondents were asked to submit their comments to a dedicated email address, edinburgh.consultation@projectcentre.co.uk providing their name, address and the ETRO reference number they were responding about. Respondents were able to provide their feedback in as much or little detail as they wished. These were then categorised as either objection, support, or general comments. A breakdown of these results can be found further along in this section.

Although some emails sent by respondents simply expressed blanket support or objection to the proposals, most emails discussed the merits of the various schemes and provided more comprehensive feedback in their response. All feedback was categorised based on an analysis of its content, into set themes such as 'perceived congestion', 'perceived safety and speeding concerns' and 'cycling/cycling facilities'.

1,230 emails were received on the overall scheme proposals. 702 (57%) were categorised as objections, 303 (25%) were categorised as support and 225 (18%) were categorised as general comments/queries.

40 emails were received in the total number of 1,230 emails that were blanket objections (13) or support (27) for the proposals, and these did not contain any comments for specific schemes, so these have been acknowledged in the total figure and excluded from the thematic feedback analysis to ensure accurate reporting.

The comment analysis was undertaken by developing a thematic framework to capture all discussion points, ideas, and feedback that people wanted to communicate to CEC about their objection or support. Due to the nature of free text analysis, some themes were discounted from the analysis as they were beyond the scope of the advertised proposals.

The graph below shows the most popular comment themes to emerge from the feedback:

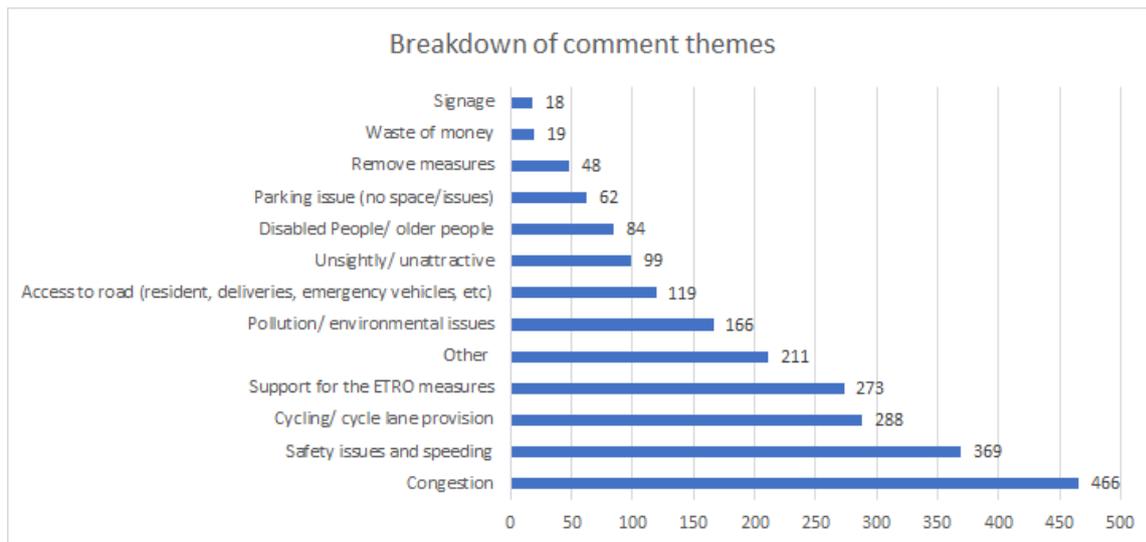


Figure 3 Breakdown of all comments from responses

- The largest theme people commented on were perceived concerns related to congestion in some of the areas covered by the ETROs (466 comments).
- The second largest theme were perceptions of speeding and safety concerns (369 responses and the third largest theme to receive comments were related to cycling and cycling facilities (288 comments).
- Overall, 273 comments were received in support of the ETRO measures being proposed.

Examples of some of the commentings received are detailed below:

“As a resident of Braid Road north of the Hermitage I have been enjoying the huge reduction in traffic however having observed the traffic jams on Comiston Road which often extend to Fairmilehead I think Braid Road should be fully open to two-way traffic along its entire length”.

“Since it was closed during lockdown, it has diverted a huge amount of traffic on to Comiston Road/Pentland Terrace. Re-opening it Southbound has helped in terms of traffic in that direction in Morningside and Bruntsfield – although they continue to be “nose-to-tail” stationary for much of the day. However, the massive queues on Comiston Road/Pentland Terrace approaching the traffic lights at the junction with Greenbank Crescent and Braidburn Terrace from the South are as bad as ever, frequently stretching back to the Riselaw Crescent junction and beyond”.

“The Braid Avenue - Cluny Drive scheme is dangerous in descent, it allows bikes to come down Braid Avenue, but they must give way to traffic halfway down. This is counter intuitive and on such a gradient, difficult”.

“All of the bollards get in the way, and they feel far less safe than before they were added. Not to mention that pedestrians often walk into the bollarded cycle lanes as though the pavement is extended”.

“Whitehouse Loan is a very wide road by most standards. There is no reason why cycle lanes could not be created on either side, especially in the area south of Strathearn Place between there and the Astley Aislie junction. It would also be possible to create cycle lanes between Thirlestane Road and Bruntsfield Place, with part time traffic lights controlling the section outside Gillespie’s Primary School/secondary School during school start and finish times”.

“Minor re-routing inconvenience when in my car was quickly adapted to and is now incorporated into automatic navigation and route planning. When cycling, motor traffic has been noticeably slowed making cycling feel safer”.

Respondents were able to comment on as many schemes as they wished, and many provided multiple comments on multiple schemes, so therefore, the number of comments is higher than the number of emails received.

A high-level analysis was completed for each of the five areas and a detailed analysis was completed for 17 of the individual ETRO schemes across these areas. This enabled CEC to see which schemes received most comments and whether respondents were objecting, were in support or providing general comments on a particular scheme.

City Centre (ETRO 21-26)

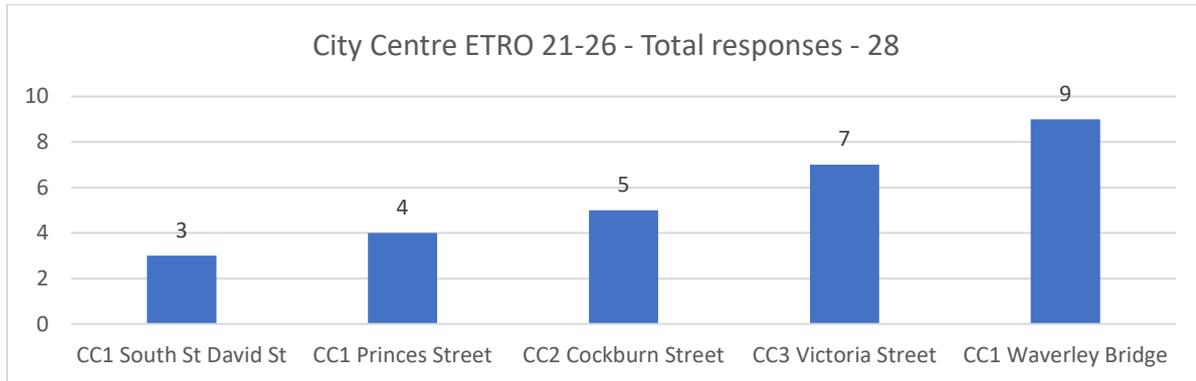


Figure 4 The total number of responses received for the City Centre ETRO schemes

- The highest number of responses received to the City Centre proposals were for the Waverley Bridge ETRO scheme with nine comments, and the lowest number related to the South St David Street scheme, with three.



Figure 5 Responses to each of the City Centre schemes split by type of comment

- Of the City Centre schemes, the largest number of objection responses were received for Princes Street, Waverley Bridge and Victoria Street which each received three objection responses. The lowest number of objection responses were for South St David Street and Cockburn Street, which each received one.

- The highest number of support representations were received for the Waverley Bridge and the Victoria Street schemes which each received four responses. The lowest number was for Princes Street and South St David Street which both received one response.

Detailed analysis: City Centre schemes

This is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral. **Many responses contained more than one comment.** Supportive comments are not sub-categorised.

CC1- Princes Street:

- This scheme received nine comments, and these spanned across safety issues, cycling and cycle lane provision, impact on disabled/older people, congestion, parking, pollution, access, suggestions, and other comments.
- This scheme received one comment in support of the measures in this location.

CC1- South St David Street:

- This scheme received three comments, and these were related to safety issues, congestion, and pollution.
- This scheme received one comment in support of the measures in this location.

CC1- Waverley Bridge:

- This scheme received 17 comments and the main comments made were regarding vehicular access to streets, pollution, parking issues, congestion, unsightly measures, and cycling/cycle lane provision.
- This scheme received four comments in support of the measures in this location.

CC2 – Cockburn Street:

- This scheme received three comments and the main comments made were one each for parking issues, pollution, and safety issues.
- This scheme received three comments in support of the measures in this location.

CC3- Victoria Street:

- There were 13 comments received and they spanned safety issues, congestion, cycling/cycle lane facilities, pollution and other comments which

includes road improvements, public transport, and the impact on businesses.

- This scheme received four comments in support of the measures in this location.

North area (ETRO 21-27)

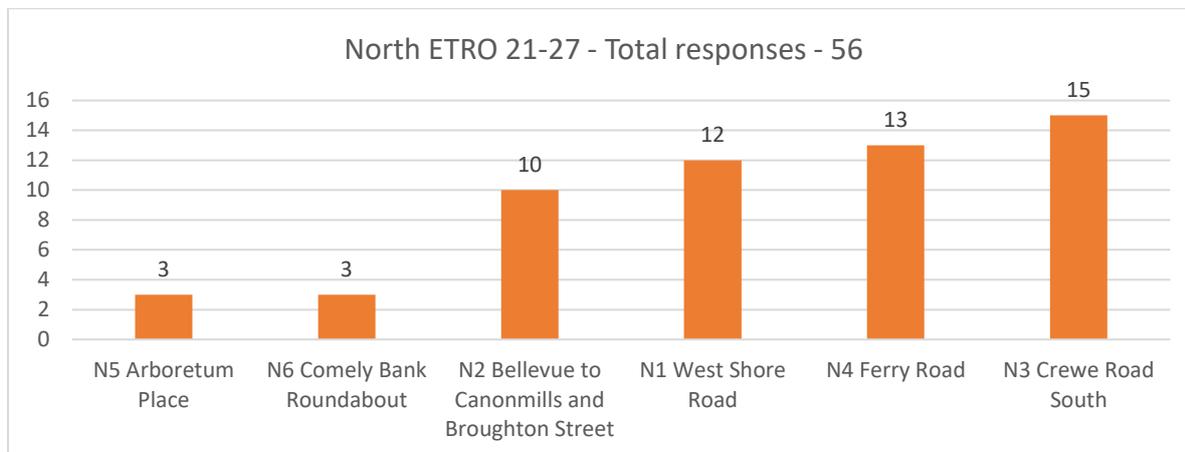


Figure 6 The total number of responses received for the North ETRO schemes

- The highest number of responses received to the North ETRO proposals were 15 for the Crewe Road South ETRO scheme and the lowest number related to the Arboretum Place and Comely Bank Roundabout schemes with three responses.



Figure 7 Responses to each of the North schemes split by type of comment

- Of the North ETRO schemes, the largest number of objection comments were received for the West Shore Road and Ferry Road which each received eight objection comments. The lowest number of objection comments

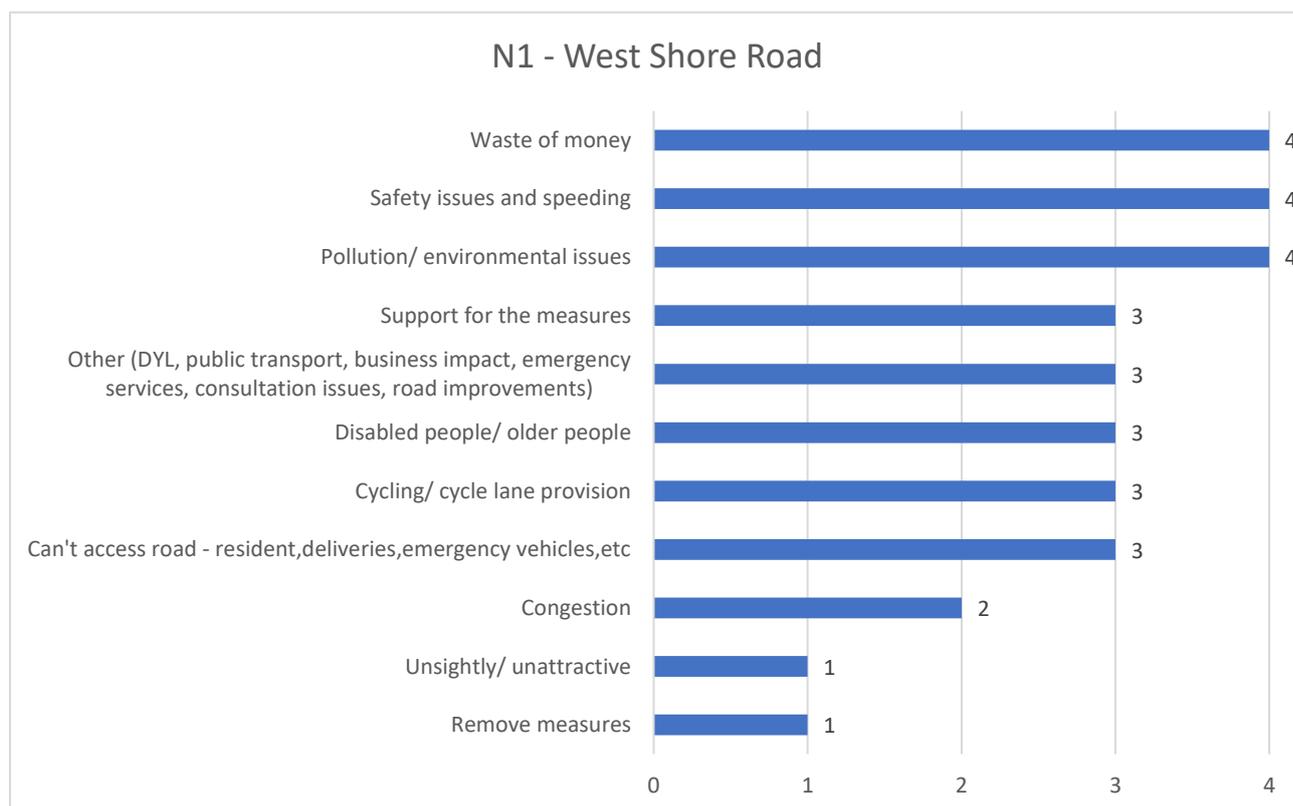
received were for Arboretum Place and Comely Bank Roundabout which received one objection comment each.

- The highest number of support representations were received for the Bellevue to Canonmills and Broughton Street scheme which received six responses. The schemes that received the lowest support responses were Arboretum Place and Comely Bank Roundabout which received two each.

Detailed analysis: North schemes

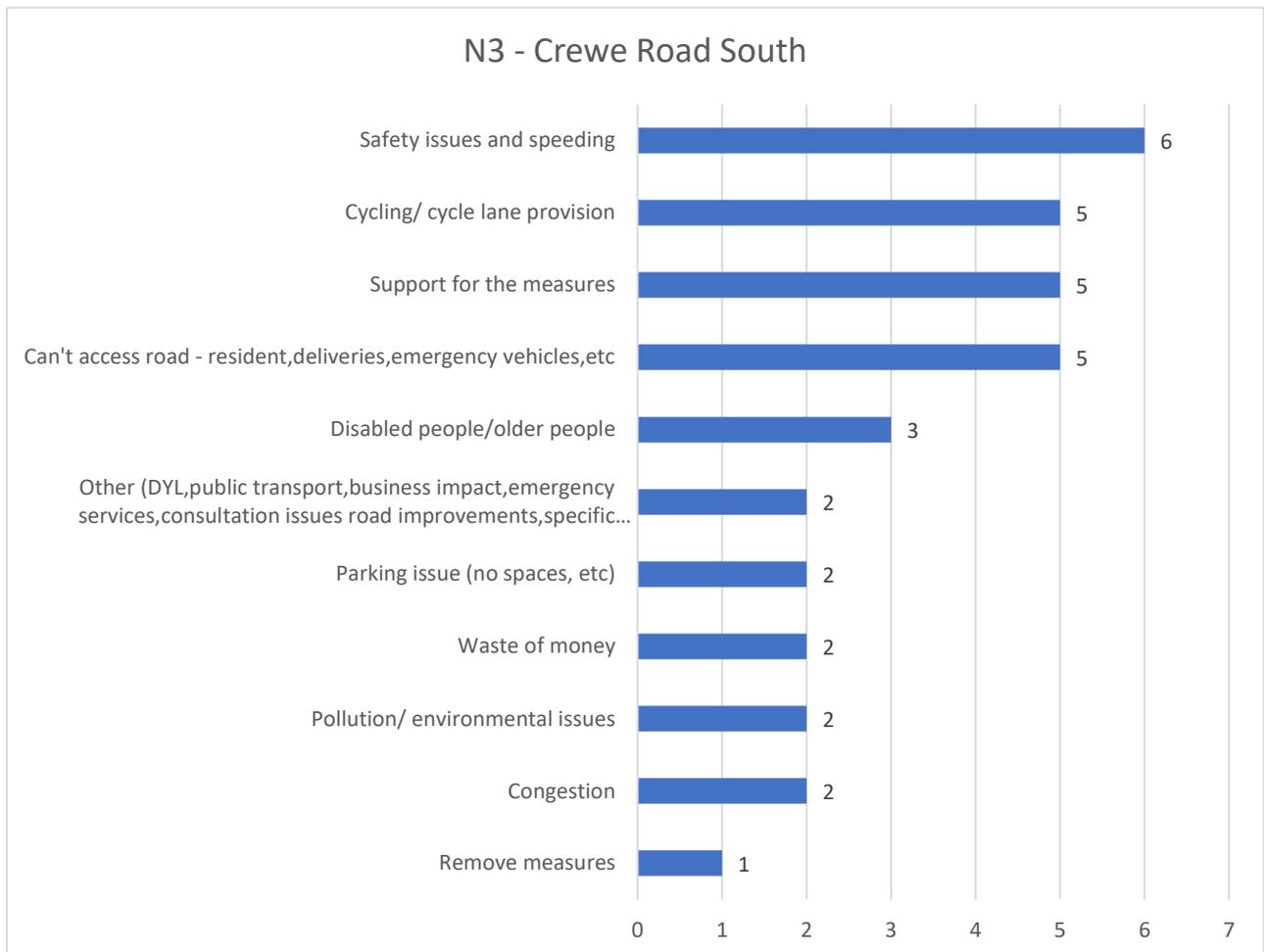
Detailed analysis is provided below for the three schemes with the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral, **many responses contained more than one comment**. Supportive comments are not sub-categorised.

N1- West Shore Road



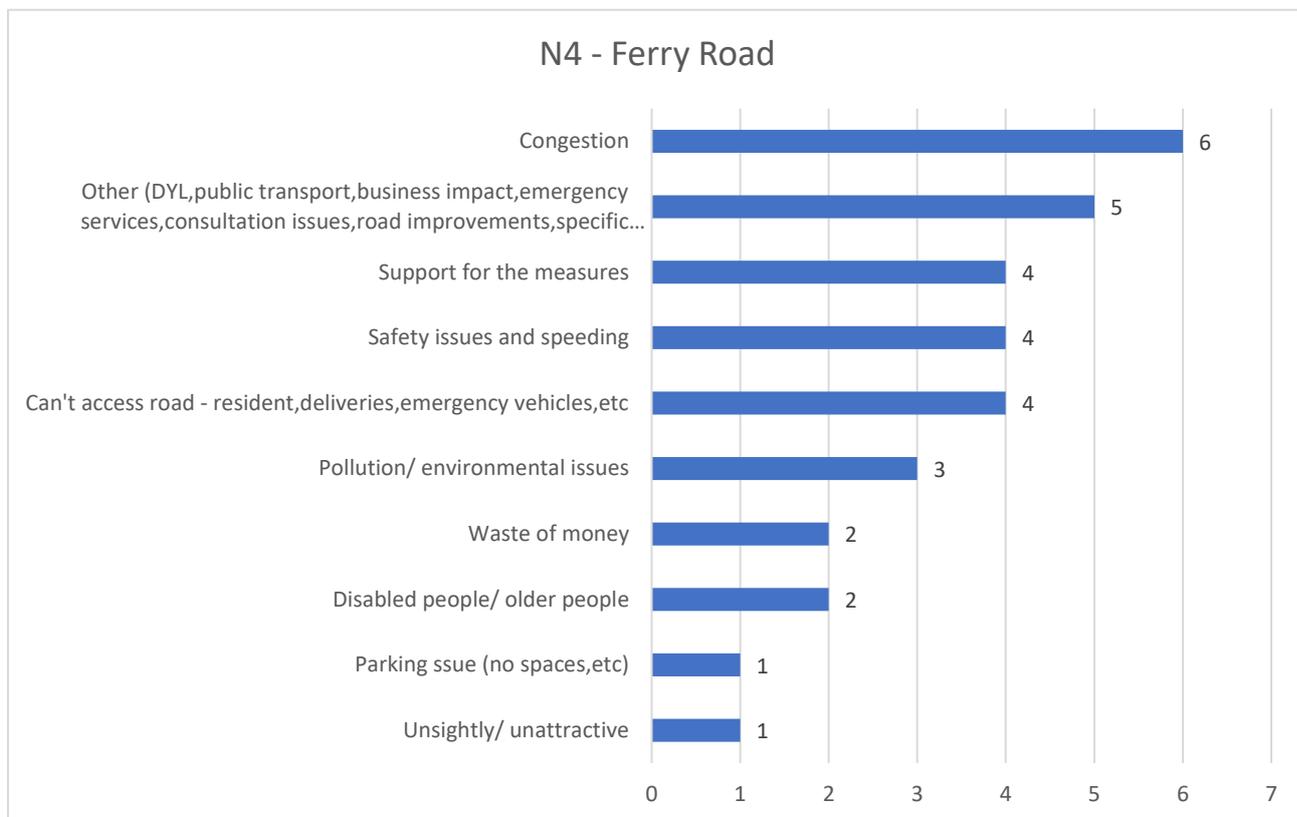
- The largest number of comments for this scheme were regarding safety concerns, pollution and the money spent on the scheme. These comments received a total of four comments each.
- Three comments were left for each category: impact on disabled/older people, cycling, access to street by residents and emergency services.
- Three comments were received in support of the measures in this scheme location.

N3-Crewe Road South:



- The largest number of comments received were about safety issues (six comments).
- This was followed by concerns about access to the street for residents, deliveries, and emergency services (five comments) and comments related to cycling and cycle lane provision (five comments).
- This scheme received five comments in support of the measures.

N4- Ferry Road:



- Cycling and congestion issues received the most comments on this scheme with six each.
- Other comments (which include road improvements, impact on businesses and suggestions outside the scope of the project) received five comments.
- Four comments were received in support of the measures in this scheme location.

East area (ETRO 21-28)

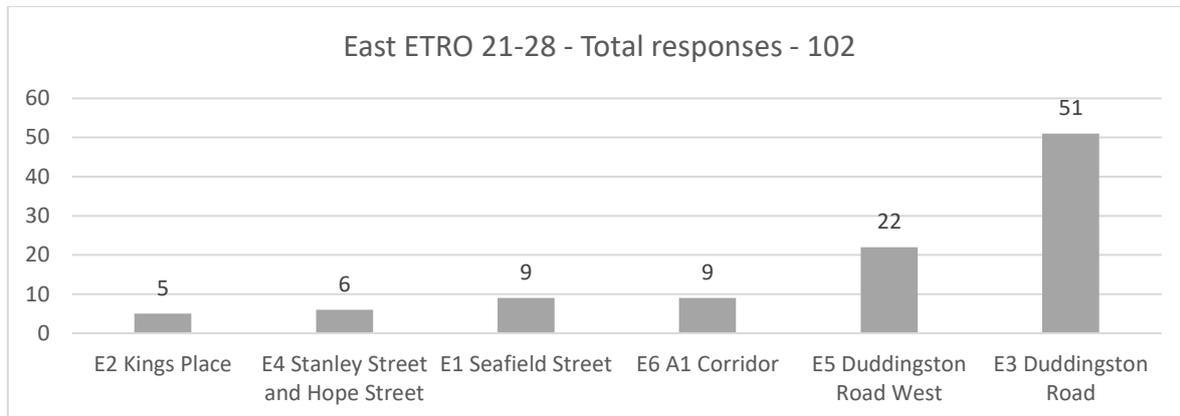


Figure 12 The total number of responses received for the East ETRO schemes

- The highest number of responses received to the East ETRO proposals were 51 for the Duddingston Road ETRO scheme and the lowest number related to the Kings Place scheme which received 5 responses.



13 Responses to each of the East schemes split by type of comment

Figure

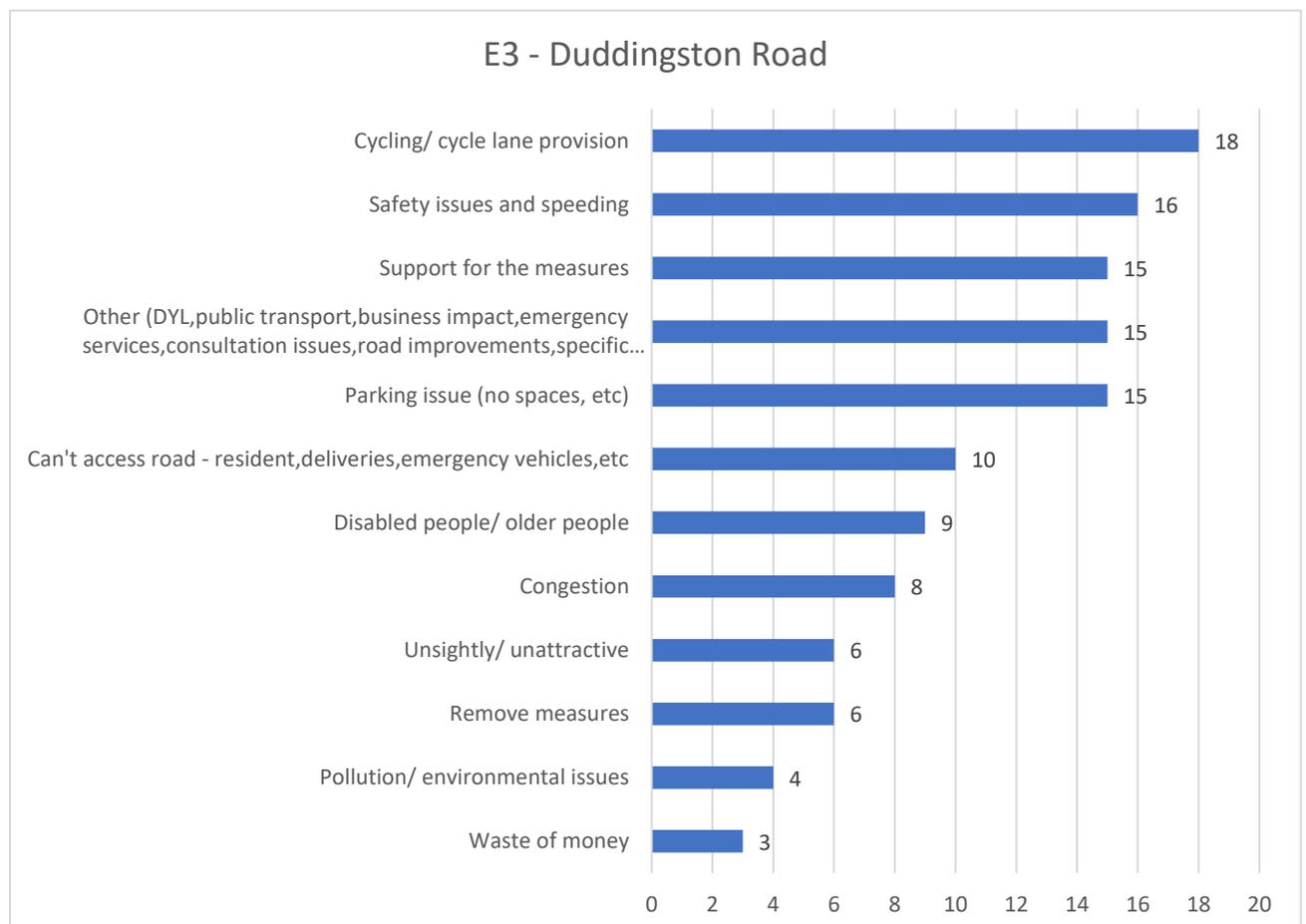
- The largest number of objection responses received for an East scheme were 29 for the Duddingston Road scheme. The lowest number of objection responses were two for the Kings Place and the Stanley Street/Hope Street schemes.

- The highest number of support representations were received for the Duddingston Road scheme which received 15 responses and the scheme that received the lowest number of support representations was the Kings Place scheme with three.

Detailed analysis: East schemes:

Detailed analysis is provided below for the two Duddingston schemes, which received the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

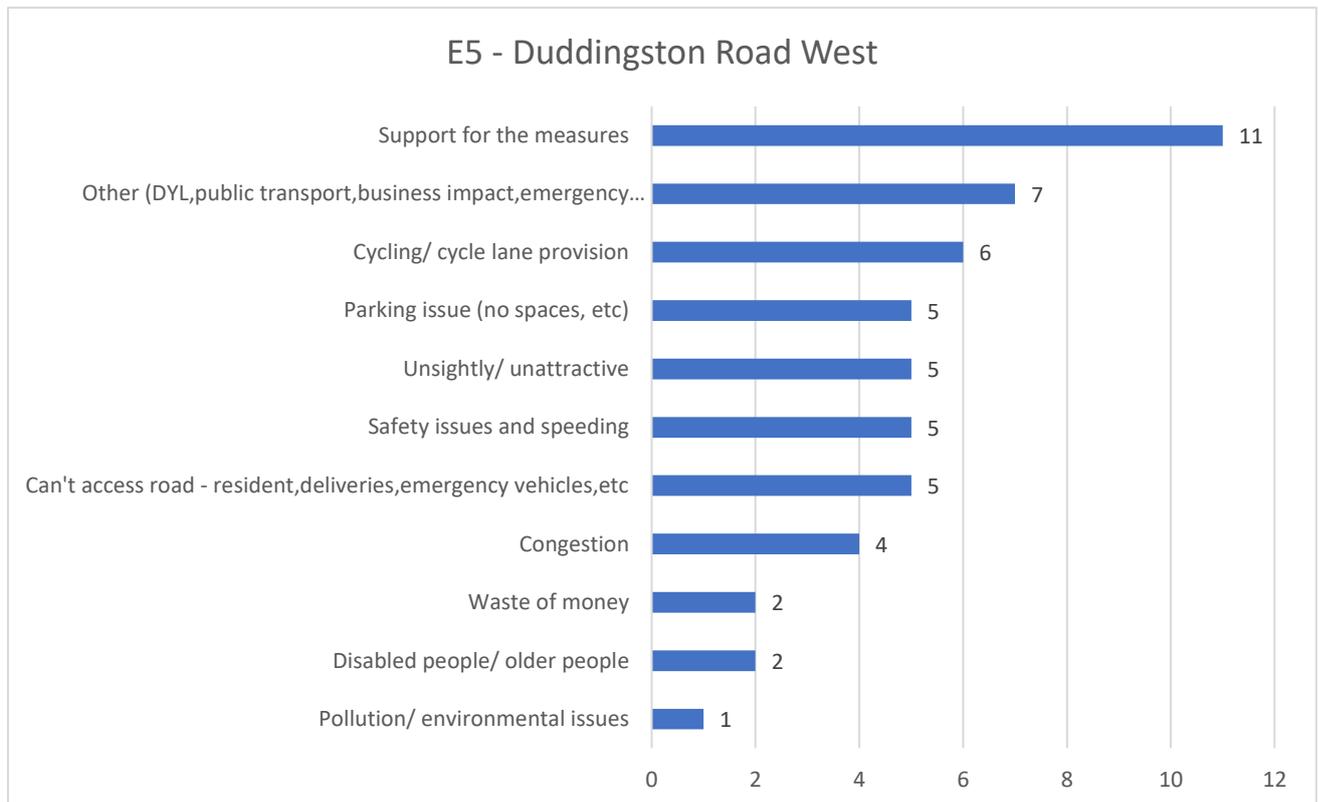
E3-Duddingston Road:



- The highest number of comments for this scheme location received was 18 regarding cycling and cycle lane facilities.
- The second highest number of comments was for safety and speeding issues which was 16.
- The joint third highest number of comments was for other (which includes, public transport and road improvements) and parking issues which both received 15 comments.

- 15 comments were received in support of the measures in this scheme location.

E5- Duddingston Road West:



- The largest number of comments for this scheme was eleven which were all in support of the measures in this location.
- The second largest number of comments was seven related to Other (which includes impact on businesses, road improvements and public transport).
- The third largest number of comments received was six regarding cycling and cycle lane provision. Parking issues, unsightly/unattractive measures, safety and speeding issues and access to street all received five comments in this location.

South area (ETRO 21-29)

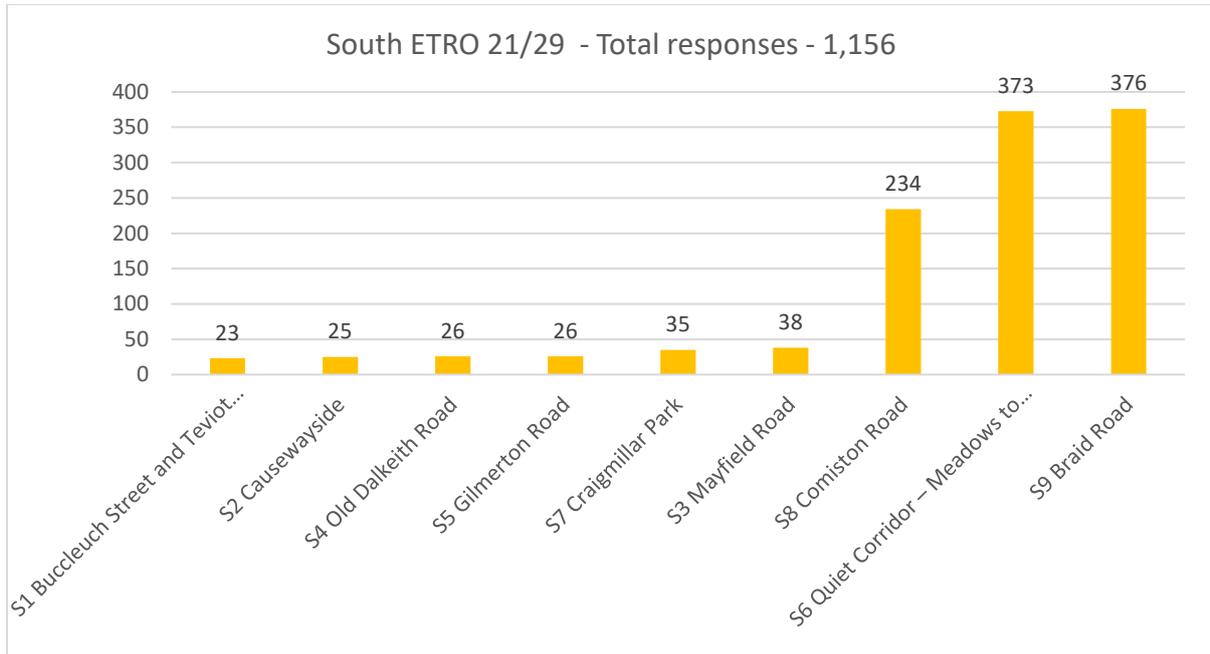


Figure 10 The total number of responses received for the South ETRO schemes

- The highest number of responses received to the South ETRO proposals were 376 for the Braid Road ETRO scheme and the lowest number related to the Buccleuch Street and Teviot Place scheme – 23 responses.



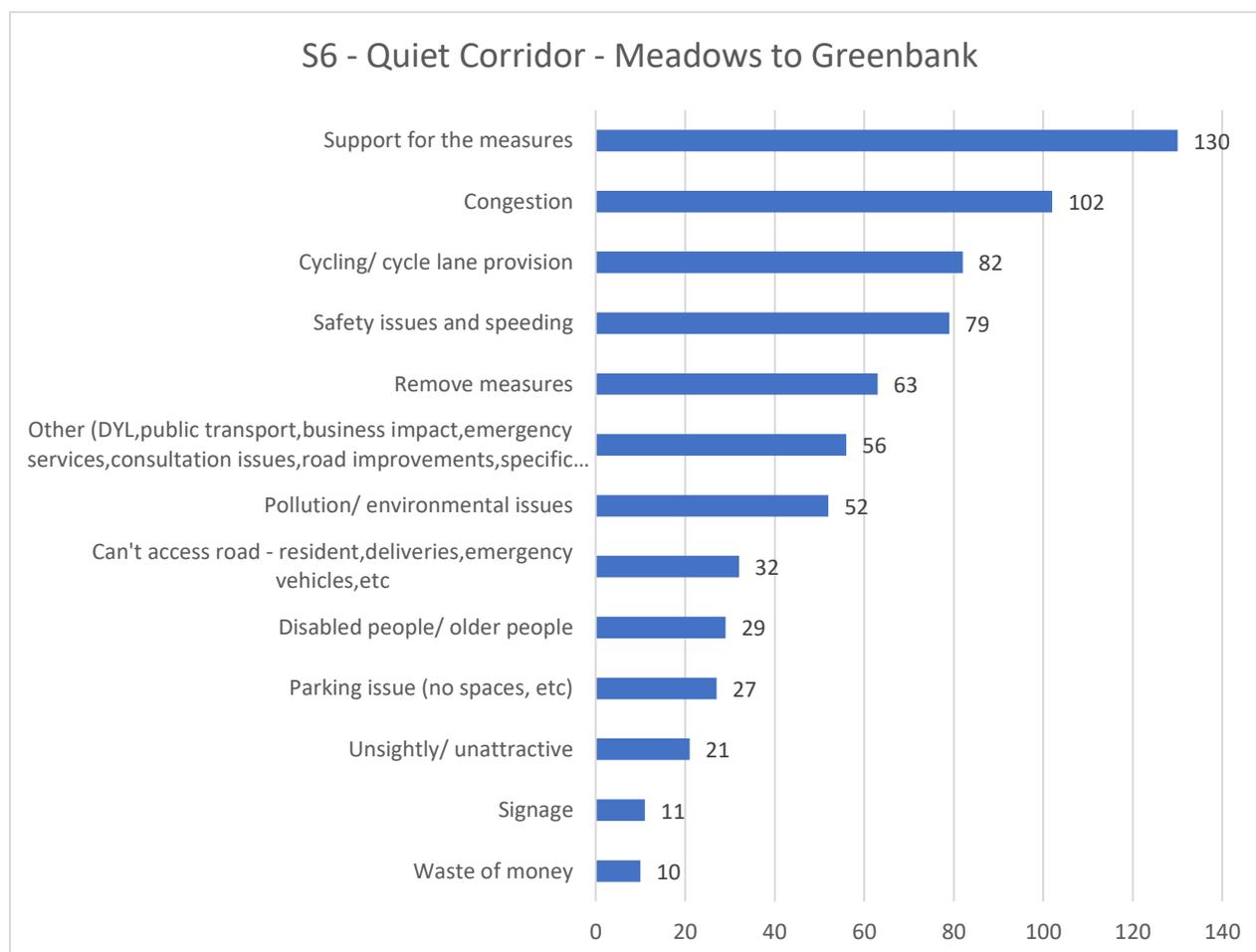
Figure 11 Responses to each of the South schemes split by type of comment

- The largest number of objection responses received for a South scheme were for the Braid Road scheme which received 217 objection responses. The lowest number of objection responses were six for each of the Buccleuch Street/Teviot Place, Causewayside and Gilmerton Road schemes.
- The highest number of support representations were received for the Quiet Corridor – Meadows to Greenbank scheme which received 130 responses and the scheme that received the lowest number of support representations was the Buccleuch Street/Teviot Place and Old Dalkeith Road schemes with 15 each.

Detailed analysis: South schemes:

Detailed analysis is provided below for the three schemes with the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

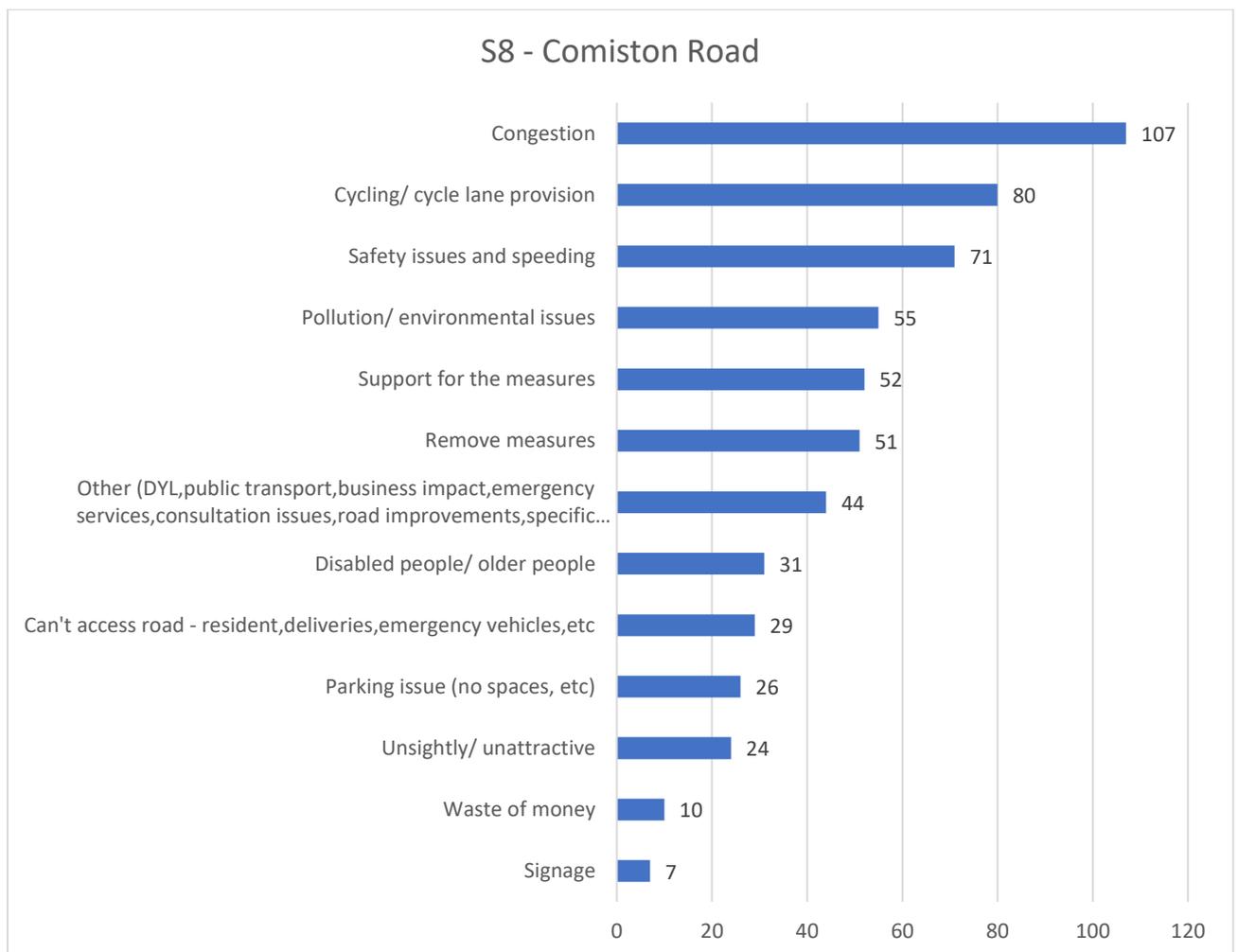
S6- Quiet Corridor – Meadows to Greenbank:



- The highest number of comments for this scheme was 130 in support of the measures.

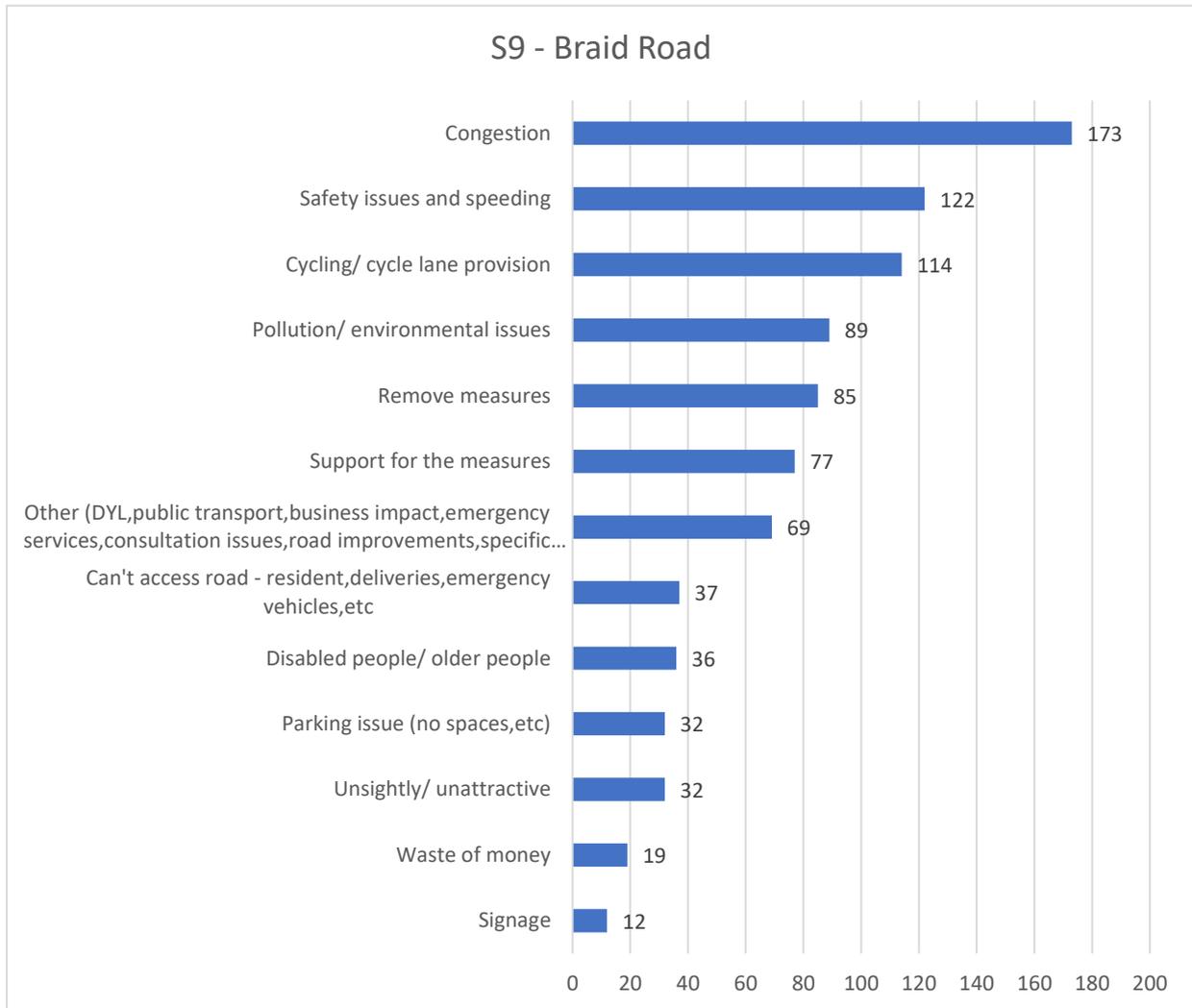
- Congestion in this scheme location received the second highest number of comments with 102.
- Third highest number of comments was for cycling and cycle lane facilities which received 82 comments.

S8- Comiston Road:



- The largest number of comments on this scheme was 107 comments for congestion in this location.
- The next highest number of comments was 80 regarding cycling and cycle lanes.
- The third largest number of comments received was for safety issues which totalled 71 comments.
- 52 comments were received in support of the measures in this location.

S9- Braid Road:



- The largest number of comments for this scheme was 173 regarding congestion in this location.
- Second largest was 122 comments received for safety and speeding issues and 114 comments were received related to cycling and cycle lane provision in this location.
- 77 comments were received in support of the measures in this scheme location.

West area (ETRO 21-30)

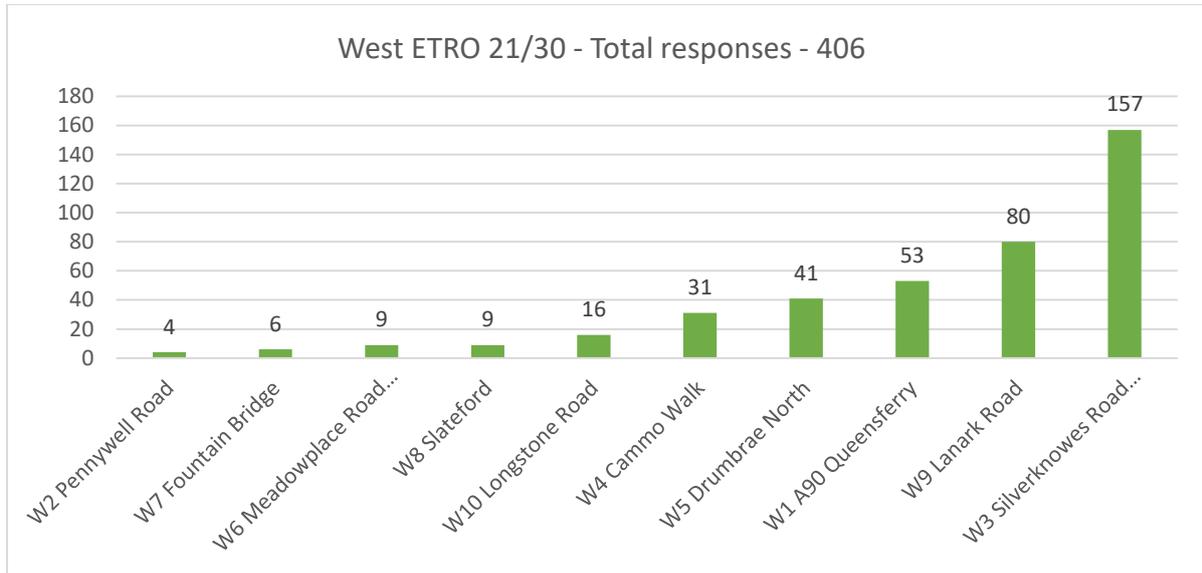


Figure 8 The total number of responses received for the West ETRO schemes

- The highest number of responses received to the West ETRO proposals were 157 for the Silverknowes Road North/South ETRO scheme and the lowest number related to the Pennywell scheme which received four responses.

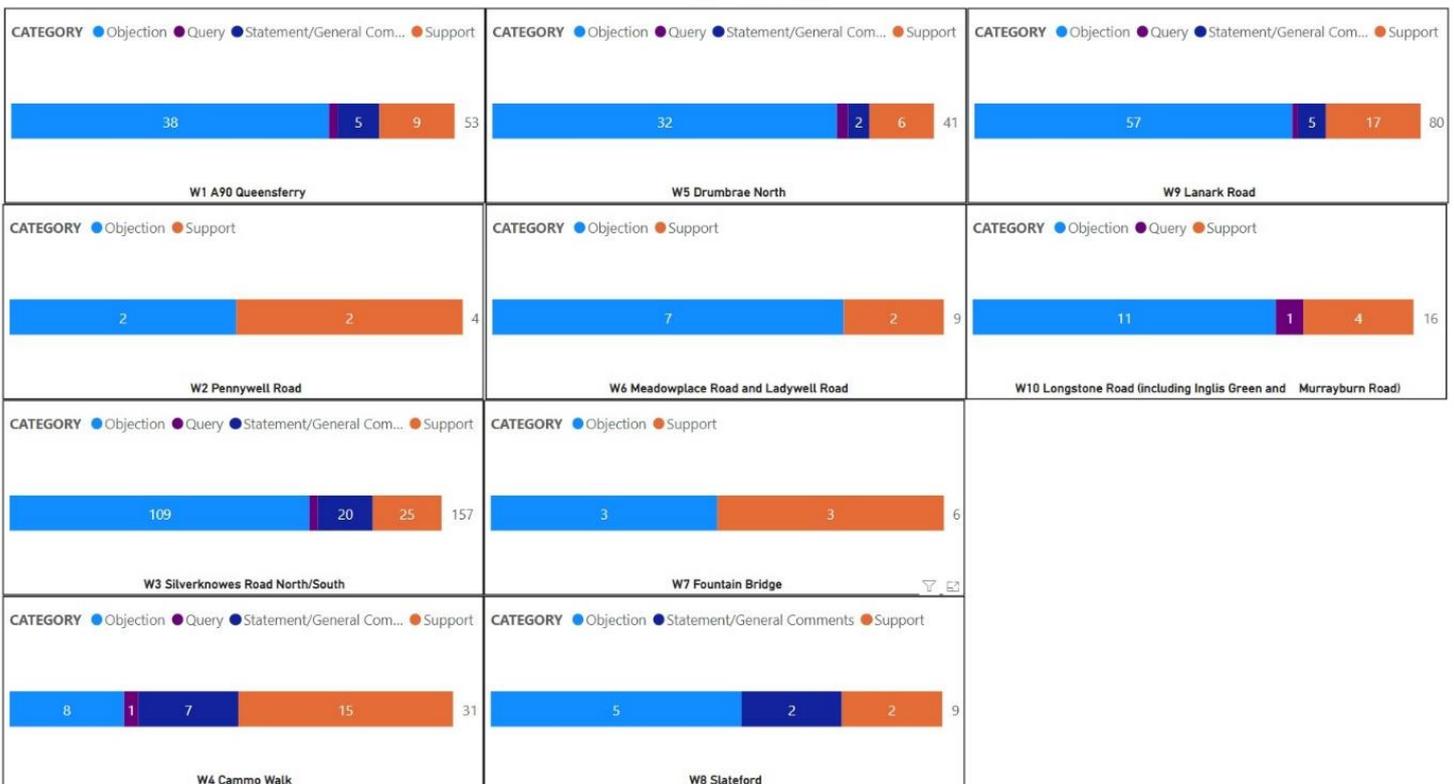


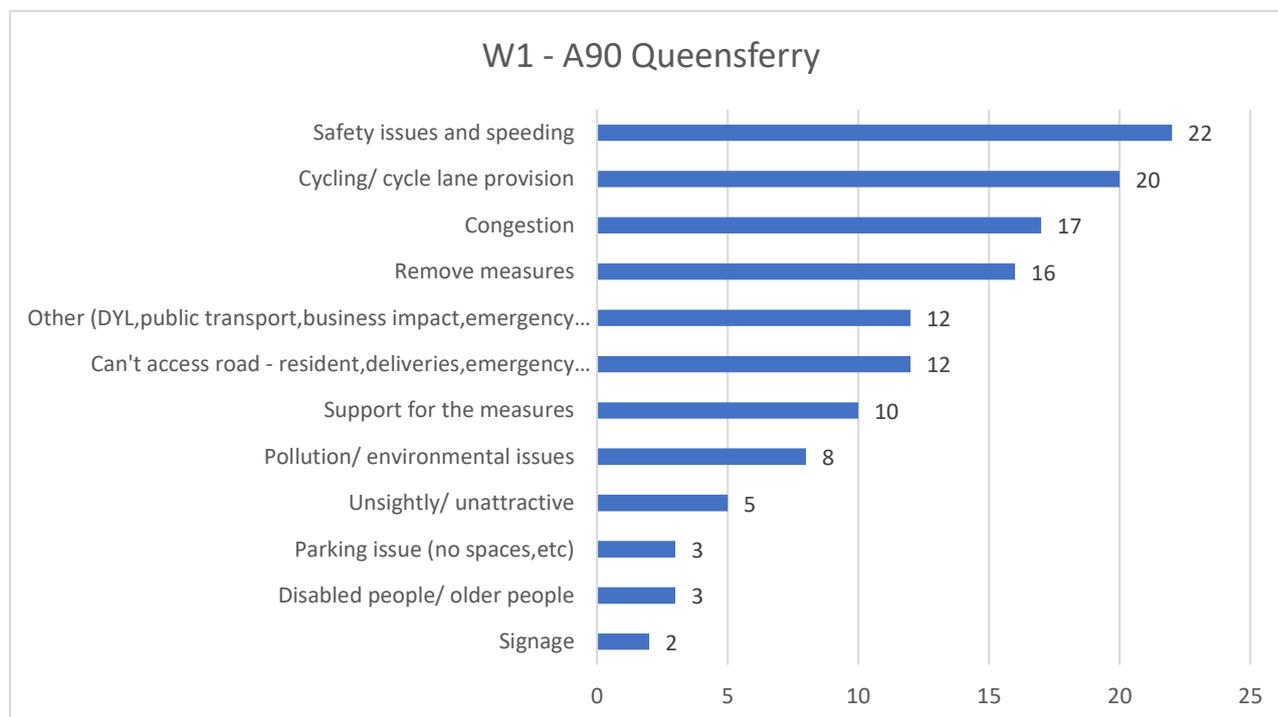
Figure 9 Responses to each of the West schemes split by type of comment

- Of the West ETRO schemes, the largest number of objection responses were received for the Silverknowes Road scheme which received 109 objection responses. The lowest number of objection responses were two For the Pennywell Road scheme.
- The highest number of support representations were received for the Silverknowes Road scheme which received 25 responses and the scheme that received the lowest number of support representations was the Pennywell Road, Meadowplace Road/Ladywell Road and Slateford schemes with two each.

Detailed analysis: West schemes:

Detailed analysis is provided below for the four schemes with the largest numbers of objection **responses** (Silverknowes Rd N and S being combined for this purpose). Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

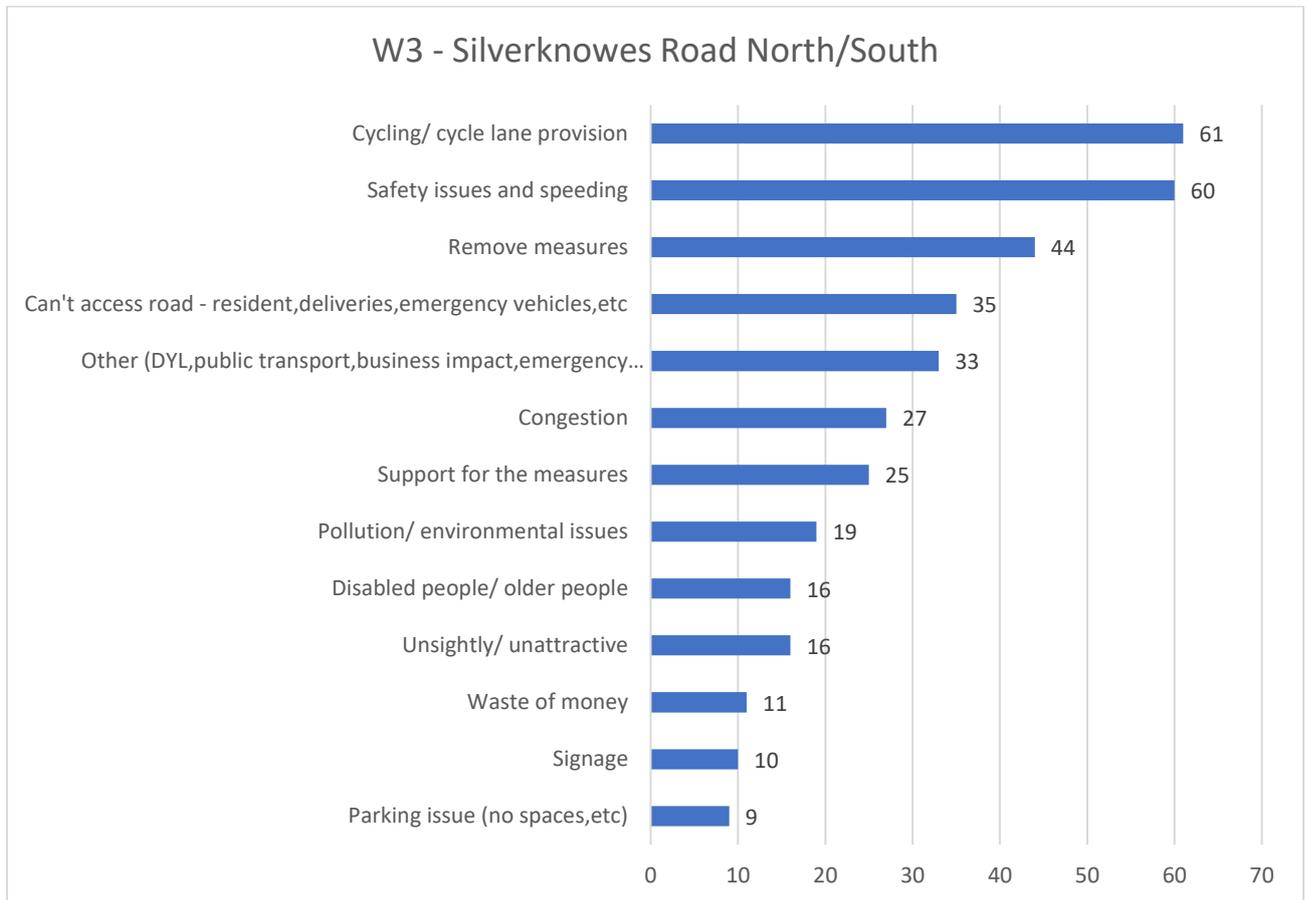
W1- A90 Queensferry:



- The highest number of comments received for this scheme was 22 and these were related to safety issues and speeding. The second highest number of comments was 20 related to cycling and cycle lane facilities and third highest was 17 which mentioned congestion issues.

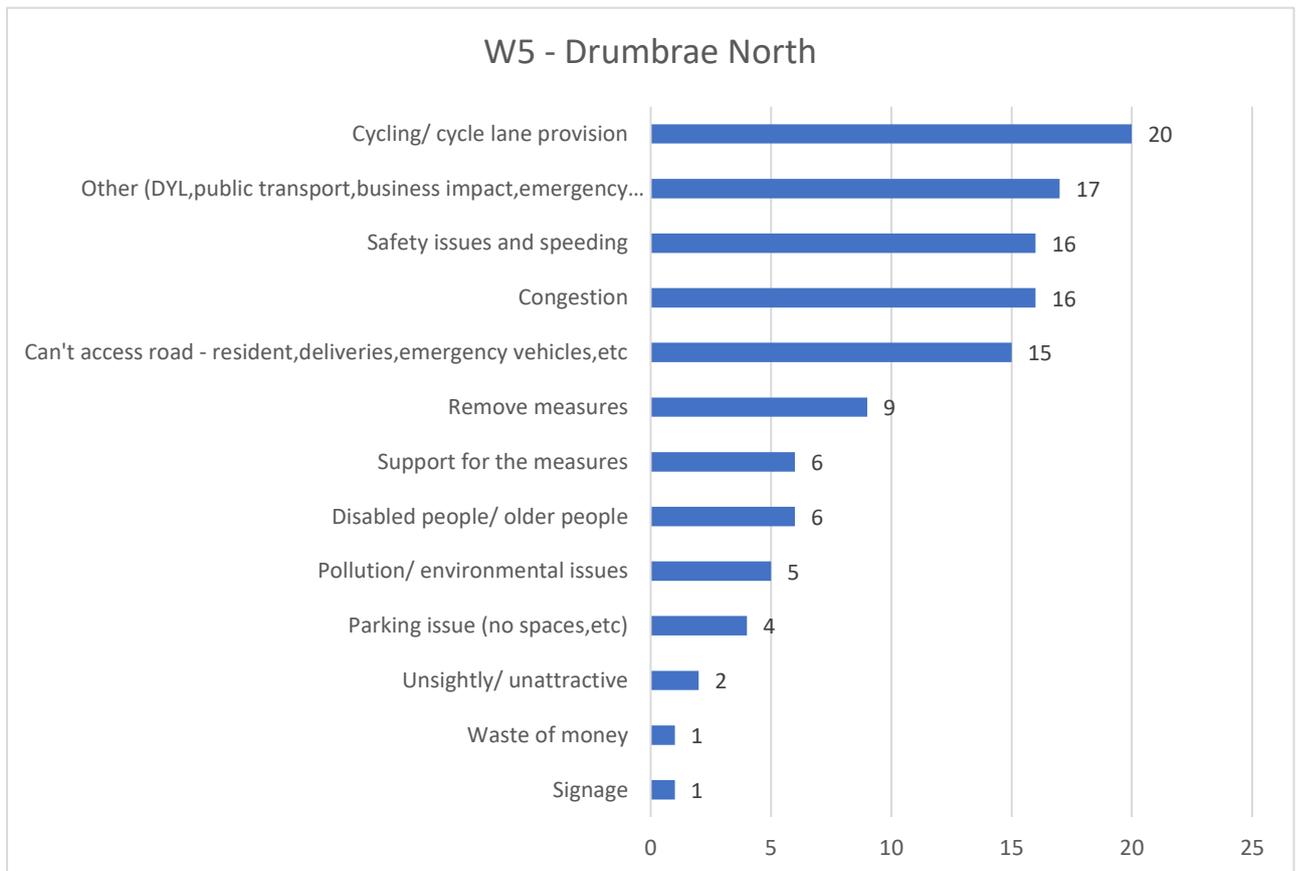
- Ten comments were received in favour of the measures for this scheme location.

W3- Silverknowes Road North/South:



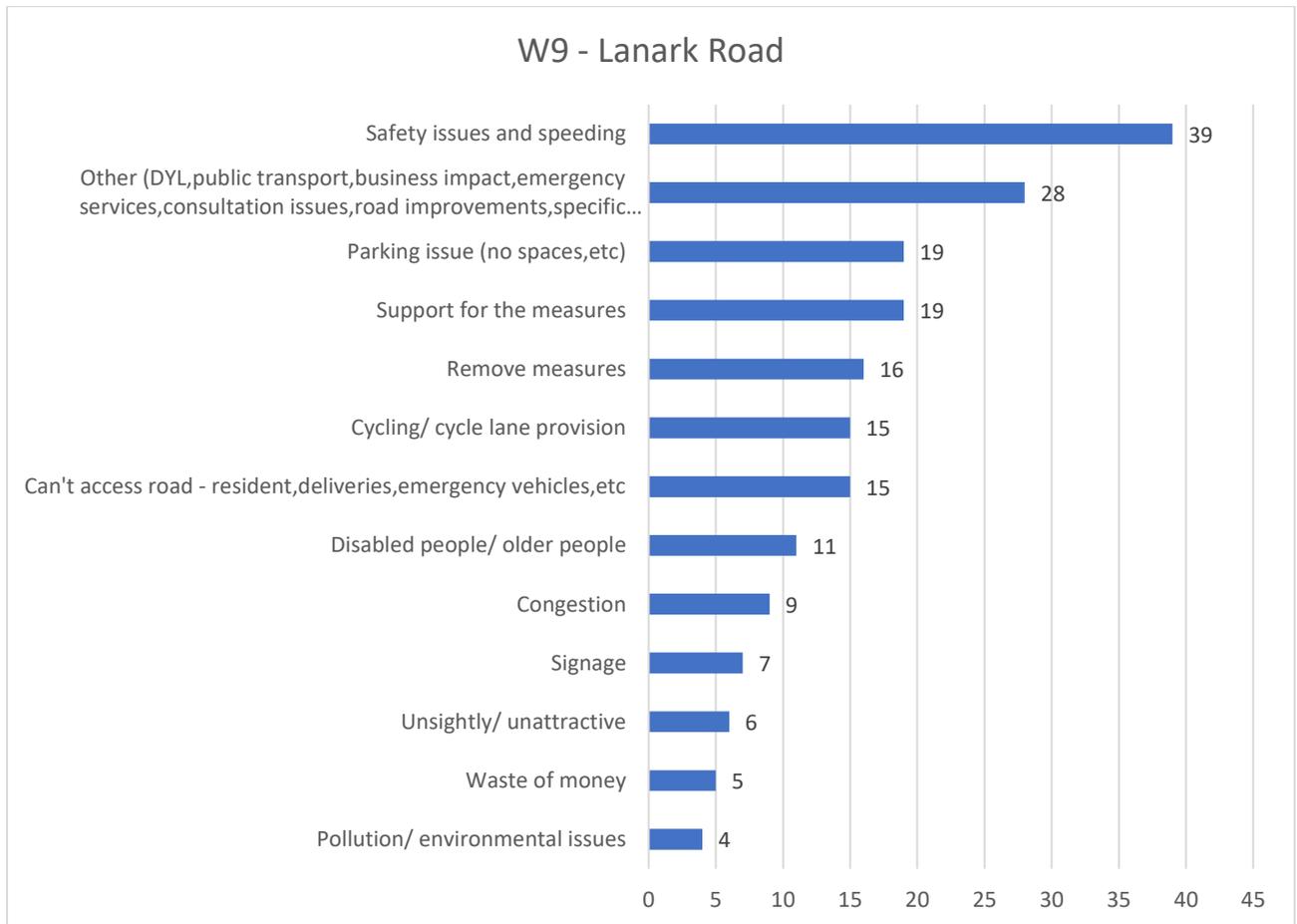
- The highest number of comments for this scheme was cycling and cycle lane facilities with 61 comments.
- The next most commented on issue was safety which received 60 comments.
- The third highest number of comments was 44 which were requesting the removal of all of the Travelling Safely measures in this location.
- 25 comments were received in support of the measures at this location.

W5-Drumrae North:



- Cycling and cycle lane facilities received the largest number of comments for this scheme with 20 comments.
- Second highest was 17 comments received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 16 comments were received for both congestion concerns and safety issues.
- Six comments were received in support of the measures at this scheme location.

W9- Lanark Road:



- Safety issues received the highest number of comments for this scheme with 39 comments. This was followed by 35 comments related to cycling and cycle lane facilities.
- 28 comments were received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme's measures.

5. Conclusion

The analysis was broken down into the specific ETRO schemes, with the South area schemes receiving the highest number of responses at 1,156. The analysis showed that the largest number of emails received was for the Braid Road scheme (S9) in the south of the city with 376 responses. The second largest number of emails received was for the Quiet Corridor – Meadows to Greenbank scheme (S6) with 373 responses and the third largest number of emails received were for the Comiston Road scheme (S8) with 234 responses.

The schemes which received the lowest number of responses were the South St David Street scheme (City Centre), Arboretum Place (North) and the Comely Bank Roundabout (North) which all received three responses in total.

Detailed analysis: 17 ETRO schemes

17 specific schemes in the five areas were analysed in more detail to assess the highest number of objection comments received.

The outcome of the scheme analysis showed that three of the South schemes, S6, S8 and S9 received the most comments. S9 (Braid Road) received 219 comments, followed by S6 (Quiet Corridor – Meadows to Greenbank) with 152 comments and then S8 (Comiston Road) with 135 comments.

The fourth highest number of comments received was for the W3 (Silverknowes Road North/South) scheme which received 109.

6. APPENDIX A – COPIES OF THE TRAVELLING SAFELY WEB PAGES

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Travelling Safely ETRO Public Engagement

During the Covid-19 pandemic the City of Edinburgh Council (The Council) introduced temporary measures and active travel schemes to improve safety for pedestrians and cyclists, supporting physical distancing so that people could safely walk, wheel, or cycle around the city (known as Spaces for People).

The Council would like to retain and trial most of the temporary measures, for a further 18 months. This will allow us to test them out over a defined period when traffic has returned to 'normal' or new levels. We will get a better insight into how they are working, as active travel schemes, and inform us if we need to make any changes should they be considered for permanent schemes. Any permanent proposals would go through the formal Traffic Regulation Order (TRO) approval process.

It is hoped the plans we are taking forward will:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#)

The sustainable transport hierarchy

Existing School schemes are currently being considered under the citywide School Travel Plan Review and have been removed from the Travelling Safely Programme.

There are also Frequently Asked Questions (FAQs) here for more information on the Experimental Traffic Regulation Order (ETRO) proposals. If you wish to know more about the Council's Travelling Safely project visit the project page [here](#).

There are also Frequently Asked Questions (FAQs) here for more information on the Experimental Traffic Regulation Order (ETRO) proposals. If you wish to know more about the Council's Travelling Safely project visit the project page [here](#).

Schemes Considered for an 18 Month Trial:

City Centre:

- The Mound
- Victoria Street
- Waverley Bridge*
- Cockburn Street*

(* under review)

Local shopping streets:

- Broughton Street: lane pavement widening at the roundabout and uphill cycle lane to Picardy Place

Segregated cycleways or pedestrian/cycling routes:

- A1 (Including London Road)
- Buccleuch Street / Causewayside
- Braid Road pedestrian crossing, junction and modal filter
- Broughton Street
- Comiston Road
- Craigmillar Park, Mayfield Gardens and Minto Street
- Crewe Road South
- Drumbrae North
- Duddingston Road
- Duddingston Road West
- Ferry Road
- Fountainbridge / Dundee Street
- Gilmerton Road
- Lanark Road, Inglo Green Road, Longstone Road and Murrayburn Road
- Ladywell Road
- Mayfield Road
- Meadowplace Road
- Meadows to Greenbank: quiet connection
- Old Dalkeith Road
- Orchard Bree roundabout
- Pennywell Road, Muirhouse Parkway and Silverknowes Parkway
- Queensferry Road
- Slateford Road
- Teviot Place / Potterow

Spaces for Exercise and access to parks and green space:

- Arboretum Place
- Cammo Walk*
- Kings Place
- Silverknowes Road (north section)
- Silverknowes Road (south section)
- Stanley Street / Hope Street
- Seethfield Street
- West Shore Road

(* subject to other local considerations)

Details relating to the proposed ETRO documents and schedules can be found on the [Council Website](#).

This engagement has closed. Thank you for submitting your comments. A report will be presented to the CEC Transport and Environment Committee in August showing the comments that have been received to this consultation.

Travelling Safely ETRO Public Engagement Edit project



City Centre ETRO 21-26

The plans for each of the proposed City Centre schemes are available for viewing below:

CC1 Princes Street Proposed ETRO Plan



[Read more](#)

About
[Share](#)

Travelling Safely ETRO Public Engagement Edit project



North ETRO 21-27

The plans for each of the proposed north of the city centre schemes are available for viewing below:

N1 West Shore Road Proposed ETRO Plan



[Read more](#)

About
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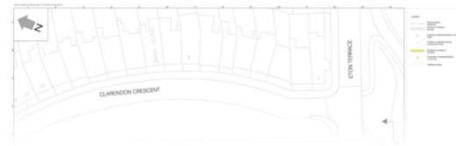
Travelling Safely ETRO Public Engagement Edit project



West ETRO 21-30

The plans for each of the proposed west of the city centre schemes are available for viewing below:

W1 A90 Queensferry Proposed ETRO Plan



[Read more](#)

About

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South ETRO 21-29

The plans for each of the proposed south of the city centre schemes are available for viewing below:

S1 Buccleuch Street and Teviot Place Proposed ETRO Plan



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East ETRO 21-28

The plans for each of the proposed east of the city centre schemes are available for viewing below:

E1 Seafield Street Proposed ETRO Plan



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7. Appendix B – EXAMPLES of OBJECTION/SUPPORT comments

Objection responses:

I would like to formally register my objection to the ongoing cull of traffic within Edinburgh. Edinburgh is a fully working city and not all business can be carried out on bikes, public transport, or taxis. For years, CEC's traffic management plans have actually caused congestion issues. Narrowing roads so much that when a driver wants to turn right into a road, it holds up everyone behind them. Closing roads or making one way where there's no close alternative route. Tram works taking so much longer, I am reliably informed various sections of the current works are having to be fixed numerous times already! Is there any monitoring of the quality of the works and checks or fines to the company undertaking the works for shoddy workmanship or is it just another cash cow for the contractors like so many projects? Closing roads to make garden areas in totally impractical places. As I said, this is a working city and as a dog walker, I need a van to transport dogs from their home to walk locations and back. There is an animal welfare issue here as it takes so long to move around this city, holding me up, often 40 minutes trying to cross Leith walk as roads close overnight, without warning, it's impossible to preplan routes. And to hear that road closures are to fix a newly laid line, more than once, is incredibly frustrating. Please take stock and properly evaluate what you are doing. This was once a beautiful harmonious city.

I would like to see the so-called "Spaces for People" areas removed in Silverknowes. Firstly, the quiet route on Silverknowes Road, Court and Place is unnecessary and dangerous. As a cyclist, I can see no benefit in having to cross the busy road to cycle down Silverknowes Road, effectively on the wrong side of the road, sharing the space with bikes coming up the road then doing a loop round the back of the shops, coming out on the Parkway, when I could simply ride straight down the hill on the newly resurfaced Silverknowes Road. I live in Silverknowes Crescent and have witnessed a number of near misses with cyclists coming straight out the bottom of the cycle path across the Crescent without stopping or checking for traffic. This is an accident waiting to happen. As a pedestrian and driver, it is now quite dangerous trying to get out of the end of the Crescent onto the Road, as the bollards on the cycle path obscure any traffic coming down the hill. Again, this is an accident waiting to happen. I also feel for the people who live on Silverknowes Road who can no longer park outside their own homes. Secondly, I am deeply upset by the closure of Silverknowes Road North down to the promenade. It is a wide road with good pavements for pedestrians. If cyclists really need a safe space, then a painted cycle lane would suffice. As it is, almost every cyclist ignores the dedicated cycle lane and instead, cycles down the bus lane. As a local resident, I feel very sad that I can no longer jump in the car and be at the beach within the 3 minutes it used to take. If I have a very young guide dog puppy or my now ageing pet dogs, they can't manage the walk to the prom and enjoy time on the beach, as it is too much for them. Likewise, I imagine the elderly, disabled or parents with young families are also discriminated against if they are unable to walk or cycle. These measures appear to be in place for the fit and able-bodied in the community and surely not in line with council policies. Thirdly, on Silverknowes Parkway, again, local residents can no longer park or have visitors parking outside their homes. Emergency vehicles can't get past if they need to and the cycle lanes are difficult to keep clean and clear of debris. There is a wide pavement which could have a cycle lane on it, as there is beside the golf course, which would be safer for cyclists, though possibly not for pedestrians. Finally, could I suggest that, for everyone's safety, the council could bring in mandatory cycle proficiency tests for all cyclists before they are allowed on a road and some sort of licence plate allowing identification of the small number of terrible, rude and dangerous cyclists that give the rest of us a bad name.

I understand from the secretary of our local association in Davison's Mains that you are consulting on the "temporary" cycle / walkways which were installed during the last 2 years. Can I just first of all say that it appears very underhand of the council not to make this consultation widely known. In fact, it is so well hidden on your web site I could not see any reference to it at all. The secretary of our local association must have found out about it somehow and discovered this email address to be used to send comments to you by the end of today I believe? That is hardly in the spirit of open and public consultation, is it? I should point out that I am not biased in any way whatsoever as I am a car user, a cyclist and a pedestrian. I am very much in favour of safe cycle ways on the approaches to and from schools, especially primary schools where we need to ensure the safety of younger children. But it is this blanket approach that the council seems to take with these things, very much like the 20 mph speed limits that were introduced not that long ago. By all means keep the safe cycle routes close to schools but I would suggest you need to look very closely at those elsewhere. One example is the one along Silverknowes Road by the golf course. This road was always very quiet and

very wide, so enough room for all who wanted to use it without wasting any time or money on installing ugly bollards and closing it completely to traffic. There are other examples where the cycle ways cause hold ups for traffic as the roads have effectively been reduced to one lane now. Along some sections of Queensferry Road and Buckstone Terrace for example, if a car wants to turn right, it has to wait of course for a gap in the traffic approaching from the opposite direction before it can safely do so. This is normal of course but now there is only one lane (as the width of the carriageway has been effectively reduced by the bollards), the traffic behind the car wanting to turn right has to wait behind it as there is now no longer any space to drive around it on its left side. This causes quite a hold up sometimes especially at busy times.

What is wrong with merely painting white lines on the road to mark cycle ways ? I appreciate those would not be as safe as bollards, but it would mean that there is still space for all.

Finally these bollards are extremely ugly and add to the street clutter. Edinburgh has (had?) World Heritage Status. These bollards detract from that.

We have only one escape route since Newbattle Terrace has been closed. We suggest that while this closure remains, and we are informed it is to be several months, that the blockages in Whitehouse Loan and Canaan Lane be removed. We are both over 90 and reliant on the car for shopping etc. A trip to Waitrose, which is only a few hundred yards away, involves a drive of more than a mile. Taxi drivers and delivery vans are unable to find us in the maze of road closures. We feel very cut off from the rest of the world.

These closures create bottle necks in the remaining roads - Morningside and Comiston roads are striking examples and greatly inconvenience the occupants of the neighbourhood. We are unaware of any improvements resulting from the road closures and would like to see all of them removed.

I am again writing to you regards the unfortunate fact that the "Temporary for 18 months" Spaces For People impositions are still in situ on Pentland Terrace / Comiston Road more than two years later, & you don't appear to be doing anything publicly to get these impositions removed. My now 92yo Mother & our family still have no vehicular access to her property, as bollards & double-yellow lines physically prevent any such access, &, as I previously advised, we don't have a private driveway. I understand that there is yet another "Consultation" on these unwanted impositions, which is supposed to be "open & transparent" as promised by new Transport Convenor, Dr. Scott Arthur, with a close date for objections of 03 July 2022. However, to date we have not had anything from you, Dr Arthur in his capacity as Transport Convenor, or The Council through our door about this "Consultation" - & while I've seen you on television trying to justify why you want Entertainment Venues closed down (a policy we don't recall being in your Labour Party Manifesto), I've not seen or heard you advocating for the removal of the SfP measures, which we believe the majority of your negatively affected constituents would welcome. As you surely must agree, the "create additional space to help prevent Covid spread" argument that was routinely gushed out by previous Transport Convenor Lesley Maciness (SNP) was inapplicable scientific nonsense to those of us who lived opposite the huge existing "space" of The Braidburn Valley, or on Lanark Road, yet she kept repeating this implausible mantra on TV & in newspaper articles.

As our local Councillor, can you please answer the following questions:

Please advise just how "open & transparent" this latest "Consultation" is, & how does my Mother, who does not have internet access, participate before the closing date?

Please advise what are you doing to ensure that these "Temporary" impositions are removed & our kerbside parking is reinstated? As our Councillor, can you please record our objection to any extension of these SfP / Active Travel Measures, & note that we want our kerbside parking restored - as we were all originally promised by the Council? I have copied Dr Scott Arthur in to my email, & any comments in his capacity as Transport Convenor, or as a neighbour who lives up the road from my Mother, he wishes to make regards the open transparency of this latest "Consultation" would be welcome. I'll also be writing separately to our local elected officials Ian Murray MP & Daniel Johnson MSP on this matter to again notify them of our objections to any extension of SfP/Active Travel impositions, & to request that they advocate for their complete removal on the uphill stretch of Pentland Terrace with the reinstatement of our kerbside parking - as originally promised by The Council when they said these measures were only "temporary for 18 months". yet over two years later they are still in situ. As you must be aware, there are still no hordes of uphill cyclists taking advantage of their "additional space". In fact, most times when I visit my Mother, the uphill Cycle Lane is empty. People don't like being repeatedly lied to, & we feel our Council has lied to us regards these SfP impositions being only temporary, that the Covid argument, together with the use of Emergency Legislation, was just an excuse to implement a road narrowing & road closure policy without any genuine open consultation with Council Tax paying residents who are negatively affected by the loss of several miles of kerbside parking. As you must also be aware, these unwanted impositions also severely impact on Carer, Delivery, Service Drivers & Blue Badge drivers who require to park near where they need to be.

I am writing to raise my concerns about the South ETRO/21/29 S9 Braid Road
I and other residents in Buckstone, Braid and Comiston areas previously participated in a Council 'consultation' where the residents voted overwhelmingly – 74% to re-open Braid Road permanently. This result was completely ignored by CEC, why should residents believe we will be listened to on this occasion? Another consultation is not required, take the responses to the previous consultation, and deploy it as requested by residents. By all means retain the double yellow lines, which in the previous 'consultation' many of the residents said would alleviate any concerns that CEC had.

Initially the Traffic authorities made decisions on temporary traffic regulation orders to address Covid 19 restrictions for up to 18 months. In Buckstone and the Braid Road area there are a number of road signs notices stating road closed due to Covid 19 measures. However, despite the Scottish Government removing compulsory restrictions in relation to Covid 19 why are so many Spaces for People schemes still in place? How can CEC justify this and what is the legal basis under which these schemes are in place currently?

As I'm retired, I regularly walk this road into Morningside, during the week I very rarely see cyclists using Braid Road due to the steepness and camber. During the winter months snow & ice build in the cycle lanes making them unusable. The few who choose to cycle opt instead for Comiston Road or Braidburn Park.

I have also witnessed large tour coaches having to carry out a 3 point turn outside the Braid Hills Hotel, dangerous on this narrow road. This hazard will only increase as more tourists arrive.

The dreadful modal layout and indistinct/unclear road markings where the mini roundabout was causes confusion for all, this has the potential for causing/resulting in a dreadful accident for:

- Blind/partially sighted pedestrians
- Elderly pedestrians, trip hazard
- Drivers and cyclists

Furthermore the prevention of allowing drivers to access safe access/egress via Braid Avenue is also a road hazard. During peak times the tailback of traffic on Braid Hills Road for drivers wishing to join Comiston Road (right turn with no traffic lights) is dangerous for all road users.

Also, idling traffic due to increased congestion caused by the one way system on Braid Road has resulted in slow moving/idling vehicles increasing the pollution in the area, particularly concerning for parents whose children attend South Morningside Primary School. The extension of an ETRO would result in causing more congestion and pollution instead of reducing it.

I do not support the South ETRO21/29 S9.

I would like to raise an objection to the proposed closure of Cammo Road from the North car park Cammo estate to the Lennie Gate.

This closure will be of significant impact to my business as I drive this road 3 times a day 5/7 days a week. I have clients who live on Turnhouse Road at the golf club. I am a dog Walker and I use the north car park at Cammo Estate to park in then walk the estate. If this road closure goes ahead I and many other users have no access to Cammo other than going back out along Turnhouse Road, Maybury Road, Cammo Gardens, Cammo Road and then back again. As a small business this is not visible. Firstly, due to the rising fuel prices and more importantly the constant traffic jams at Maybury Casino junction which will only become worse, would mean dogs in transit for longer than necessary, this is something I try to avoid.

As I'm sure you will be aware that closing the road will only give one way in and out which is along Turnhouse Road. The Turnhouse Road has been a building site for near on 2 years now and with no real end in sight. Along with this there are at the moment 24 sets of temp traffic lights on this stretch of road which is less than a mile long. After waiting in these temp lights, you then have the inadequate set of lights at the Maybury Casino, which on a number of occasions has had workmen stopping traffic to allow exiting traffic from Turnhouse road out of the junction, as the lights fail to change when any large lorry blocks the sensors. Only last week the traffic was at a standstill with 6 changes of lights and not once did the exit signal from Turnhouse road changeworkman to the rescue as traffic police. The other exit from this area is along what was the old Craig's road leading to Maybury road. This road has been closed now for 18th months and again no sign when this will reopen.

I can honestly say after using the roads in the Turnhouse , Cammo area for many years for business and pleasure. I have seen a slight increase in other vehicles using the Cammo road over the past year. I can only put this down to the fact that the lengthy delays and constant roadworks on Turnhouse Road has made people seek a different route to work and pleasure (i.e. airport /FedEx / golf club / homes).

I'm not sure if a full study of this area has been done and a look at the businesses and residents that use the area and are affected by these decisions, but I can tell you from my prospective I will have to seriously consider if I can continue working in this area. This will impact me and my client significantly.

I understand that this closure is again for walking and cycling. Cycling on this road is something I have done many times but again not widely used as Road is narrow and was built back in the day for vehicles. As for walking , this is not a safe road to walk on mostly because there is no pavement, and it is a road. I also do not understand how this closure will make it any safer when you still have a long stretch with no pavement.

Can I also point out that there are places either side of this road that have lovely walks where people can enjoy the country side that is on our door step. We have the path along the river Almond which brings you out along the Cammo Road. Alternatively, the Cammo estate is a beautiful walk which can lead you right round to the Old Craig's Road / Maybury Road junction. Surely these are the places we should be investing in and encouraging people to use. Why does this always seem to have to come down to the motor vehicle being punished. I am a small business that has no option but to drive. Once again, I cannot stress enough how this proposal will have a massive impact on my business.

I would like to lodge my objection to an extension of the temporary measures across the city.

As the carer of an elderly parent, these measures have considerably affected my ability to allow my mother to use services within the city. These measures favour the able bodied. Not all people with restricted mobility can use wheelchairs/adapted bikes etc. I need to be able to park close to places in order to assist my mother and be able to get her home quickly if she is unwell.

The layout on your website re the consultation/temporary measures is not at all user friendly and it is nigh on impossible to get a concise overview making it very difficult to comment on each and every measure.

I appreciate the need to reduce carbon emissions and reduce individual car use within the city, but these measures are hugely discriminatory against the infirm and those with special needs.

PLEASE do NOT continue with these ill thought out, haphazard, inconsistent measures

Re your proposal to extend scheme for another 18 months it fills me with horror. As a disabled person I cannot get to where I need to go in either a car or taxi I cannot walk very far. It makes me laugh you have someone with a stick and in a wheelchair lumped with walkers. Just how far do you think most disabled people can walk? Personally, I can't walk a few yards. I know it's not all about me but think I'm representative of severely disabled.

Re Silverknowes I've yet to see a cyclist use the cycle lane. They still use main rd.

I used to live there and am in the area at least 3 times a week. I can only get there by car.

I write to object to the proposal to permanently close off West Shore Road. I have lived in Edinburgh for over forty years and have brought up my children in the North West of the city, and now have grandchildren who live locally. We have always used this area for childhood outings and dog walks, and the closure of the road has made the local coastal areas much less accessible. My husband also now has mobility issues, and the closure of the road makes the area inaccessible to disabled people which is very sad. I hope you will reconsider the plan to keep West Shore Road closed off so that the area can be once again accessible to everyone.

Supportive responses:

I am writing to support the retention of the Blackford Greenbank Quiet Route scheme. I have walked parts of the route many times in the past several years and find the recent absence of through traffic has made the walk much more pleasant. Through traffic using Braidburn Terrace has always made for congestion and its intersection with Hermitage Drive and Braid Rd was the scene of many near misses for cars as well as making it dangerous for cyclists and pedestrians. Keeping the quiet route would make it much safer for road users generally and the residents of Braidburn Terrace would be less exposed to car emissions. The closure of the small section of road by James Gillespie's Primary School has meant that children using the Links for sports and play can cross more safely and the school is using the area of road very creatively. I cross to the Links several times a week and it is good to see how the space round the school has been opened up for the extended school community. I hope that the current scheme can be retained in the meantime to allow time for further consultation.

Generally, I am in favour of these projects to give more designated safe space for Cyclists etc. Two comments about current arrangements:

- when turning into a road with a cycle lane with the current black bollards it would improve car drivers judgement of the turn if the first bollard, they meet were a more distinctive colour
- cycle lane use should be measured/surveyed from time to time to assess usefulness, as well as the impact on vehicular traffic e.g., traffic volumes per hour

I am all for travelling safely on Edinburgh roads and as a keen cyclist I am keen to see that cyclists (and others) are as safe as possible on our roads. I am in favour of the closure of Whitehouse Loan outside of James Gillespie's Primary School where vehicular traffic can easily take a slightly longer route round the High School, thus allowing children more safely to enter and exit the Primary School as well as the many parents who seem to need to stand around. However, I feel that the closure of Whitehouse Loan close to the junction with Strathearn Road and Strathearn Place causes more problems than it solves. Whitehouse Loan between the gates of the Astley Ainslie and the above mentioned junction is a very wide road which could easily accommodate a dedicated cycle lane. For the sake of approx.30 minutes in the morning and the afternoon the whole road is closed to vehicular traffic which then goes along Clinton Road which is not suitable for the volume of traffic now using it and is causing anguish to the residents of the same road.

We are residents of Haile Crescent, and as cyclists and drivers routinely use Lanark Road. Specifically, our daughter Rose cycles from School using the Lanark Road cycle lanes, and I use them for commuting and local trips. We also drive on Lanark Road. We strongly support the proposed retention and extension of the Lanark Road Traffic Regulation, as proposed in your plans: <http://www.spokes.org.uk/wp-content/uploads/2022/06/Lanark-Rd-ETRO-PCL.pdf>

The cycle lanes should continue to be maintained. These provide cyclists with safer passage along Duddingston Road than prevailed prior to their installation. These are used by school children, commuters, and leisure cyclists. Some suggested improvements: Install more bollards to prevent parking in the cycle lanes and cars driving in the cycle lane to avoid speed bumps. Extend the cycle lanes down through Southfield Place and Brighton Place.

I am a Silverknowes resident (gardens) and I am very much in favour of retaining the spaces for people measures. Especially the cycle route to the promenade which has made that road much more enjoyable for both walkers and cyclists. There is no need to re-open to cars, it will bring no benefit by doing so. Cars can still go the other route, so are not impacted. I now see children riding bikes down there which never did before because of how much safer it is. Please do not remove them.

I understand that the above returning to 'pre Covid' is up for review and there is a possibility of a further 18 month extension to this traffic system and that of the surrounding roads. Personally, I have found walking around the area of the road closures very pleasant and if the system hasn't impacted greatly on the Hermitage Cafe, I'm up for things staying as they are - also bearing in mind the money spent installing the cones and painting the roads would be absolutely wasted (I understand that the cost of this was huge). Drivers wanting to avoid traffic jams on the main Morningside Road are ignoring the 'access only' signage opposite Braidburn park so maybe this particular access point could be reinforced as 'local access only' or the end of the road by the little mini roundabout be re-blocked.

I'm working to support the Lanark Road ETRO, using it several times a week to cycle to work (near Haymarket), visit supermarkets (Slateford and Longstone) and visit friends in town from our house in Currie. I have children, and often cycle with them with my 5 year old on pedals and 2 year old in bike seat, or all of us in our electric cargo bike. This offers a more direct route than the canal or water of Leith (which you can't cycle all of with a cargo bike and I don't like the aqueduct, especially with a cargo bike!) It definitely has room for improvement (I used to live in Cambridge-look at what Camcycle campaigns for ideas of how to improve.). As a woman cycling alone or with young children, I would not contemplate cycling the alternative canal or water of Leith routes in the dark but would do this one as it's street-lit. I am happy to discuss further if you need forget input into the consultation.

I am generally in favour of all these schemes. I think spaces for people has been very helpful in improving walking and cycling in Edinburgh and would like to see the schemes made permanent. I am an experience cyclist (about 30 years of cycle commuting) but still benefit from the protection on my commuting and shopping trips. Today I took my kids (12 and 7) cycling from Fairmilehead to Portobello, and we were very grateful for the segregation (where it existed).

The temporary order should be retained/extended. The south bound cycle lane provides cyclists with safer passage on Duddingston Road West. Allocating road space to cyclists encourages more people to travel by bicycle. This will reduce congestion and pollution. Some points for improvement are:
Install a cycle lane on the north bound carriageway from Willowbrae Road to Peffermill Road/Niddrie Mains Road.

Extend the south bound cycle way to Niddrie Mains Road.

Install more bollards at Old Church Lane junction.

8. Appendix C – Blanket objection/support responses

Objection responses: red

Supportive comments: green

I object to it all, so please use all reference numbers with this e mail. You, the council obviously have no idea on the impact these measures make. The spaces for people are obviously not for people and is a trial that is well past the trial period. You keep putting things in place without any regard for people who need to use vehicles as their lively hood. We have yet to figure out that solution, yet you act like we have. With the endless closing of streets and continuous road works everywhere, I can easily say that the council is against clean air and has done nothing but add to pollution and rubbish in the city. Again I object, your alternatives don't exist for people who need vehicles to get into town. Especially as the bus services is below average and the tram is a complete rip off.

The scheme was not properly thought out, managed poorly and in cases caused injury to innocent people. The only thing that the scheme has done has caused confusion, frustration, increased pollution and wasted public funds.

Those responsible for implementing such an inept system should be removed from post.

Please remove all temporary measures with immediate effect.

All the road modifications made in response to covid-19 can now be removed. All they've done is cause congestion - including on pavements.

Bollards are in wrong places, and cyclists do not use the space given to them. They prefer to use pavements.

it's clearly a policy by the previous council office bearers to push private cars out of the city which in turn, is damaging the local business in Bruntsfield, Morningside and George Street because can't get parked. And when they find a parking space, the charge is astronomical. Bus isn't always and option.

Covid is again on the rise and people are no longer wearing masks. Health is paramount and taking your car is the safest option.

Please remove all modification in an effort to free up the flow of traffic. It would also help if buses and trams had clearly distinct routes. Having both forms of transport in the city centre is simply causing congestion.

If you'd like to hear more about why I believe the transport policy needs to be thought out again, please get in touch.

Again, I object, your alternatives don't exist for people who need vehicles to get into town. Especially as the bus services is below average and the tram is a complete rip off.

I strongly oppose all of the orders to keep the spaces for people. They are dangerous, short sighted and yet another misplaced notion to "improve" the lives of Edinburgh residents.

It is also disgusting how difficult you have made the process to oppose this, which is yet another poorly thought through bureaucratic process to ignore the will of the population and push through these schemes that are inherently dangerous and do not make the streets of Edinburgh safer.

Discrimination against disabilities is illegal, and these schemes have badly affected the lives of residents being able to travel the city.

Your actions are shameful, corrupt, and short-sighted.

You have made living in the capital of Scotland unbearable.

I am writing to submit a general objection the extension of the ETRO without individual consultations. In my opinion, many of the schemes have been counterproductive and the process used has been overbearing and does not reflect the views of the local residents.

Although the aims are commendable, I have not met a single person who is supportive of the implementation, and it seems the previous consultation has been a sham.

I am fully against all the works done in and around Edinburgh.
The result is a shambolic approach to the free movement of people and traffic around Edinburgh with no thought to the views of numerous members of the public.
Consultation should mean that plans are adapted, improved or scrapped if there is public views against these measures but that does not seem to be the case.
Please let me know how my views can be considered and officially noted. I object to all proposals particularly those in Edinburgh West.

I am writing in relation to all the following traffic orders.

ETRO/21/26
ETRO/21/27
ETRO/21/28
ETRO/21/29
ETRO/21/30
ETRO/21/21
ETRO/22/13

I wish for it to be clearly known that I object to the continuation of all of these measures in and around the city of Edinburgh. These over-restrictive measures are counterproductive and are not improving road safety or the environment. By imposing these measures on the city, you are exacerbating the problem and needlessly making residents lives more difficult. Residents do not support these measure and the "feedback process" has barely been promoted and appears to be deliberately difficult to understand or contribute to. These measures should be removed, and council funds spent on running essential services.

I refer to your proposals. While some of them may be sensible, or at least not dangerous, most of them are anything but.

In the first place this form of 'consultation' is wrong. There should be an online form with specific questions. To list 38(sic) schemes and expect me to give comments with

- the order number
- your email address
- your full name and postal address.

for each one is clearly designed to inhabit and frustrate comments. Then, having made commenting nearly impossible, you can 'claim' that there has been a consultation and there was no major opposition. So much for democracy!

I wish to object to ANY extension of these plans. There are so many reasons why they are bad and should be reversed but here are just a few

1. They make cycling less safe as the 'protected' lanes are full of rubbish and potholes and, sometimes, parked vehicles. They also start and stop at random forcing cyclists to 'emerge' into traffic.
2. Your upside down pyramid is inconsistent with the revised Highway Code and so is, presumably, or at least should be, illegal.
3. By narrowing roads, they will increase congestion and pollution in direct opposition to your proposed 'hopes'.
4. By narrowing roads, they impede access by emergency vehicles thereby increasing the risk of death.

Yours in disappointment but not surprise. Covid 19 was a major disaster, and this just makes it worse.

My view this is nonsense stop all this Covid stuff let's move on

West ETRO 21-30

East ETRO 21-28

South ETRO 21-29

North ETRO 21-27

City Centre ETRO 2-26I am voting to remove all temporary measures put in place in all ETRO zones.

Reasons why (in response to the proposed benefits):

- encourage more people to switch to sustainable ways to travel. The cycle lanes are ill thought out and frankly dangerous. They are patch work jobs which have been poorly designed and would not encourage me to cycle any more than if they were not there. In fact, I would feel less safe cycling now being trapped between a curb and pillars and would rather cycle on a standard cycle lane, like pre covid.
- make it more pleasant, easier, and safer for people to explore their local area. The temporary measures are ugly, poorly designed and have ruined the city. They do the opposite of 'make it more pleasant' and this has been voiced by all (including supporters.) They definitely do not make it easier by now having to navigate pillars and blocks on the road, which also then make it more dangerous rather than safer. There have been multiple reports of people being injured on the new measures and exiting a vehicle between a road and a cycle lane definitely does not improve safety.
- support City Centre businesses by providing more space for people. Again, these measures have done the exact opposite of what you are suggesting is a benefit. They have done more to damage city centre businesses rather than support them by reducing the ability to take deliveries, accept drop offs from taxis and now causing a hazard by forcing people to exit onto a road now between cars and bikes rather than at a pavement. The increased space on the pavement is no longer required/a concern and these measures do not help businesses.
- improve road safety Once more they have done the opposite again. These measures have reduced road safety. Longstone Road and Lanark Road are perfect examples of this. Both of these roads were large roads which easily allowed shared access between cars and cycles. However, they both now have floating parking spaces which leaves cars in the middle of the road, forcing passengers to exit either onto the road or into the cycle lane. They are also now chicanes forcing traffic to weave in and out which is greatly more dangerous than driving in a straight line. There have been multiple crashes of vehicles hitting cars in the floating bays at night as they are difficult to see. The cycle lanes start and stop which make them hard to navigate and incredibly dangerous, for example on Lothian Road the cycle lane just stops after the floating bays and is forced to merge with the main road, without any priority or warning.

Please remove all these temporary measures. They don't help anyone, that I can see. Some of them are in totally pointless positions.

If you want to reduce congestion and pollution, let the traffic flow. In that way, the traffic leaves sooner.

I use both buses and a car, the latter infrequently. I agree with bus lanes at peak times, but not 24/7. As I've said for decades, if you want to know the best way to manage traffic, ask taxi-drivers! They're the people who go everywhere and therefore the obvious people to consult. No, I have no interest in any taxi or taxi company.

I'm sorry to say this, but between these pointless "temporary" measures, the 20mph zones in inappropriate streets (in some parts I agree with them) and the fiasco of the trams, it has become embarrassing to be an Edinburgh resident.

I read with dismay that you are considering keeping some of the 'temporary' traffic measures that were introduced under the banner of being necessitated by the Covid pandemic.

I am objecting to ALL of the schemes. I believe that the order numbers are ETRO/21/26, ETRO/21/27, ETRO/21/28, ETRO/21/29, ETRO/21/30. Perhaps you could advise me if I have missed any.

The designs were hastily prepared and flawed, there was no coherent design principle, they will be expensive to maintain (accident damage and cleaning) at a time when the Council's budget is under severe pressure and they are visually appalling.

An example of the poor design is that the one place where lane defenders could have been of benefit, nothing was installed. I am referring to the approach from Portobello High Street to the traffic signals at Kings Road - the cycle lane could have been segregated by lane defenders, thus stopping the cycle lane from being used as a third traffic lane.

You just have to look at the places where the lane defenders have been removed (e.g. George IV Bridge, Portobello High Street) to realise what an improvement the removal is, and what a blight on our streets these measures are.

I trust that the format of this response will be acceptable to you. If it is not, please inform me.

I object to ALL of the proposals listed in the consultation document. The paper should be entitled 'Restrictions for the Majority'. Get rid.

I do not give permission for my personal information to be shared in public in any manner whatsoever. I would also like it to be restricted as far as possible within the Council and it's agents. It should operate on a need to know basis and I would ask why council departments need to know such personal details? I am happy for the following comments to be shared publicly on an anonymous basis:

I object to your proposals for traffic orders: TRO/22/08, TRO/22/09, ETRO/21/26 to ETRO projects /21/30, ETRO/21/21 and ETRO/21/13.

As a cyclist, a motorist and someone who has an interest in trying to make sure Edinburgh re-discovers its vibrancy, I am amazed that having received a clear rejection of a congestion zone, the Council is still trying to pursue, through other means, an attempt to decrease mobility across the City.

So far the Council's efforts at improving transportation has single handedly turned prime real estate, e.g. Princes Street, into a tartan tat parade. At no point does the council seem to equate glittery transport projects with actual impact. For example, has the tram actually turned out the way you intended, or has it decimated our city centre and wasted hundreds of millions of pounds?

I do cycle but the quality of road surfaces is a disgrace. That is cycle lanes, pedestrian crossings, and road surfaces for motor vehicles that you do have to encounter. If we hadn't wasted the transport budget on frivolous projects, we may have been able to resurface roads properly.

Having looked through the various TRO's and ETRO's, it looks like more of the same from the Council. Where is the evidence of impact and without it why are you willing to spend taxpayers money so freely? Some of the widest roads in Edinburgh are being closed. Were there deaths or accidents? All this does is push traffic to narrower streets. Why is that a good solution?

I feel the Council has used covid to force through its road policies, but I don't see any logical link between the two.

So as for closing streets and reducing parking, how is that going to help a city with an aging population? Will they all jump on public transport or might that want the ability to park right outside where they want to go and thereby buy the things they need and spend money and create jobs.

Get these plans in the bin it's an absolute disgrace get the roads back open and people like me who does cycle etc everyone has managed for years without this nonsense so let's get back to normal

As a motorist and a pedestrian, I must strongly condemn these measures as unsafe and nothing but a nuisance. They are stopping you from getting less pollution levels due to the lack of road space left, thus causing traffic to back up!

Get rid of them all, please!!

Please completely remove the road furniture from all sites. Temporary means just that.

I am staggered at this so called consultation, not made easy that's for sure!
Can you please sort out the surfaces of pavements and roads so that all can "travel safely!"

- Pavements: Horrendous surfaces and no dropped points for buggies and wheelchairs.
- Roads: Get rid of dangerous plastic bollards for both cyclists and car drivers. Sort all the road surfaces ...getting rid of potholes does not mean just filling them in temporarily!
- ETRO – Edinburgh does not need them.

You need to take account of every demographic using our city's infrastructure. It would appear that your only agenda is to make it extremely difficult for cars to use the roads. Many people rely on a car/ van/ taxi for their job.

I have also heard of cyclists having accidents due to horrendous road surfaces and those plastic bollards!

Travel safety should be a priority and that starts with the surfaces of the roads and pavements. We do not need more roads closed and planters stuck in.

As a lifelong resident of this city I have never seen it in such a sorry state!

I object to all of your ETRO schemes and travel safely suggestions for what it's worth. Please sort surfaces.

All these projects should be removed immediately. They are stupid.

In my opinion, the Spaces For People period should not be extended and the whole lot should be scrapped asap.

I would like to express my support for converting the Spaces For People TTROs into ETROs (specifically ETRO/21/26, ETRO/21/27, ETRO/21/28, ETRO/21/29, ETRO/21/30, ETRO/21/2, and ETRO/22/1). More and better cycling infrastructure is extremely important to both the safety of cyclists in this city and tackling the climate emergency. I hope that, once the ETRO process has run its course, these schemes are made permanent.

Keep all of the schemes and expand on the network of segregated cycle lanes and pedestrian areas. Cut out cars from our city. Be bolder for all our sakes.

I would like to voice my support for these schemes.
They make me feel so much safer whilst cycling.

I write to give you my strong support for any measures that will facilitate the SAFE use of cycles in the City, including in the area covered by the above ETRO, which is local to me. Segregated cycle lanes are particularly important in encouraging safety-conscious residents to take to their bikes, and cycle lanes that are unimpeded by parked cars also have an important role to play.

I'm writing in response to the newly launched consultation re Spaces for people.
I would like to thank you for creating these spaces, all of which have made a positive impact on the quality of my family and I's lives. The reduction in traffic has been noticeable, as has the increased confidence of my two children, wife & I to cycle around the north west of the city.
Please record my comments as a firm vote to retain all of these measures. Indeed, I would heartily support extending cycle paths further across the city.

I fully support all attempts to implement low traffic neighbourhoods/ traffic calming measures in Edinburgh therefore I would like to see all SfP schemes retained for an extended trial as proposed with an aim to enhance them and make them permanent.

I support all schemes which give pedestrians, cyclists, and public transport priority over cars.

I wholeheartedly support these proposals. Hopefully the start of more changes in Edinburgh to help increase active travel and get cars out of our city in such ridiculous numbers.

I am 100% in support of all roll out and developments to give more space and infrastructure to support spaces for people.

In a climate emergency there has to be a modal shift to sustainable and environmentally friendly transport in the city.

So more space and priority to pedestrians, cyclists, and public transport (in that hierarchy order).

As a local resident, I fully support the council's proposal to retain and improve the Spaces for People schemes, through the implementation of ETROs.

The segregated bike lanes and widened pavements have encouraged me to walk and cycle more than I would have otherwise.

I am strongly in favour of all the proposed ETRO schemes.

I wholeheartedly agree with the Travelling Safely project and wish them to be made permanent across Edinburgh. I am therefore supporting the following ETROs in full.

West ETRO 21-30

East ETRO 21-28

South ETRO 21-29

North ETRO 21-27

City Centre ETRO 21-26

This is a quick note that I support the implementation of the proposals in ETRO/21/26 to ETRO/21/30. Whilst there is definitely scope to improve the proposals, this should be possible during the experimental phase in most cases.

The one omission that I want to highlight is the junction of Dundee Street and the West Approach Road. This is a horrendously dangerous junction for cyclists, and I have personally had several near death experiences here. The junction should simply be closed. The Fountainbridge ETRO is the ideal opportunity to test this out, and any restrictions which would be necessary to achieve this should be included in the ETRO.

I would like to register my support for the ETRO's (ETRO 21-26, 21-27, 21-28, 21-29, 21-30) being used to develop the Traveling Safely scheme in Edinburgh. This seems like a sensible approach to allow the merits of the schemes to be assessed and improved as necessary.

Here is some feedback about the spaces for people scheme.

I feel much safer cycling along the road when separated by bollards. A main issue though is cars speeding along 20mph sections. I wonder if widening and then sharing the pavements would be possible in some places as I've seen in cities abroad. That's almost the effect with the displaced parking although passengers can unintentionally exit the car and walk into the bike's path.

Thank you for trying to accommodate a safer way to cycle.

Thanks for invite to comment. I strongly support all you can do to support these aim, especially the last one:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier, and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its net zero carbon aims by 2030.

9. Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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Appendix 2 – Travelling Safely Proposed Trial

Location	Existing Scheme Description	Current Scheme Status	Number of comments	Design/ETRO amendments following Engagement	Scheme Recommendations
CITY CENTRE					
CC1 Princes Street East End	Bus Gate/Lane on Princes Street and South St David St	Bus Gate removed during North bridge and Tram works	4	Review taxi parking outside hotel to provide reasonable access and protect bus lane proposal. Reinstate Bus Gate (via ETRO) on completion of North Bridge works. Consider comments made by Lothians Conservation Volunteers re minibus access to St Andrew Sq via S St David St.	Progress trial and ETRO, including details noted in previous column
CC1 Waverley Bridge	Pedestrian area with limited servicing access	Progress towards ETRO	9	Note that alternative bus rank is proposed on Regent Road.	Progress trial and ETRO.
CC1 South St David Street	Bus gate on to Princes Street	Progress towards ETRO	3	Lothian Conservation Volunteers suggest their minibus can use bus lanes. Officers will check scope of ETRO for non-service bus access.	Progress trial and ETRO
CC2 Cockburn Street	Pedestrianised area with limited servicing access from High Street	Access arrangements revised 8 July 2022 Progress towards ETRO	5	Promote ETRO following the Festival arrangements to manage daytime access on the High Street and Cockburn Street (Review post Festival TTRO arrangement to improve access for disabled people and residents).	Progress trial and ETRO, including details noted in previous column.
CC3 Victoria Street	Pedestrianised area with limited	Progress towards ETRO	7	No proposed amendments	Progress trial and ETRO.

	servicing access from George IV Bridge				
The Mound	Cycle segregation	No ETRO required as existing restrictions apply	N/A	No ETRO required/ proposed. Note Meadows to George Street	No ETRO required/proposed.
TOWN CENTRES					
Queensferry High Street	Pedestrian space	Retain measures as a trial for the Queensferry Town Centre Improvement project.	N/A	No ETRO proposed under Travelling Safely A permanent scheme is being developed under the town centre improvement project.	No ETRO proposed under Travelling Safely
Dalry Road	Pedestrian space	Retain widened footway section opposite Murieston Crescent.	N/A	No ETRO proposed under Travelling Safely Being considered under the Pedestrian Experience Improvement Programme (PEIP) and in tandem with a proposed carriageway renewal project. (See additional comments in the item at the end of the appendix).	No ETRO proposed under Travelling Safely
Morningside	Pedestrian space	Retain widened footway north of the Merlin Bar retained	N/A	No ETRO proposed under Travelling Safely Being considered under the Pedestrian Experience Improvement Programme (PEIP). (See additional comments in the item at the end of the appendix).	No ETRO proposed under Travelling Safely
Portobello High Street	Pedestrian space	Two sections retained on the High Street: 1. Brighton PI	N/A	No ETRO proposed under Travelling Safely	No ETRO proposed under Travelling Safely

		2. Bridge St		Being considered under the Pedestrian Experience Improvement Programme (PEIP). (See additional comments in the item at the end of the appendix).	
Corstorphine (St Johns Road)	Pedestrian space	Scheme removed Retain local footway widening at Templeland Road	N/A	No ETRO proposed under Travelling Safely Being considered under the Pedestrian Experience Improvement Programme (PEIP). (See additional comments in the item at the end of the appendix).	No ETRO proposed under Travelling Safely
Travelling Safely					
North ETROs					
N1 West Shore Road and Marine Drive	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive	Scheme revised to protect pedestrians Progress towards ETRO	12	Layout recently revised to one robust barrier line, to secure the prohibition and maintain access for emergency services/maintenance teams.	Progress trial and ETRO
N2 Broughton Street including Broughton St Roundabout and Bellevue to Canonmills	Pavement widening and uphill cycle lane, improvements for pedestrian crossings and cycle segregation	Progress towards ETRO	10	Local improvements discussed with the New Town and Broughton Community Council to be introduced into the ETRO.	Progress trial and ETRO, including details noted in previous column
N3 Crewe Road South	Cycle segregation	Progress towards ETRO	15	Trial will consider public transport journey times in more detail to determine impact on local network and revise if necessary.	Progress trial and ETRO, including details noted in previous column

				Section removed by the Western General Hospital to be reinstated on completion of construction works.	
N4 Ferry Road	Cycle segregation	Progress towards ETRO	13	Trial will consider public transport journey times in more detail to determine impact on local network and revise if necessary.	Progress trial and ETRO, including details noted in previous column
N5 Arboretum Place	Crossing point	Scheme to be revised to improve disabled parking provision Progress towards ETRO	3	Additional blue-badge parking spaces introduced in early July 2022. These would be included in the ETRO. Note that learnings from the trial will feed into the development of the permanent scheme.	Progress trial and ETRO.
N6 Comely Bank Roundabout (Orchard Brae)	Road markings	Retain scheme - No ETRO required	3	No proposed changes that affect the ETRO. Revisions to the roundabout road markings planned to improve lane discipline and safety for cyclists.	Progress trial and ETRO.
East ETROs					
E1 Seafield Street	Cycle segregation	Progress towards ETRO	9	No proposed changes	Progress trial and ETRO.
E2 Kings Place	Link between Proms. No waiting at any time.	Progress towards ETRO (future public realm project)	5	No proposed changes Learnings from the ETRO trial will continue to inform the development of a permanent scheme	Progress trial and ETRO.
E3 Duddingston Road	Cycle segregation	Progress towards ETRO	51	No proposed changes Assess traffic queues at the Milton Road signals during the trial and consider changes if required. Review waiting restrictions in the area during the ETRO to keep junctions clear at school start and finish times.	Progress trial and ETRO.

				Consider relocation of existing speed cushions during/following the trial.	
E4 Stanley Street/ Hope Street	Road closure	Progress towards ETRO	6	No proposed changes Improve quality of road closure barriers.	Progress trial and ETRO.
E5 Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Progress towards ETRO	22	No proposed changes	Progress trial and ETRO.
E6 A1 Corridor	Bus Lanes and cycle segregation	Progress towards ETRO	9	Additional cycle lane segregation proposed at the Marionville Road / London Road signalised junction as part of the proposed road resurfacing programme. Including the introduction of an uphill cycle lane, slight relocation of bus lane under current ETRO arrangement.	Progress trial and ETRO.
South ETROs					
S1 Buccleuch St / Teviot Place	Cycle segregation	Progress towards ETRO	23	No changes proposed.	Progress trial and ETRO.
S2 Causewayside	Cycle segregation	Progress towards ETRO	25	Minor revisions included in ETRO to reduce restrictions and improve loading and delivery access for local businesses.	Progress trial and ETRO, including details noted in previous column.
S3 Mayfield Road	Cycle segregation	Progress towards ETRO	38	Review junction delays on northbound approach to the West Mains Road junction and consider	Progress trial and ETRO.

				modifying layout to mitigate if necessary.	
S4 Old Dalkeith Road	Cycle segregation	Progress towards ETRO	26	Review access arrangements for Bridgend Cottages during monitoring period.	Progress trial and ETRO.
S5 Gilmerton Road	Cycle segregation	Progress towards ETRO	26	No changes proposed	Progress trial and ETRO.
S6 Quiet Corridor - Meadows / Greenbank	Various closures	Progress towards ETRO	373	<p>Large amount of feedback with mixed views.</p> <p>Engage with the local community during the ETRO period to better explore scheme successes, issues and concerns prior to reporting back to Committee. During this period also consider modifications, including an additional modal filter on Clinton Road to mitigate the impact of through traffic</p> <p>Replace modal filter equipment with higher quality materials .</p>	Progress trial and ETRO, including details noted in previous column.
S7 Craigmillar Park corridor	Cycle segregation	Progress towards ETRO	35	Consider amendments to simplify road layout at central traffic islands and on approach to signalised junctions.	Progress trial and ETRO
S8 Comiston Road	Cycle segregation	Introduction of 24hr bus lane approved at November TEC by amended motion. Agreed to reduce severity of waiting restrictions to allow	234	Large amount of feedback. The greatest number of comments relate to congestion. This is attributable to the Braid Road one-way rather than the measures on Comiston Rd itself. Following partial reopening of Braid Road, it is proposed to review city-bound bus journey times and the	Progress trial and ETRO , including details noted in previous column.

		<p>additional loading opportunities for deliveries etc. Progress towards ETRO.</p>		<p>requirement for the additional bus lane. It is expected that queue lengths on Comiston Road will reduce, and the extended bus lane will not be required.</p> <p>As part of the ETRO it is proposed to remove loading prohibitions throughout the scheme, except near junctions, to make deliveries easier and allow residents easier access for picking up or dropping off passengers</p> <p>The scheme has helped to reinforce the temporary 30mph speed limit. Consider bringing forward the making of the new Speed Limit Order.</p>	
<p>S9 Braid Road</p>	<p>One-Way (South-bound)</p>	<p>TEC decision - Open two-way, install modal filter, temporary junction layout and temporary Toucan crossing. Progress towards ETRO.</p> <p>Northbound reopening delayed due to ETRO delays.</p>	<p>376</p>	<p>Reopen Braid Road 2 way south of Braidburn Terrace.</p> <p>Install temporary pedestrian crossing just South of Braidburn Terrace. Install modal filter just North of Bradburn Terrace.</p> <p>Permanent scheme contractor procurement expected late 2022.</p> <p>It is expected the permanent scheme layout will supersede the proposed temporary junction layout as works progress.</p>	<p>Progress trial and ETRO, including details noted in previous column.</p>

				The ETRO trial would continue during and after new junction completion.	
West ETROs					
W1 A90 Queensferry Road	Bus Lanes and cycle segregation	Progress towards ETRO	53	Public Transport journey times to be reviewed, during the proposed ETRO, through the Blackhall dip and Craigleith junction to consider any appropriate revisions.	Progress trial and ETRO.
W2 Pennywell Road & Muirhouse/Silverknowes Parkway	Cycle segregation	Progress towards ETRO	4	Improved access availability, by lessening loading restrictions, on Silverknowes Parkway adjacent to the houses.	Progress trial and ETRO, including details noted in previous column
W3 Silverknowes Road (North section)	Bus only road - with cycle segregation.	Progress towards ETRO	157	No changes proposed to the ETRO. Consider improved connection to zebra crossing of Silverknowes Parkway in association with signage of southern section.	Progress trial and ETRO, including details noted in previous column
W3 Silverknowes Road (South section)	Part cycle segregation and part parallel quiet route via Silverknowes Court/Place, to avoid the need to use Silverknowes Road/ Parkway roundabout.	Progress towards ETRO	Incorporated within figure (157) above	Signage to be erected as part of the ETRO trail. This should help address the concern that the current measures are under-used, as the route taken is slightly indirect, to enable family groups and other non-confident cyclists to avoid the Silverknowes Rd/ Silverknowes Parkway roundabout.	Progress trial and ETRO, including details noted in previous column
W4 Cammo Walk	Road closure	Progress towards ETRO	31	No changes proposed. However the permanent status of Cammo Walk is under review with regard to the new Craigs Road/Maybury Road junction and associated new development	Progress trial and ETRO, noting details set out in previous column.

				sites. The ETRO may need to be amended or potentially revoked to reflect associated permanent traffic order decisions in the coming 6-18months.	
W5 Drum Brae North	Cycle segregation	Remove segregation at southern end (Northbound section) Progress towards ETRO	41	Uphill segregation units to be retained. Segregation units on the downhill (west) side of the road to be removed. Retain waiting restrictions and painted cycle lane on the downhill west side.	Progress trial and ETRO, noting details set out in previous column.
W6 Meadowplace Road & Ladywell Road	Cycle segregation	Progress towards ETRO	9	No changes proposed. Segregation spacing has already been modified to allow vehicles to pull in during emergency situations.	Progress trial and ETRO.
W7 Fountainbridge Dundee St	Cycle segregation	Progress towards ETRO	6	No changes proposed. Removal of the city-bound slip road on to the Western Approach Road may be considered under a future permanent scheme.	Progress trial and ETRO.
W8 Slateford Road (A70)	Cycle segregation	Progress towards ETRO	9	No changes proposed	Progress trial and ETRO.
W9 Lanark Road	Cycle segregation	TEC action undertaken to relocate bays near Dovecot Park. Progress towards ETRO	80	Installation of a permanent pedestrian crossing near Kingsknowe Park. Timed restrictions planned in the busy parking bay near Wester Hailes Road junction to restrict parking for 30 minutes between 8:00am and 9:30am. These restrictions will limit all day parking and provide spaces for parents and carers.	Progress trial and ETRO, including details noted in previous column

<p>W10 Longstone Road including Inglis Green Rd and Murrayburn Road</p>	<p>Cycle segregation</p>	<p>TEC action undertaken to engage with local residents and community representatives. Timed parking restrictions included in ETRO to improve residents parking. Progress towards ETRO</p>	<p>16</p>	<p>Timed parking restrictions proposed in busy parking bays to restrict parking for 30 minutes between 4:30pm and 6:30pm. These restrictions will limit all day parking and provide spaces for local businesses and local residents.</p>	<p>Progress trial and ETRO, including details noted in previous column</p>

DRAFT

SCHEMES DEVELOPED FROM LTN PROPOSALS					
Craigs Road	Crossing improvements at Craigmount High School	Give and Go features removed Local intervention part of School Travel Plan Review	N/A	No longer part of Travelling Safely programme	Measures now part of the School Travel Plan Review – Future plans to be considered under the terms of the ongoing School Travel Plan Review.
Corstorphine High Street	Widened pavements leading to Primary School	Now included in Corstorphine Connections ETRO	N/A	No longer part of Travelling Safely programme	Now included in Corstorphine Connections ETRO
SPACES FOR EXERCISE					
Maybury Road	Temporary traffic lights	Temporary signals to be removed when appropriate with the construction of the proposed Craigs Road junction	N/A	No ETRO proposed Construction of new junction expected late 2022. Removal of temporary pedestrian crossing when appropriate.	No ETRO required
Removal of Street Clutter					
Various priority locations	Schedule of prioritised street clutter removal undertaken in partnership with Living Streets	Works complete.	N/A	N/A	No further action under the Travelling Safely Programme
Pedestrian Priority Improvements at Controlled Crossings	Project to improve controlled	Works complete.	N/A	N/A	No further action under the Travelling Safely Programme

	pedestrian crossings				
Pedestrian Experience Improvement Programme	New project	Project in development, subject to agreed funding.	N/A	Legacy SfP schemes may be considered for investment. Consider permanent footway widening where temporary segregation units remain in place on: <ul style="list-style-type: none"> ○ Dalry Road ○ Morningside Road ○ Portobello High Street ○ St Johns Road 	Any Traffic Orders/ETROs required to be identified under the PEIP programmes
Current School Measures	Various measures introduced at schools to create car free areas and increased space for parents, carers and children near school gates.	All school measures introduced under the SfP Programme are under consideration and included in the School Travel Plan Review.			School Travel Plan report to follow
Additional Schemes					
Cramond Glebe Road	Introduction of temporary waiting restrictions leading to the Cramond Car Park.	Separate TRO hearing to be undertaken at this location	N/A	N/A	Public Hearing planned to be held on 19 th October 2022. Existing temporary markings may need removed.

Appendix 3

Travelling Safely – Stakeholder Engagement Comments:

Edinburgh Access Panel

"The concerns and objections stated by Edinburgh Access Panel from May 2020 onwards in the context of the TTROs and the associated notifications and consultations remain largely unchanged. Here's a reminder of our position.

- We object to the transfer of risk from cyclists to pedestrians. It's unacceptable to protect cyclists from vehicles with measures that put pedestrians at risk from cyclists.
- We therefore object to kerbside mandatory cycle lanes which, for pedestrians, entail crossing a cycle lane to get to and from their parked car or taxi. Our strong preference is for kerbside parking with any cycle lane running outside the parking area - as implemented on Chesser Avenue.
- Besides the risk of collision with a cyclist, wheelchair users struggle to get up on to the pavement from the cycle lane.
- In addition, there is the risk of tripping over the separators that delineate the cycle lane. Note that one of our panel's council contacts ended up at A&E when he tripped over a cycle lane separator - and he had no vision impairment.
- Kerbside cycle lanes also cause unacceptable access issues for blue badge holders. Some councillors have declared that they are "proud" to have created 39km of cycle lanes in Edinburgh. But for many of Edinburgh's 7,000-odd blue badge holders, for whom their only practical option for getting about is to use their car and blue badge, these cycle lanes represent 39km of barriers because they are prohibited from parking on cycle lanes and are therefore no longer able to access their destinations.

Under the council's own scoring system, more than 60 percent of the measures which were carried forward from TTROs to ETROs were marked as having a negative impact on disabled people because they fell foul of the issues above. As the Travelling Safely programme progresses to its next stage, we wish to see these issues addressed.

We also object to the attempted justification of controversial measures on the basis that all road users will "behave appropriately". Experience demonstrates that a significant minority of road users, including pedestrians, cyclists and drivers, in fact do not behave appropriately. A shocking report appeared in the papers a few months ago about a survey that was carried out recently at a signalised road junction in London. During a 2-hour period 83 cyclists arrived at the junction while a red light was showing. Of these 83 cyclists only 18 stopped at the red light. The remaining 65 cyclists (ie 78%) went through the red light, including some who mounted the pavement.

When designing street infrastructure it's therefore essential to assume that some road users will not behave appropriately. In the context of the ETROs this concern is exacerbated by the council's promotion of cycling. Their strategy is to persuade as many people as possible to adopt cycling as their preferred means of transport. For this reason we can expect vast numbers of rookie cyclists to appear on our roads with little or no skill and experience and probably very poor road-sense. They will clearly need protecting from vehicles but, as we said at the start, not at the expense of pedestrians please."

Spokes Edinburgh:

'Travelling Safely' ETROs — TRO/21/26 to TRO/21/30

Spokes response to the public engagement consultation, June 2022

Spokes welcomes the Travelling Safety project. Representative surveys such as the Council's recent survey, and the Edinburgh Bike Life surveys, confirm the public desire for schemes which make cycling, wheeling and walking safer, even where this involves reallocating some roadspace. We are therefore pleased to see the temporary main-road Spaces for People schemes moving to this experimental stage, as a step towards improvement and permanence.

Most importantly, we urge the Committee to approve the process of moving from Temporary Orders to ETROs for all the Travelling Safely schemes.

Introduction and nature of response

Although welcoming the ETROs, we see significant scope for improvement over the initial Spaces for People provision, both in relation to the traffic restrictions in the ETROs and in relation to the designs and layouts of schemes.

However, the ETROs currently being consulted on concern only the legally required issues – traffic restrictions, waiting, loading, traffic bans, bus lanes etc. The fact that segregation infrastructure is not shown on the drawings makes a detailed response to each scheme difficult at this stage. However, we appreciate this will be easier once the ETROs are underway, when the infrastructure details are then consulted on. Many of these concerns are not described here, not being relevant to the ETRO content, but are laid out in the appendix to our April Spaces for People consultation response. It is vital however that they are considered by the designers at as early a stage as possible in the ETRO process.

Nonetheless, even at the present stage, we have various concerns on the proposed traffic restrictions, and these are set out below under 'general' and 'specific'.

General - issues needing addressed in all ETROs

- We understand that once an ETRO is approved by Committee, the traffic restrictions in the Order cannot be tightened during the operational period of the Order, but can be relaxed.

Therefore it is vital that the draft Order at the outset includes the maximum restrictions that may conceivably be required.

- It is our understanding that, once the ETROs are in force, the Council, during the experimental period, has the power to change layouts and designs. This can happen several times if necessary, as long as the designs remain compatible with the ETRO traffic restrictions. For example, defenders can be added, moved, or replaced by kerbing; signs can be changed, and so on, provided compatibility is retained with the traffic restrictions in the Orders. Please advise if this is incorrect.
- For protected cycle lanes to be effective and reliable, and to cater for users who fear traffic, it is essential that kerbside parking in such lanes is avoided. For many potential cyclists, the need to pull in and out of the traffic stream, let alone the added danger of 'dooring,' makes the entire route unusable. This is particularly important for corridors specifically designed to encourage cycling, such as the Travelling Safely corridors.

Therefore:

- Where loading is allowed this should be outside the cycle lane, not kerbside. Furthermore, to ensure that vehicles do not stop kerbside, the cycle lane should be protected by defenders at such locations.
- We recognise the need to cater for disabled parking, unloading of wheelchairs, etc. Each potential location should be carefully assessed and treated on its merits, avoiding kerbside parking wherever possible for the reasons above, notably that such parking may result in some categories of cycle lane user, such as children and disabled cyclists, being prevented from using the cycle lane at all. However, if there are locations where such kerbside parking is nonetheless unavoidable, measures should be undertaken to maximise the safety and confidence of cyclists pulling out into traffic to pass vehicles parked in these areas. Furthermore, physical and enforcement measures should be built in to guarantee that the parking spaces are used solely for the allowed purposes.
- All bus lanes should be 24/7. This is the most effective way to avoid, or substantially reduce, kerbside parking in bus lanes. 24/7 should apply even where there is a protected cycle lane to the left, as in London Road(see below).
- Wherever speed limits have been lowered in the Spaces for People TTROs, these should be retained in the ETROs.
- Where one-way traffic is proposed (whether or not it is pre-existing) there should always be a cyclist exemption, in line with Council policy.
- Many of the protected cycle lanes have very bad surfaces. Whilst this was "acceptable" for what was thought to be a short period, they really should be addressed as part of this next phase. Rodney Street, Minto Street and Crewe Road South are some particularly bad examples, but the surface in every project should be checked and fixed where necessary.
- There are several places where vehicles wait/load/etc very close to the start of the temporary segregated lanes making it difficult to see/access the start of the lanes. Stronger waiting restrictions are needed at these points. Two examples are Broughton Street and southbound on The Mound.
- We would like to know what monitoring and evaluation is planned for each project. Will regular traffic counts be undertaken, and journey times be measured, for example?
- Similarly, are there any plans for proactive enforcement of the proposed restrictions?

Specific - City Centre (ETRO 21-26)

- CC2 Cockburn Street: There should be a cyclist exemption to the one-way, in line with Council policy.
- CC3 Victoria Street: We presume that, although traffic will be 2-way, there will be a closure at the Grassmarket end (with turning circle) so that Victoria Street is not a through-route. Physical barriers (e.g., bollards or planters) should be used at the foot of the street to prevent through traffic.
- The Mound (in the list here but no plan here): Whilst it has been good to see the replacement of the original wand units with the more robust defenders on most of the Mound, it is extremely concerning that there are no lane defenders at the pinch points where cyclists are most in need of protection. We are aware this is because of the lengthy North Bridge closure to northbound buses. However, buses previously operated successfully here with lane defenders in place, and should do so again. There are already multiple photos on

social media of motor traffic encroaching into the cycle lane on these corners. To thus endanger cyclists, particularly during a period when north / south routes are limited, is extremely concerning. This needs urgent attention, whether or not that requires an amendment to the ETRO.

Specific - North (ETRO 21-27)

- N2 Bellevue to Canonmills & Broughton Street: Significant changes are likely to be needed to the ETRO. We are concerned that cycle facilities have been removed between Canonmills and Broughton Road, and that there is a lack of clarity about the status of the measures at Broughton Street and at the roundabout, as these are not shown on the consultation map (we understand this may be a mistake). The ETRO must include traffic restrictions which allow for safe and convenient cycle routes throughout. We are particularly concerned that no restrictions on waiting or loading are shown on Broughton Street, as the uphill cycle lane here is extremely valuable for cyclist safety and confidence. Furthermore, this cycle lane should be extended to the top of the street - it is clearly possible given that the inside lane here is currently closed as part of the tramwork Traffic Management Plan. The layout of the southbound cycle lane through the Canonmills/Rodney Street junction should be reviewed, as the current layout encourages left hooks of cyclists – the cycle lane should be moved more centrally. Finally, any waiting/loading restrictions that support the roundabout safety measures must be retained and extended to provide for direct pedestrian crossing facilities at the footway build-outs.
- N3 Crewe Road South: The surface in the cycle lanes is very poor, and should be improved.
- N4 Ferry Road: Waiting by coaches should not be permitted, and nearby parking should be sought. Even if drop-off only is permitted, this brings the alternatives either of a large group of people exiting from the bus into the cycle lane, or, if the parking is kerbside, forcing cyclists out into the main traffic lane outside of the bus.
- N6 Comely Bank Roundabout: The geometry of the roundabout should be changed so that drivers cannot use the desire line and go straight across the hatching from Craighleith Road to Comely Bank Road.

Specific - East (ETRO 21-28)

- E2 Kings Place: Formal, enforceable disabled parking bays for blue badge holders should be added to the bottom of King's Road. In our experience, the blue badge parking at West Shore Road is much better observed; the style and layout of those bays should be copied at King's Road.
- E3 Duddingston Road: There are two primary schools fronting onto this road and two secondary schools in the vicinity. It is essential that the full length of the protected cycle lanes is protected at all times, but particularly during school drop off and pick-up times so that parents can rely on the safety of the cycle lanes for their children. Cyclists heading from Duddingston Road to Duddingston Road West are regularly close-passed at the junction as the road narrows. Please consider options to reduce the risks of collision here, such as extending the protected cycle lane and implementing early-release signals for cyclists.
- E5 Duddingston Road West: Speeding and close-passing continues to be a problem on this road on sections without protected lanes. The speed limit should be retained at 20mph.
- E6 A1 Corridor: The bus lane should be 24/7, for the reasons in the General section above. Secondly, we are concerned over the interruptions to the continuity of the cycleway: to allow this to be rectified during the experiment loading and waiting restrictions may need

to be added to the ETRO. The London Road protected cycle lane is in part “kerbside,” to the left of the bus lane. However, there are build-outs at the bus stops where cyclists have to use the bus lane - this would be less serious if the lane were 24/7, but the position even then is much worse when a bus is at the stop, as cyclists then have to move out yet further, into the main traffic lane. Redesign is vital, and the ETRO should include any further restrictions that might be required for this, as part of the experiment.

Specific - South (ETRO 21-29)

- S1 Buccleuch Street and Teviot Place: As detailed in S2, we would suggest filtered permeability would be a more effective solution here, as parking/loading on cycle lanes remains a significant issue, especially (but not exclusively) Southbound. In addition, the major junction at Hope Park Terrace has a three-lane approach northbound, with a feeder lane provided for bikes to an ASL. Using bus gates to significantly reduce traffic on that approach would make it safer until a permanent solution such as a CYCLOPS-style junction can be implemented.
- S2 Causewayside: A big problem is with vehicles parking outside and opposite Tesco, reducing the street to less than the width of a car and a lorry. There should be a protected cycle lane on the east side and loading only (off-peak) on the west side. The measures under the TTRO have not been effective, as cycle lanes are consistently parked on (legally at certain places and times, illegally at others). We remain of the view that closing this route to through traffic (while maintaining access) through strategically placed bus gates would allow parking/loading to coexist with safe cycling as overall traffic levels would fall sharply. An ETRO seems an ideal way to trial a different approach, moving through traffic to wider parallel streets.
- S4 Old Dalkeith Road: If at all possible, lane defenders should be added to the southbound cycle lane on the bend just before Kingston Avenue. Many drivers cut the corner here, leading to frighteningly close passes of cyclists.
- S5 Gilmerton Road: The scheme should be extended southwards, to fill in the short gap between The Spinney and Moredun Dykes Road. This would make it reach Gilmerton Primary School. The bus lanes on Liberton Road should be made 24/7, in order to make it easier and safer to cycle between Gilmerton Road and Craigmillar Park.
- S6 Quiet Corridor - Meadows to Greenbank: The scheme will have to be adapted to the forthcoming changes to Braid Road which will return two way traffic to Braid Road. The right turn connection from the Quiet Route section of Braid Road into Braidburn Terrace must provide a way to achieve this safely in the presence of two-way traffic. We have seen drawings that propose a two stage crossing which would be appropriate. We would like to see a trial of ways to connect South Morningside areas West of Comiston Road to the quiet route to increase its potential reach.
- S7 Craigmillar Park: The current scheme is let down by the bus stop treatments. Given the high number of buses on this corridor, the level of service for people cycling remains insufficient. Can ways of helping people on bikes safely pass stopped buses be considered? The cycle lanes also end before the junction with Lady Road in both directions - can the protected lanes be extended further? A link on Salisbury Place to connect this to S2 would also prove helpful, otherwise it ends suddenly in the Northbound direction. The surface in the southbound cycle lane is also incredibly poor, and should be addressed.
- S8 Comiston Road : We are concerned about safety in relation to the planned relaxations on loading - see the general note above about loading issues. Finally, as officers know, we are very concerned about safety at the junction with Braid Hills Road, and have suggested

as one option that motor traffic use an alternative (nearby) location - this would presumably need to be included in the ETRO.

- S9 Braid Road: The return of two way traffic (and the consequent reduction in protected cycling) must be monitored around the Hermitage of Braid entrance area where there is a clear desire for pedestrians and cyclists to connect to Braidburn Terrace but will have no safe crossing. We would like to see either the toucan crossing or a trial of a shared pavement to a side by side crossing nearer to the junction with Hermitage Drive/Braidburn Terrace. While there will be no access for Southbound motor vehicles to Braidburn Terrace, a suitably sized modal filter (e.g., planters) should be in place to enforce this.
- Addition - Morningside Road: We believe that removal of the uphill protected cycle lane was a major mistake in terms of cyclist safety. It has been widely condemned by users. The reason given for removal was road width, and yet the space is now often occupied by parking vehicles, narrowing it even more than did the cycle lane. We therefore urge that the South ETRO is amended to allow for the option of a protected uphill cycle lane.

Specific - West (ETRO 21-30)

- W1 Queensferry Road: The protected cycle lanes are welcome and should be retained in their entirety. There are numerous pinch points along Queensferry Road at junctions where drivers encroach on the cycle lane from side streets while at the same time drivers on Queensferry Road follow the painted lanes and cyclists are close passed on both sides. These need to be addressed with better signage, not permitting passing at junctions and traffic islands and by reducing the width of side streets to only allow one vehicle at a time at the junction. They should not be side by side as this restricts sight lines of both drivers. The loading area outside Stewart's Melville College should eventually be replaced by protected cycle lanes to ensure protected cycle lanes are continuous. The loading bay should be moved to Ravelston Terrace. The loading bay outside Orchard Brae House is a good example of accommodating continuous protecting cycle lanes and loading bays and we suggest this be adopted elsewhere in the city.
- W2 Pennywell Road: We understand that there are proposals currently being considered to change the dual carriageway to one carriageway for bikes and the other one for motor vehicles. The ETRO would be an excellent opportunity to test this proposal. If this is done then the western carriageway should be for cyclists to use, as that is nearer the shops, Arts Centre etc.
- W3 Silverknowes Road North: It's disappointing that people cycling between the cycle path to Haymarket and the promenade continue to have to choose between the relative safety of the signed quiet route via Silverknowes Court/Place/Parkway and the more direct route along Silverknowes Road. Can the cycle lane be extended northwards along Silverknowes Road to avoid this trade-off? This would also reduce the road width and improve compliance with the 20mph limit.
- W4 Cammo Walk: This should be retained with better connections to/from Queensferry Road and Maybury Road. It should be quicker, safer and easier to cross both the busy roads by bike.
- W6 Meadowplace Road: At its southern end the cycle facilities stop just before a very nasty roundabout with slip roads. That's where cycle facilities are really needed.
- W7 Fountainbridge: The opportunity to make the Dundee Street/West Approach Road junction safe for cyclists should be taken - an ETRO is an ideal opportunity to trial a closure of the junction, and any restrictions which would be necessary for this should be included in the ETRO. We are also concerned over the proposed suspensions of "No loading at any

time". If these are included in the ETRO, is it possible to reinstate them during the experimental period if that were desired? If this is not possible, then we don't think these should be included.

- W8-10 Slateford Road, Lanark Road and Longstone Road: We endorse the response of SW20 related to these projects.

Spokes Party

General comments

Spokes Party welcomes the Travelling Safely project. Representative surveys such as the Council's recent survey, and the Edinburgh Bike Life surveys, confirm the public desire for schemes which make cycling, wheeling and walking safer, even where this involves reallocating roadspace. We are pleased to see the temporary main-road Spaces for People schemes moving to this experimental stage, as a step towards improvement and permanence.

Most importantly, we will be urging the Transport and Environment Committee to approve the process of moving from Temporary Orders to ETROs for all the Travelling Safely schemes.

Although we welcome the ETROs, we see significant scope for improvement over the initial Spaces for People provision, both in relation to the traffic restrictions in the ETROs and in relation to the designs and layouts of schemes.

The ETROs currently being consulted on concern only the legally required issues - traffic restrictions, waiting, loading, traffic bans, bus lanes etc. The fact that segregation infrastructure is not shown on the drawings makes a detailed response to each scheme difficult at this stage.

However, we appreciate this will be easier once the ETROs are underway, when the infrastructure details are then consulted on. Many of these concerns are not described here, not being relevant to the ETROs content, but are laid out in the appendix to the Spokes April Spaces for People consultation response. It is vital that they are considered by the designers at as early a stage as possible in the ETRO process.

General - issues needing addressed in all ETROs

We understand that once an ETRO is approved by Committee, the traffic restrictions in the Order cannot be tightened during the operational period of the Order, but can be relaxed. Therefore it is vital that the draft Order at the outset includes the maximum restrictions that may conceivably

be required. In Edinburgh East, this is particularly important for the Duddingston Road scheme.

It is our understanding that, once the ETROs are in force, the Council can, during the experimental period, has the power to change layouts and designs. For example, defenders can be added, moved, or replaced by kerbing; signs can be changed, and so on, provided compatibility is retained with the traffic restrictions in the Orders. Please advise if this is incorrect.

For protected cycle lanes to be effective and reliable, and to cater for users who fear traffic, it is essential that kerbside parking in such lanes is avoided. For many potential cyclists, the need to pull in and out of the traffic stream, let alone the added danger of 'dooring,' makes

the entire route unusable. This is particularly important for corridors specifically designed to encourage cycling, such as the Travelling Safely corridors. Therefore:

Where loading is allowed this should be outside the cycle lane, not kerbside. Furthermore, to ensure that vehicles do not stop kerbside, the cycle lane should be protected by defenders at such locations. We recognise the need to cater for disabled parking, unloading of wheelchairs, etc. Each potential location should be assessed and treated on its merits, avoiding kerbside parking wherever possible for the reasons above, notably that such parking may result in some categories of cycle lane user, such as children and disabled cyclists, being prevented from using the cycle lane at all. However, if there are locations where such kerbside parking is nonetheless unavoidable, measures should be undertaken to maximise the safety and confidence of cyclists pulling out into traffic to pass vehicles parked in these areas. Furthermore, physical and enforcement measures should be built in to guarantee that the parking spaces are used solely for the allowed purposes.

All bus lanes should be 24/7. This is the most effective way to avoid, or substantially reduce, kerbside parking in bus lanes. 24/7 should apply even where there is a protected cycle lane to the left, as in London Road - (see below)

Wherever speed limits have been lowered in the Spaces for People TTROs, these should be retained in the ETROs, for example on Duddingston Road West. We would like to know what monitoring and evaluation is planned for each project. Will regular traffic counts be undertaken, and journey times be measured, for example?

Similarly, are there any plans for proactive enforcement of the proposed restrictions?

Specific - East (ETRO 21-28)

E1 Seafield St:

We support the retention of this protected cycle lane which is important for preventing conflict with cyclists and drivers (particularly bus drivers) heading for the Seafield Road crossing.

E2 Kings Place:

Formal enforceable disabled parking bays for blue badge holders should be provided near the bottom of King's Place. In our experience, the blue badge parking at West Shore Road is much better observed; the style and layout of those bays should be copied at

King's Road.

E3 Duddingston Road:

There are two primary schools fronting onto this road and two secondary schools in the vicinity. It is essential that the full length of the protected cycle lanes is protected at all times, but particularly during school drop off and pick-up times so that

parents can rely on the safety of the cycle lanes for their children. Cyclists heading from Duddingston Road into Duddingston Road West are regularly close-passed at the junction as the road narrows. Please consider options to reduce the risks of collision

here, such as extending the protected cycle lane and implementing early-release signals for cyclists on Duddingston Road.

E4 Stanley St/Hope Lane:

We support the retention of this scheme which improves the active travel route between Portobello and the National Cycle Network/Innocent Path via the Magdalenes as well as providing an important quiet leisure area for walking, wheeling and cycling around the secondary school and golf course.

E5 Duddingston Road West:

Speeding and close-passing continues to

be a problem on this road on sections without protected lanes. The speed limit should be retained at 20mph.

E6 A1 Corridor:

The bus lane should be 24/7, for the reasons in the General section above. Secondly, we are concerned over the interruptions to the continuity of the cycleway: to allow this to be rectified during the experiment loading and waiting restrictions may need to

be added to the ETRO. The London Road protected cycle lane is in part "kerbside," to the left of the bus lane. However, there are build-outs at the bus stops where cyclists have to use the bus lane - this would be less serious if the lane were 24/7, but the

position even then is much worse when a bus is at the stop, as cyclists then have to move out yet further, into the main traffic lane. Redesign is vital, and the ETRO should include any further restrictions that might be required for this, as part of the experiment

Thank you for accepting our submission.

Lothians Conservation Volunteers

Good evening,

I am responding to the consultation on behalf of Lothians Conservation Volunteers, a registered charity (SC020384). Our registered office is: *Redacted*

Our charity operates a minibus to take volunteers from Edinburgh to the sites where we undertake our work (habitat and wildlife conservation).

Although we support the goals of the proposed Order, the proposed arrangements for St Andrews Square and South St David Street will impact our operations.

It is our practice to pick up volunteers on Saturday and Sunday mornings from the north side of St Andrew Square, in the area proposed to be designated as "No Waiting At Any Time".

However, a larger problem is the proposed changes for South St David Street. While our minibus is allowed to use bus lanes, the proposed order only exempts "local buses".

Therefore even if we can pick up, we could not exit via Princes Street as is our usual practice.

As our bus reduces individual car journeys beyond the city centre (by avoiding the need for volunteers to travel using their own vehicles) and promotes inclusion (by allowing volunteers without vehicles of their own to participate in our tasks) we feel this could be better supported by the proposed order. For example, making South St David St a plain old bus lane would appear to resolve the majority of our problems while continuing to suppress general motor vehicle traffic.

Many thanks & regards,

David Nutter, LCV Treasurer

Lothians Conservation Volunteers is a Scottish Charitable Incorporated Organisation registered in Scotland, No: SC020384 see us on the web at

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

Executive/routine	Executive
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the positive outcomes of the Council’s monitoring programme for the 20mph network, as detailed in this report;
 - 1.1.2 notes that Council officers will continue to monitor the 20mph network to establish speed and casualty trends over a longer period of time; and
 - 1.1.3 approves the proposed consultation on extending the 20mph network, as outlined in 5.3 to 5.8, and the consultation network extension shown in the map in Appendix 2.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager – Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

2. Executive Summary

- 2.1 This report presents an evaluation of the roll out of 20mph speed limits in Edinburgh, three years after completion of the final phase of the 20mph network. The evaluation examines changes to traffic speeds, road traffic collisions, walking and cycling and air quality.

3. Background

- 3.1 This report provides an analysis of road casualties and traffic speeds three years after completion of the final phase of the 20mph network. This report has been delayed by approximately 12 months due to the impact of the Covid-19 pandemic.
- 3.2 The 20mph network supports the aims of Edinburgh's City Centre Transformation (ECCT) Strategy and the City Mobility Plan (CMP) by improving the way the city's residents and visitors can move about and enjoy its spaces and places. In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit.
- 3.3 The implementation of 20mph limits offers an opportunity to make streets safer and more liveable and fits with wider Council policies around Active Travel, the Vision Zero approach to Road Safety and the Climate Change agenda.
- 3.4 The Transport and Environment Committee approved the network of streets for the establishment of 20mph speed limits on [13 January 2015](#) in the context of the Local Transport Strategy 2014-2019. Subsequently, Committee approved an implementation plan on [17 March 2015](#) and a principal Traffic Regulation Order (TRO) for the phased introduction of the revised speed limit on [12 January 2016](#).
- 3.5 The roll out was undertaken in four construction phases, starting in May 2016 and completing in early March 2018.

- 3.6 On [11 October 2019](#) (approximately one year after the completion of the final phase) Committee considered a report entitled ‘Evaluation of the 20mph Speed Limit Roll Out’. The evaluation examined changes to traffic speeds and volumes, public perceptions and behaviour and initial indications in relation to changes in collisions, casualties and air quality before and after the 20mph rollout; including the outcomes of the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team.
- 3.7 The report noted that a further report on the analysis of road casualties would be presented to the Committee in 2021, three years after completion of the final phase of the 20mph network.

4. Main report

Methodology and Data Sources

- 4.1 In developing the project, a monitoring programme was established to assess various aspects of the 20mph network. To provide a baseline data framework and measure the success of the project, a variety of surveys were undertaken ‘before’ and ‘after’ implementation of the 20mph network, as outlined in Table 1 below.

Table 1: Monitoring Methods

Monitoring area	Information collection method
Traffic speeds	Traffic survey companies commissioned by the Council to record speeds on 65 sites across the 20mph network before and after implementation
Road traffic collisions resulting in personal injury	The STATS19 database - a nationally collected data set of all road traffic collisions that resulted in a personal injury and were reported to the police within 30 days.
Air Quality	The Council’s six real time air quality monitoring stations

Main Findings - Speeds

- 4.2 The speed data used in the analysis covered 65 streets where the speed limit was reduced from 30mph to 20mph as part of the roll out:
- 4.2.1 The overall average speed in 2016 (before) was 23.77mph. The average speed in 2019 (one year after) fell to 22.69mph, with a further fall to 21.92mph in 2021 (three years after); and
- 4.2.2 The largest average speed reduction recorded in a single street was from 28.11mph in 2016 to 17.7mph in 2021 (a reduction of 10.41mph), observed in South Edinburgh. This reduction coincides with changes to the road layout that were introduced on this street as part of the Council’s Spaces for People programme.

4.3 Figure 1 below shows the average speeds on the 65 monitored streets, observed 'before' in 2016, and 'after' in 2019 and 2021.

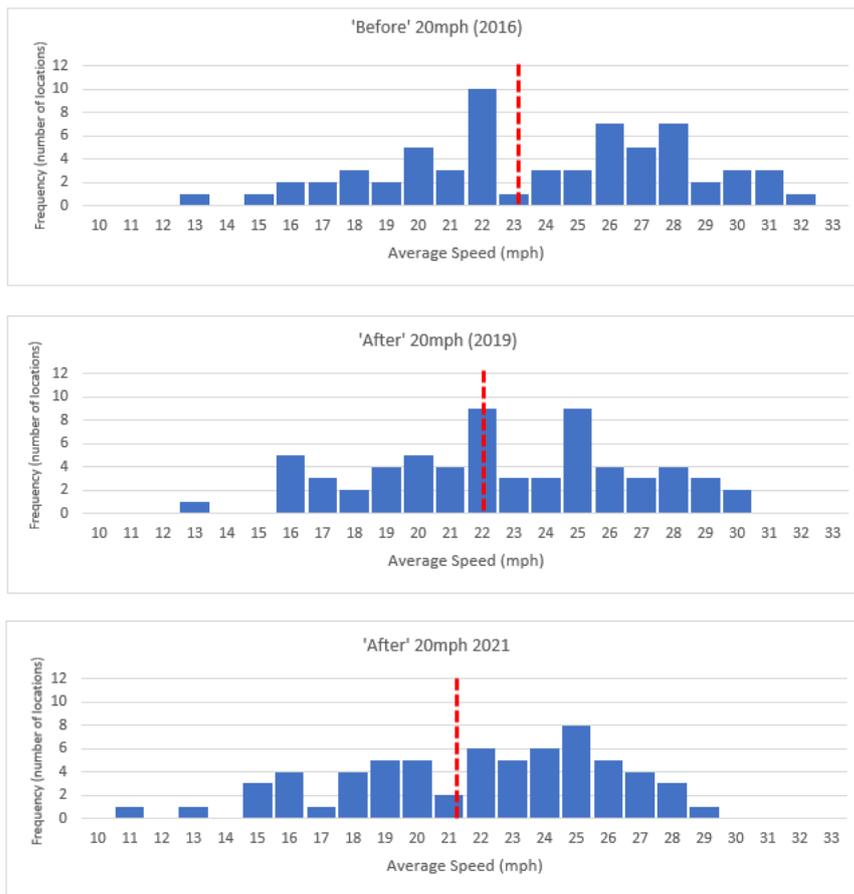


Figure 1: Histogram of average speeds on the 65 monitored streets

4.4 Figure 1 shows that, of the 65 locations surveyed:

4.4.1 The number of locations with average speeds of 20mph or less has increased from 16 (25%) to 24 (37%) since 2016; and

4.4.2 The number of locations with average speeds of 30mph or higher has reduced from seven (11%) to 0 since 2016.

4.5 'Before' and 'after' surveys were also carried out at a selection of locations where the 30mph speed limit was retained. At these locations, average 'after' speeds in 2021 fell by 2.32mph compared with average 'before' speeds in 2016. This is a further decrease of 1.83mph since average 'after' speeds were recorded in 2019. Although many factors may have influenced this speed reduction, it could in part be attributed to the effect of speed reductions on surrounding streets, with drivers slowing their driving behaviour throughout Edinburgh.

4.6 Reducing speed on our roads helps to create a safer, more pleasant, environment, encouraging people to walk, wheel and cycle and enjoy spending time in their neighbourhoods. In addition, it is expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.

- 4.7 Although the reductions in speeds observed across the road network may appear relatively small, every collision avoided is a positive achievement. Research suggests that if average speeds reduce by 1mph, the collision rate should fall by approximately 5%. Collisions occurring at lower speeds are also likely to result in less severe injuries.
- 4.8 These speed reductions should also be seen in the context of the potential cost of collision injury. At 2020 prices, the Department for Transport (DfT) estimates of the monetary value than can be attached to road traffic collisions involving personal injury are as follows, per collision: Fatal - £2,120,669; Serious - £246,109; Slight - £24,960. The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

Road Traffic Collisions

- 4.9 Road Traffic Collision data was collected and analysed for a 36 month period before the scheme was implemented, as well as for 36 months after. The after data indicated a substantial reduction in annual numbers of road traffic collisions and casualties compared to the 36 months before.
- 4.10 Overall, the 36 months after data showed that there has been a 30% decrease in collisions (a reduction of 1,015, from 3,384 to 2,369) compared to the 36 months before, resulting in a 31% decrease in casualties (a reduction of 1,227, from 3,969 to 2,742). Similarly, a reduction has been observed for collision rates in the following collision severity levels, as shown in Table 2.

Table 2 Reduction in Collisions

Collision severity level	Reduction following implementation	Dft monetary value (per collision)	Monetary Saving
Fatality	4	£2,120,669	£ 8,482,676
Serious injury	22	£ 246,109	£ 5,414,398
Slight injury	989	£ 24,960	£24,685,440
Total	1,015	n/a	£38,582,514

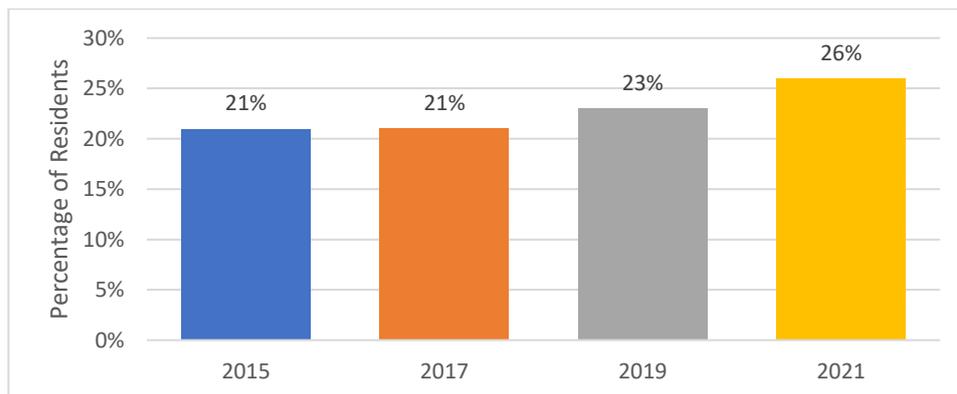
- 4.11 When applying the DfT estimates of the monetary value than can be attached to each road traffic collision involving personal injury (at 2020 prices), the total monetary saving as a result of the reduction in collisions in Edinburgh since implementation equates to £38,582,514.

- 4.12 The Council undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. This traffic data allows resources to be directed towards the locations where there is significant speed limit non-compliance.
- 4.13 As set out in the report ‘Evaluation of the 20mph Speed Limit Roll Out’ on [11 October 2019](#), site investigations will be undertaken at locations where an average speed above the normal tolerance of 24mph in a posted 20mph speed limit is recorded. A further report was presented to the Committee on [27 February 2020](#), entitled ‘Approach to Extension of 20mph Speed Limits’, which included details of the approach to be used in determining the suitability of additional speed reduction measures.
- 4.14 As a result of this process, additional speed reduction measures will have been introduced in 32 streets with a 20mph speed limit by the end of October 2022.

Walking and Cycling

- 4.15 Sustrans has been carrying out assessments of cycling in Edinburgh every two years since 2015 and the results are reported via the publication ‘Bike Life’ (replaced by the Walking and Cycling Index in 2021). Since Bike Life 2017, the citywide rollout of 20mph streets has been completed.
- 4.16 The Bike Life 2019 report found that since speeds have fallen residents who were already walking and cycling were choosing to do so more frequently, because they felt safer.
- 4.17 Results reported in Bike Life and the Walking and Cycling Index 2021 showed that the percentage of residents cycling at least once a week in Edinburgh has gradually increased since 2015, as shown in Figure 2 below.

Figure 2 Edinburgh Residents Cycling at Least once a Week



Source: Bike Life 2015, 2017, 2019 & Walking and Cycling Index 2021 (Sustrans)

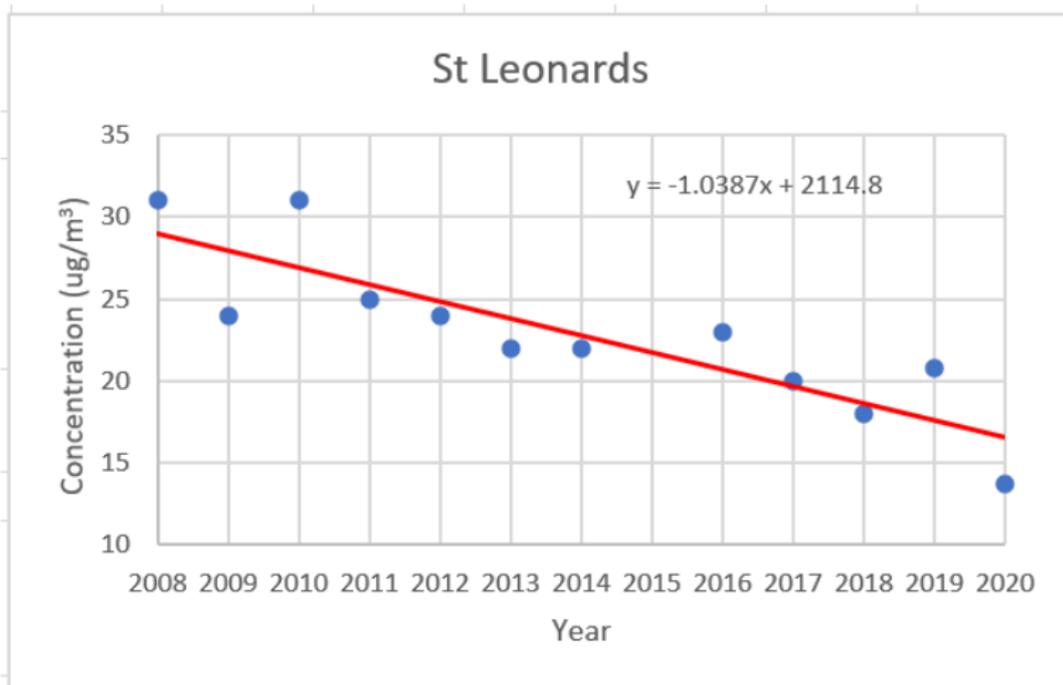
- 4.18 Additionally, perceptions of cycling safety reported in Bike Life have improved since 2019.
- 4.19 Results for walking or wheeling have only been reported since Bike Life 2019. The report found that participation in walking, wheeling (and cycling) on a regular basis (five or more days a week) has stayed about the same since 2019.

- 4.20 The report 'Evaluation of the 20mph Speed Limit Roll Out' to this Committee on [11 October 2019](#) summarised results from a study by the National Institute of Health Research (NIHR) project team into the early impacts of the 20mph limit, covering early impacts on speeds and levels of support for the limit.
- 4.21 The latest NIHR research shows restricting Edinburgh's speed limits to 20mph reduced road deaths by almost a quarter and serious injuries by a third, in the two years after the speed limit was lowered to 20mph across many parts of the city. Data on perceptions of the 20mph limit were collected at base line (sample= 1,018) and repeated at 6 (sample= 599) and 12 months (sample=636) post implementation in three implementation areas. The frequency of car or van use was reported to go down and the frequency of walking increased. Use of public transport, taxis or cycling did not change significantly in the sample.
- 4.22 NIHR respondents perceived that the 20mph speed limit would increase how pleasant the area is to live or work in (38.5%, n = 189) and make the streets safer (66.1%, n = 324). In terms of active travel, approximately 10% said that they would cycle more, walk more or let children walk more if more roads had 20-mph speed limits.

Air Quality – Pollution Trends

- 4.23 Under the Environment Act 1995 and the associated Local Air Quality Management (LAQM) framework, all local authorities have a duty to review and assess air quality in their areas against national pollution objectives. Nitrogen Dioxide (NO₂) and Particulate Matter PM10, are typically the pollutants of concern in most urban areas in the UK. Edinburgh has a well-established monitoring regime for these pollutants and publishes reports annually on the monitoring data and trends.
- 4.24 Measurement is by approved automated analysers housed in air quality stations, which are located at roadside and background sites. Additional NO₂ monitoring is carried out across the city using passive diffusion samplers. Generally, samplers are located at or close to residential building facades on radial transport routes in and around the city and reflect worst case exposure.
- 4.25 Nitrogen Dioxide (NO₂) concerns in Edinburgh are predominantly related to vehicle emissions, while PM10 arises from many different sources. Improvements in air quality are assessed by analysis of long term trend data. Short term results are influenced by weather and temporary events such as local traffic diversions and road works.
- 4.26 Generally, all NO₂ automatic monitoring locations in Edinburgh show a downward trend in NO₂ concentrations - see Graph 1 below for an example at the urban background monitoring site at St Leonards. [National statistics \(2019\)](#) comparing ten year and five year trends, also show similar patterns. Figures for 2020 were obviously affected by the COVID 19 pandemic.

Graph 1 Trend in Nitrogen Dioxide Concentrations ($\mu\text{g}/\text{m}^3$) at St Leonard's (Annual Mean NO_2 at an Urban Background site)



Source: CEC (2021), Annual Air Quality Progress Report

4.27 The following Table is a summary of NO_2 trends at all automatic monitoring locations in Edinburgh.

Table 3: Summary of Nitrogen Dioxide (NO_2) trends measured at Automatic (Continuous) Monitoring Sites in Edinburgh

Monitoring Location	Site Type	Trend in Annual Mean NO_2 (Years)	Concentrations of NO_2
St Leonard's	Urban background	(2008 to 2020) ↓	Decreasing
Currie	Suburban	(2010 to 2020) →	Stable
Gorgie Road	Roadside	(1999 to 2020) ↓	Decreasing
Salamander St.	Roadside	(2009 to 2020) ↓	Slightly decreasing
Queensferry Rd	Roadside	(2011 to 2020) ↓	Decreasing
St John's Road	Kerbside	(2007 to 2020) ↓	Decreasing
Glasgow Road	Roadside	(2012 to 2020) ↓	Decreasing

Source: CEC (2021), Annual Air Quality Progress Report

4.28 Trend analysis of the annual mean NO₂ concentrations continues to show that at all sites, with the exception of Currie, report a decrease. The NO₂ concentrations at the suburban site of Currie has remained relatively consistent since 2010, even with consideration of the 2020 data impacted by COVID-19. It is also important to note that the data capture at Currie was 34% in 2020, although annualization has been carried out there is an increased uncertainty in the accuracy of this concentration.

Extension to the 20mph network

4.29 In early 2022, the Council commenced work on reducing the speed limits from 30mph to 20mph on 16 additional streets, as set out in Table 4 below. It is anticipated that this work will be complete by autumn 2022.

Table 4 Streets currently being added to the 20mph speed limit network

Street	Action
Balgreen Road	Changing to 20mph from Stevenson Road roundabout to Corstorphine Road and from Balgreen Road to Whitson Terrace
Bo'ness Road	Changing to 20mph from Walker Drive to Echline Avenue
Cammo Road/Walk	Extending the 20mph limit along the residential frontages and principal access to the Cammo Estate
Cluny Gardens, West Mains Road, Charterhall Road, Blackford Avenue, Esslemont Road	Changing to 20mph
Craighall Road	Changing to 20mph from Stanley Road to Ferry Road
Granton Road	Changing to 20mph from Ferry Road to Granton Square
Greenbank Crescent/Oxgangs Avenue	Changing to 20mph
Roseburn Terrace/West Coates	Changing to 20mph from Murrayfield Gardens to Magdala Crescent
Salvesen Terrace (Marine Drive)	Changing to 20mph from West Granton Road to West Shore Road junction

4.30 These additional streets will be incorporated into the monitoring of the 20mph network that the Council will undertake on an ongoing basis.

- 4.31 The 20mph limit relies on a shift in driver behaviour. The Council continues to work with the police and the public to raise awareness of 20mph and encourage compliance through road safety education and prevention activities.
- 4.32 Where non-compliance is reported, traffic surveys are undertaken and where average speeds are recorded above the normal tolerance, this is communicated to Police Scotland for targeted enforcement when resources allow, as well as further speed reduction measures being investigated.

5. Next Steps

- 5.1 The introduction of the 20mph network has represented a significant change for the city. The new lower speed limits rely on a shift in driver behaviour which takes time to become the norm (similar to wearing seatbelts). It is planned to continue with measures to sustain a culture of 20mph city driving. The Council will continue to work closely with Police Scotland and other partners to encourage compliance through high profile engagement activity and social media.
- 5.2 Council officers will continue to monitor the 20mph network to determine speed and casualty trends over a longer period of time.
- 5.3 A consultation on extension of the 20mph network is programmed to take place later this year. The proposed extension is based on a review of 30mph streets, using criteria approved by the Transport and Environment Committee in April 2021. These criteria are reproduced in Appendix 1.
- 5.4 A map of the proposed extension is included in Appendix 2. The current 30mph streets/roads included in the proposed 20mph extension fall into the following broad categories:
 - 5.4.1 Streets with medium to high density housing fronting the street - these streets are likely to generate moderate levels of pedestrian activity and crossing. For example Ferry Road east of Arboretum Road, Lindsay Road, sections of Corstorphine Road/St Johns Road (Edinburgh Zoo westwards and Western Corner eastwards), London Road from Leith Walk to Jock's Lodge, Craigmillar Park, Colinton Road east of Craiglockhart Sports Centre and parts of Lanark Road West with medium density housing and/or shops (see 5.5.2 below);
 - 5.4.2 Streets through or next to shops or shopping centres. Examples include Murrayburn Road passing Wester Hailes Plaza, Lady Road passing Cameron Toll shopping centre and London Road at Abbeyhill; and
 - 5.4.3 Streets with a significant role for walking and/or cycling or which are likely to generate raised levels of walking and/or cycling for other reasons. Examples include West Shore Road (connecting Silverknowes and Granton Promenades), Seaview Terrace (Joppa), Glenlockhart Road (connection from South Morningside to Napier University's Craiglockhart Campus).

- 5.5 Streets for which it is recommended that a 30mph limit be retained are generally wider, outer suburban roads with a relatively low density housing (e.g. bungalows), likely to generate lower levels of pedestrian activity and which are important bus routes or form part of the alternative route to the A720 Edinburgh City Bypass. Examples include Old Dalkieth Road, Liberton Brae, Comiston Road south of Greenbank, Lanark Road, parts of Lanark Road West with low density housing, sections of Glasgow Road and Queensferry Road west of Queensferry Terrace. These include some roads where the speed limit was temporarily reduced from 40mph under the Spaces for People initiative and where a permanent change to 30mph is now proposed.
- 5.6 All streets where the speed limit was reduced to 20mph under the Spaces for People initiative are proposed to retain this lower limit, with the exception of Ferry Road west of Arboretum Road. The reason why this road is proposed to return to 30mph is the lack of frontages on the south side and for much of its length also on the north side, which significantly reduces the need to cross the road, coupled with its importance as a bus route.
- 5.7 Officers have briefed representatives of Police Scotland and Lothian Buses on the proposals and discussions with both organisations, and with other bus operators, will continue during the consultation period. Feedback will be taken into account in formulating final proposals, alongside the views of other stakeholders and the wider public.
- 5.8 Transport Scotland (TS) are working with COSLA to identify the most effective route to roll out 20mph speed limits for all appropriate roads and streets across Scotland. As part of this process, they have recently issued assessment guidance to Councils across Scotland. Council officials have met with TS and have been assured that the principles applied in Edinburgh to date and those used to arrive at the proposals in this report are consistent with the assessment guidance.
- 5.9 An online survey with the map of the proposed extension will be available on the Council's Consultation and Engagement Hub. Hard copies of the survey will be available on request and in other formats such as regular print, large print, braille and translation into other languages.
- 5.10 The consultation will be promoted widely in the Press, on the Council's website and on social media to encourage a wide range of organisations and individuals to take part. A briefing note will be sent to Councillors and stakeholder organisations with details of the consultation and inviting them to share the survey through their networks.
- 5.11 The consultation will seek views on the scale of the proposed extension to the 20mph network, and on the individual streets where the lower limit is proposed. The consultation is proposed to run for a period of 12 weeks, in line with the Council's Consultation Policy. The start date is expected to be October 2022.

- 5.12 In addition to the online public consultation, it is proposed to commission market research asking similar questions of a representative sample of Edinburgh residents.
- 5.13 The results of the consultation will be reported to this Committee.

6. Financial impact

- 6.1 The cost of setting up and analysing the survey and market research for the consultation is estimated at £30,000 and can be met from funding allocated to Active Travel within the Transport programme.

7. Stakeholder/Community Impact

- 7.1 The input of stakeholders, including local residents' groups, businesses, interest groups, people with protected characteristics and the general public was gathered at each stage of the development of the 20mph network. A detailed communication and engagement plan supported scheme implementation, with each phase accompanied by a targeted awareness raising campaign to familiarise different road users with the scheme and encourage compliance with the new speed limit.
- 7.2 Communication channels included media promotion, outdoor advertising, lamp post banners, bus advertising, radio, leaflets, posters, videos, information packs and community events. General updates, photos, video clips and posts were added to Council Twitter and 20mph Facebook with links to the programme website. This provided a cost effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.
- 7.3 A partnership approach helped to ensure different target audiences were reached and that key messages were appropriately tailored. Core partners included: Police Scotland, schools, Living Streets, Spokes, Locality based teams, Sustrans and NHS Lothian.
- 7.4 The Education and Awareness Programme continues to build stakeholder support, highlight the benefits of a 20mph speed limit, involve businesses and partners, identify champions and engage schools and communities. A community toolkit has been developed to support residents and communities who want to see speeds reducing in their local area.
- 7.5 The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Reducing speed on our roads, helps to create streets which are shared more equally between different road users. It also helps create a safer environment, encouraging people to walk and cycle and enjoy spending time in their neighbourhoods. It is also expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.

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

8. Background reading/external references

- 8.1 [Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network](#)
- 8.2 [20 for Edinburgh: 20mph Network Implementation](#)
- 8.3 [Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit – Various Roads, Edinburgh](#)
- 8.4 [Evaluation of the 20mph Speed Limit Roll Out](#)
- 8.5 [National statistics \(2019\)](#)

9. Appendices

- 9.1 Appendix 1. Criteria used to assess 30mph streets for conversion to 20mph.
- 9.2 Appendix 2. Map of proposed extension to 20mph street network.

Criteria for assessment of streets

1. Consider against criteria set out below for changing limit from 30mph to 20mph or retaining a 30mph limit.
2. Adjust where appropriate to deliver 20mph and 30mph networks that are as coherent as possible and avoid confusing changes in speed limit.
3. Seek to locate changes of speed limit in places where the character of the road changes noticeably (road gets narrower, type of housing alters, housing gets closer to carriageway, on street parking gets denser).

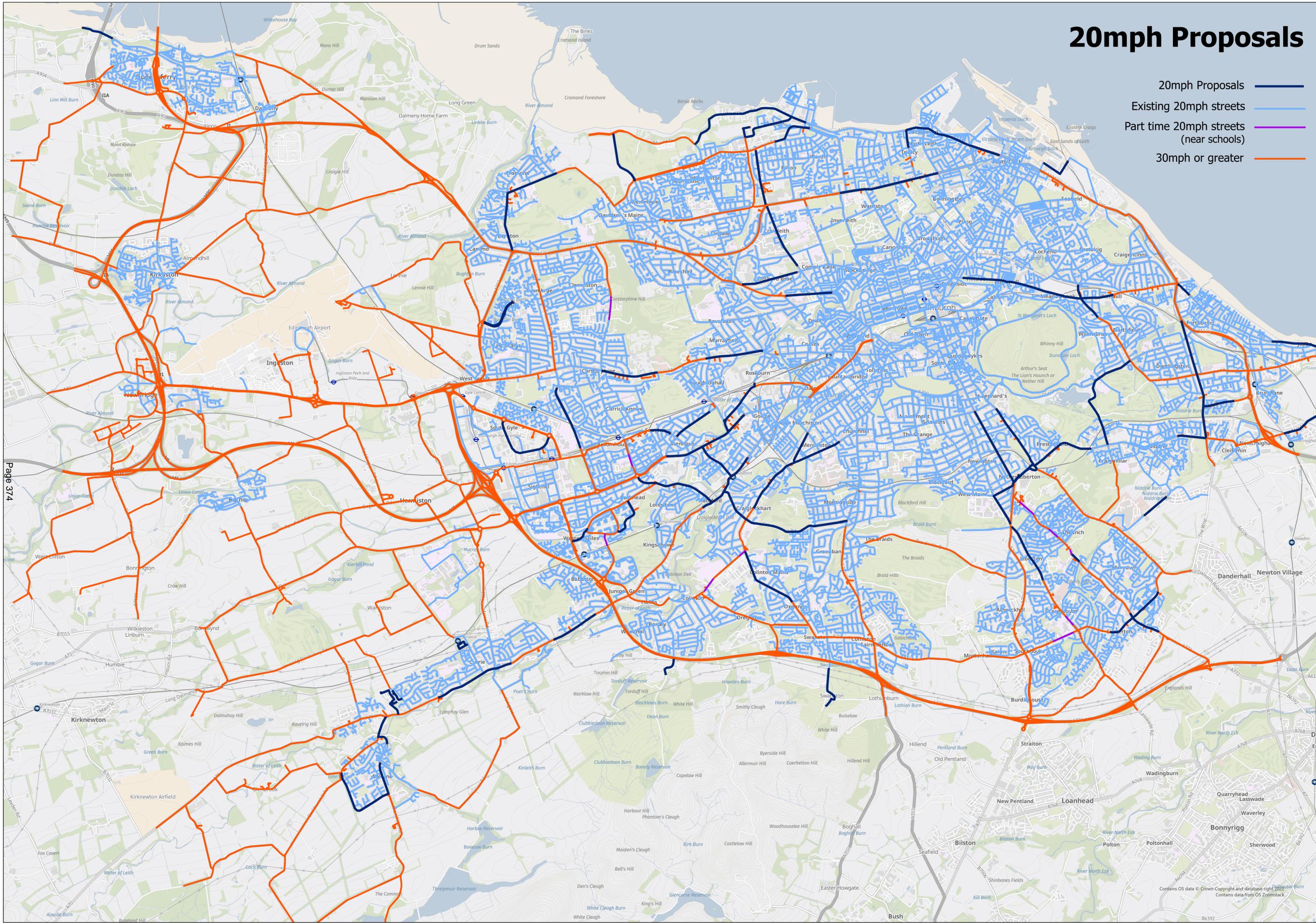
Change from 30mph to 20mph		
Factors to be considered	Details	Relationship with 30mph criteria
1. Retail presence	Groups of shops with frontage more than 100m in length (not supermarkets with large car park between building and street).	Over-rules all
2. Residential frontage density, as defined in Edinburgh Street Design Guidance	Medium or high density housing frontage for more than 200m length i.e. 2 storey or higher terraced/continuous flatted blocks or similar (e.g. closely spaced blocks). May not be appropriate if large gardens or equivalent significantly separates housing from street.	Over-rules A and B. C n/a
3. Schools	Series of part-time 20mph limits where overall length of part-time 20 exceeds length remaining at 30mph.	Consider balance of benefits. How does the street relate to other 20mph or 30mph criteria? If marginal, presume in favour of 20mph limit.
4. Pedestrian/Cycling Activity	Street forms part of the National Cycle Network or QuietRoutes networks, OR Important cycling connection and not a significant bus route OR Presence of buildings/facilities that are expected to generate significant pedestrian and/or cycle numbers on street, comparable to a shopping street e.g. large hospital, university campus, major recreational destination. Judgements based on monitoring data (where available), site observations,	Over-rules A if the reason is cycle-related and cycling is on-carriageway. Otherwise over-ruled by A. Over-rules B. C n/a

	requests, professional knowledge and infrastructure.	
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Keep at 30mph
Factors to be considered
<p>A. Little reason to cross the road.</p> <ul style="list-style-type: none"> • Most likely if one or both sides undeveloped. • If park, consider entrance locations and how heavily used they are likely to be.
<p>B. 3 or more traffic lanes and mostly low density housing.</p> <ul style="list-style-type: none"> • Bungalows, semi-detached or detached houses.
<p>C. 2 or more traffic lanes (i.e. 1 or more each way) <u>and</u> mostly low density housing <u>and either</u>:</p> <ul style="list-style-type: none"> i) Important bus route (6 or more per hour). ii) Alternative route to city bypass. • also generally enough clear width for cars to pass at 30mph (at least 11m for road with parking on both sides, 9m for road with parking on one side).

20mph Proposals

- 20mph Proposals ———
- Existing 20mph streets ———
- Part time 20mph streets (near schools) ———
- 30mph or greater ———



Appendix 2: Map of 20mph proposals

The table below gives supplementary information to the map key:

Map key item	Notes
20mph proposals	See criteria in Appendix 1
Existing 20mph streets	-
Part-time 20mph streets (near schools)	These limits operate at times when pupils are arriving at/leaving relevant nearby schools.
30mph or greater	A number of culs-de-sac are shown on the map as 30mph or greater . These will be reviewed when preparing the relevant legal orders and included in 20mph proposals wherever appropriate. To avoid unnecessary street-clutter and un-necessary spending, it can make sense to leave the speed limit in such streets at 30mph. This is the case when they open on to a main road with a 30mph limit, but are themselves so short/narrow etc that it is essentially impossible to exceed 20mph.

Note on minor adjustments to the proposed 20mph network prior to consultation.

Officers may make minor adjustments to the proposed 20mph network prior to consultation, to ensure that the map shows proposed boundary points for the 20mph as accurately as possible. Officers aim to locate boundary points in locations that will feel 'natural' to road users, for example where the nature of roadside buildings changes, or the street width changes significantly.

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Deputations

Transport and Environment Committee

10.00 am Thursday, 18th August, 2022

Hybrid Meeting - Dean of Guild Court Room / Microsoft Teams

Deputations

Contacts

Email: martin.scott@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk

Nick Smith

Service Director, Legal and Assurance

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CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

18 August 2022

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 6.1 on the agenda – Business Bulletin – Low Emissions Zone	Blackford Safe Routes (written and verbal)
3.2 In relation to Item 6.1 on the agenda – Business Bulletin – Low Emissions Zone	Scotsman Holdings (written and verbal) North Bridge West Business (verbal)
3.3 In relation to Item 7.1 on the agenda Updated Pedestrian Crossing Prioritisation 2022/23 - report by the Executive Director of Place	Ward Councillor Osler (written)
3.4 In relation to Item 7.4 on the agenda Delivering Scotland’s Circular Economy – Consultation Responses - report by the Executive Director of Place	Friends of Braidburn Valley Park (written)
3.5 In relation to Item 7.5 on the agenda Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order - report by the Executive Director of Place	Leith Independent Garages Association (verbal) Abbeyhill Colonies Residents Association (verbal)

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

18 August 2022

DEPUTATION REQUESTS

<p>3.6 In relation to Item 7.7 on the agenda Active Travel Measures – Travelling Safely Update - report by the Executive Director of Place</p>	<p>Blackford Safe Routes (written and verbal)</p> <p>Keep Morningside Moving (written)</p> <p>Spokes Edinburgh (written and verbal)</p> <p>South West Edinburgh in Motion (written)</p> <p>Better Edinburgh Sustainable Transport (written)</p> <p>South West Edinburgh 20 Minute Neighbourhoods (written)</p>
<p>3.7 In relation to Item 9.1 on the agenda Motion By Councillor Macinnes – Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68 - report by the Executive Director of Place</p>	<p>Low Traffic Corstorphine (written)</p> <p>Ward Councillor Glasgow (verbal)</p>

Deputation from Blackford Safe Routes to the Travel and Environment committee meeting of 18th August 2022

“Timed closures” on Whitehouse Loan - agenda item 7.7

We are aware of a deputation proposing timed-closures for Whitehouse Loan as an alternative to the permanent closures to motor vehicles. This suggestion was agreed to be discussed by TEC (despite being late and not relevant to the agenda of the last TEC in March) during the TEC meeting of 18th August 2022.

The predictability and contiguous nature of any route is fundamental to its usefulness, safety and convenience - making it important no part of the route closes at any time of day. Permanent closure also benefits drivers by removing any confusion and supports Satnav routing systems that don't handle timed closures. In addition, school children travel this route at all times of the day and week, particularly for morning- and after-school activities and for leisure activities e.g. visits to Blackford Hill nature reserve. Timed closures would restrict access to children to take part in these activities, particularly children travelling independently. During the school day, pupils also regularly cross Whitehouse Loan to the Links and to the High School grounds near Strathearn Rd to take part in school sports activities. This has been one of the key benefits for the PE teacher at the school.

Timed-closures would require staff members to attend to the closures and those staff then become subject to threats and intimidation. This was the experience of staff at drop off and pick up times before the modal filter was put in place. Electrically-operated bollards would be extremely expensive and prone to mechanical breakdown. Therefore, timed-closures are not seen as a sustainable nor desirable solution.

Looking at the wider picture, the council's own target is to reduce motor vehicle kilometres by 30% by 2030. Blackford Safe Routes supports this target as necessary to secure our children's future as part of a strategic reduction of carbon emissions. The Greenbank to Meadows Quiet Route is a key example of this strategy by providing facilities to those who wish to walk, wheel or cycle but won't because of perceived or actual danger. The existence of this route has manifestly provided the opportunity for modal shift, with families saying that now there is a quiet route to school they no longer need to drive - this is traffic evaporation in action. Everywhere on the route is still accessible by vehicle, but by providing the opportunity for modal shift, people have been given the choice to move away from using their cars and this, in turn, has benefits for people with essential car journeys as there are fewer cars on the road. This supports a fairer and more equitable use of transport infrastructure that prioritises business and essential journeys.

The Greenbank to Meadows Quiet Route is proving immensely popular with walkers, runners, wheelers and cyclists at all times of day and all days of the week. There is a majority of support for the route amongst the school communities (7 schools in total served by this route), amounting to thousands of parents, carers and children. The Morningside Community Council survey indicated very clear mass popular support for less parking, better public transport and more space for walking. Routes such as the Greenbank to Meadows Quiet Route help people access the Morningside shops using active travel and reduce the congestion and pollution induced by car traffic. Representative surveys also show that local residents support these schemes and experience across the UK shows that councillors and politicians who support them are overwhelmingly voted back in with increased majorities.

Blackford Safe Routes strongly opposes any concept of timed closures, as they are not a people and neighbourhood centred approach and they risk weakening local improvements in active travel, the benefits of which are widely documented. Children's access to safe and healthy activity must be prioritised.

Proposed new right turn from Home St to Brougham St (Tollcross) - agenda item 6.1 - Low Emissions Zone

Blackford Safe Routes strongly supports the implementation of a new right-hand turn from Home St into Brougham St as part of the low emissions zone.

In our "liveable neighbourhood" plans (<http://blackfordsaferoutes.co.uk/jgps-travel-committee/liveable-neighbourhoods>), we proposed this right-hand turn be included at Tollcross so that through-motor-traffic could be removed from Warrender Park Rd. Warrender Park Road is the second key route to school, running East - West, in conjunction with the Greenbank to Meadows Quiet Route running North-South.

Many families would like to be able to travel safely on foot or by bike along the Warrender Park Road corridor to and from school. Unfortunately, it is currently heavily used by vehicles travelling from Bruntsfield to Melville Dr (A700) and is therefore subject to unnecessary through-traffic by non-residents. Once this right-turn is reinstated at Tollcross, it will then be possible to remove through-traffic on Warrender Park Rd and complete the proposed low-traffic neighbourhood in the area.

Clerk to the Transport and Environment Committee
City Of Edinburgh Council

16th August 2022

Deputation on Behalf of The Scotsman Hotel, Scotsman Group plc

Clerk to the Transport and Environment Committee.

This Deputation is made to the Committee on behalf of the Scotsman Hotel, 20 North Bridge, Edinburgh.

By Way of Background, the Scotsman Group is a family-owned company founded over 30 years ago in Glasgow, we operate only in Scotland and pride ourselves on the fact that over 96% of our supplier base is Scottish. We currently employ approximately 2000 people throughout Scotland.

Most of our Interests are housed within Listed Buildings as this is our preference for development and have been fortunate to be the recipient of many awards for our endeavours including awards from the RIAS (Royal Incorporation of Architects Scotland) and BCO (British Council for Offices) amongst others.

The Scotsman Hotel, Edinburgh is the 'Jewel in the Crown' for the Scotsman Group, our current portfolio includes Hotels, Bars, Cinemas, Restaurants and Serviced Apartments, along with various Retail and Residential Developments. We currently own and operate a number of properties in Edinburgh, including the Grassmarket Hotel, The Murrayfield Hotel & The Ghillie Dhu.



SCOTSMAN HOLDINGS

We were fortunate to have completed the purchase of The Scotsman Hotel in 2017 after extensive negotiations with the administrators. It was then we began the painstaking process of research, design and refurbishment of the hotel after what was described to us by the long-term staff members as a 'long period of no investment' which sadly resulted in HMRC putting the property into Administration.

Over the intervening years we have successfully refurbished:

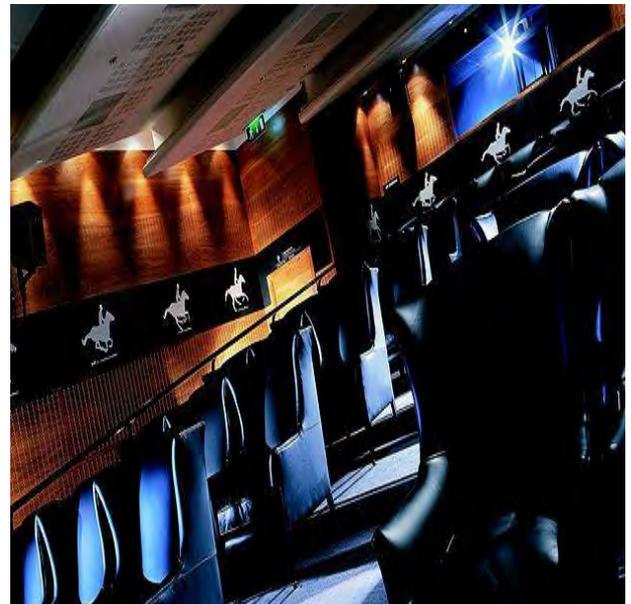
All bedrooms, suites, and the Penthouse, including the installation of Air Conditioning throughout.

All the back of house facilities including the staff facilities.

Refurbished the screening room into a boutique cinema experience

Added world class function, wedding and conference facilities.

Refurbished the old hotel restaurant (previous hotel breakfast & Dining Room for hotel guests) into the 'Grand Café' to offer a 'public' experience of the Hotel.



The overall refurbishment is still ongoing given the complete nature of the building and our aspirations for the property. We have invested over £12,000,000 into its rebirth and are very proud of our achievements. As we have successfully kept the property open to the public throughout this process.



Before refurbishment



After refurbishment



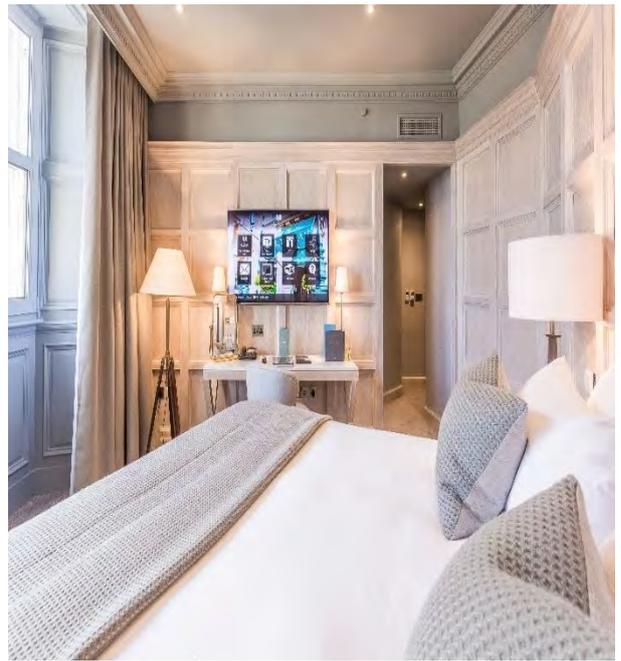
Before refurbishment



After refurbishment



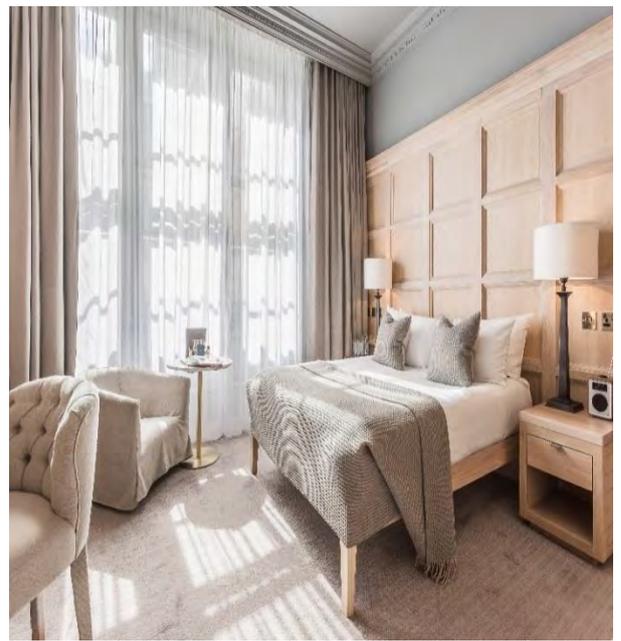
Before refurbishment



After refurbishment



Before refurbishment



After refurbishment



Before refurbishment



After refurbishment

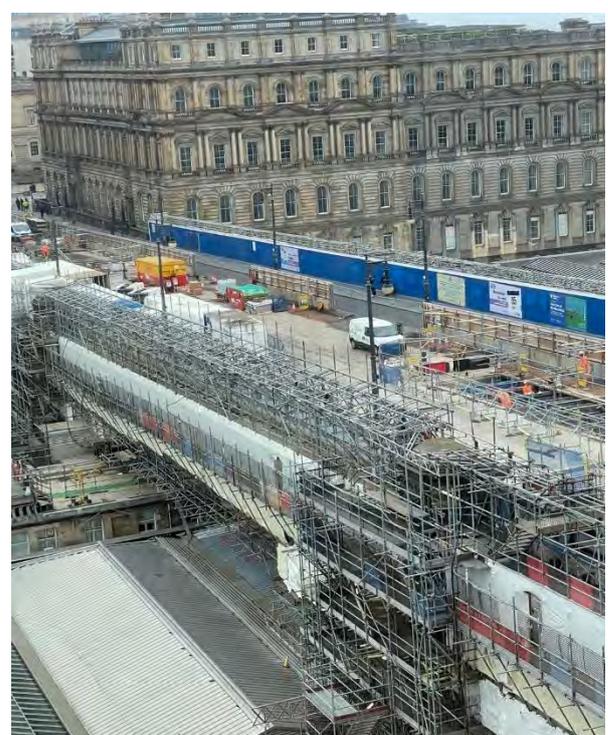
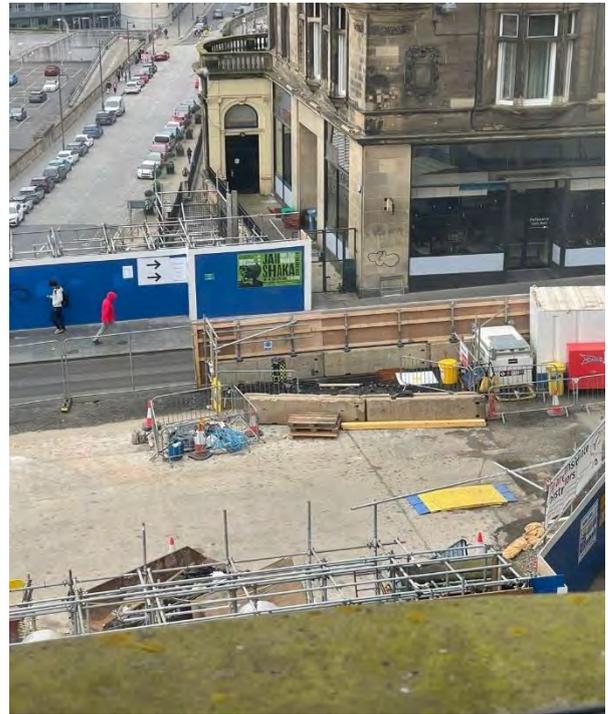
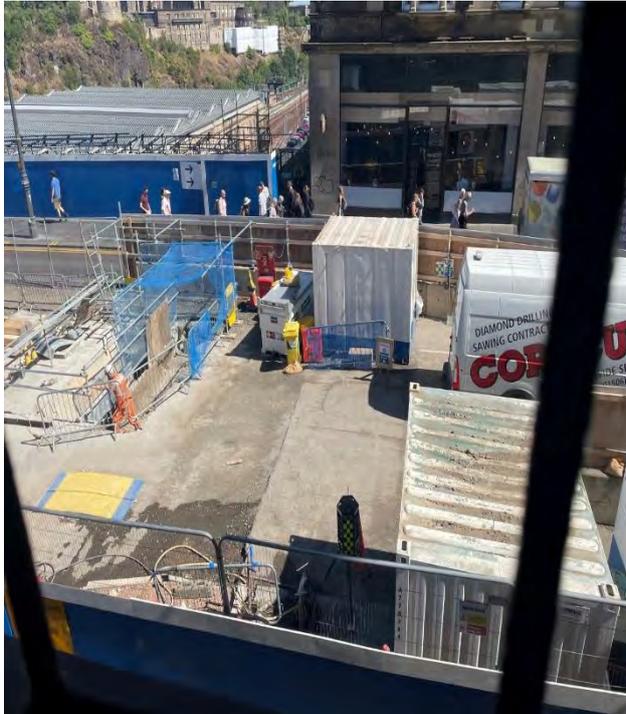
However, since the beginning of our ownership we have never been able to trade unencumbered. Firstly we had the refurbishment and overall upgrade of the hotel which we carried out in phases to allow the hotel to continue to trade. Then obviously COVID. Now we have the ongoing works to North Bridge which continue to exacerbate our ability to trade normally.



SCOTSMAN HOLDINGS

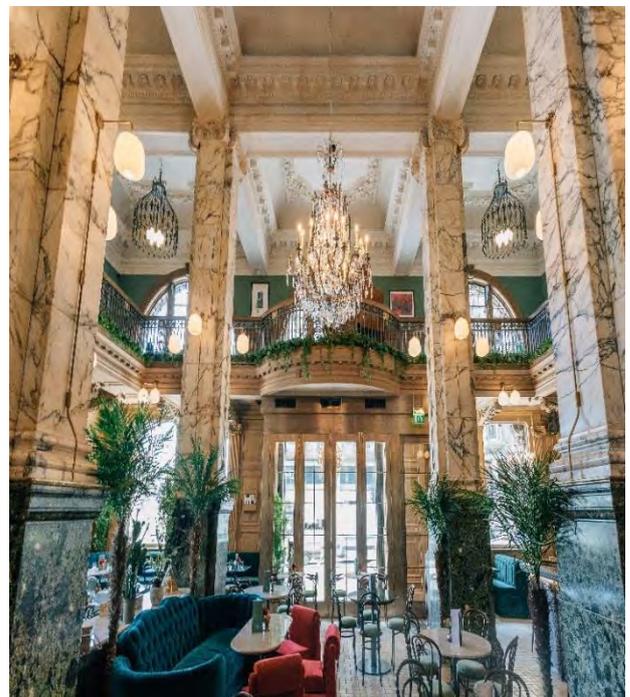
Before now we have been able to 'manage' the North Bridge works despite the works causing water leaks into lower levels including bedrooms. Diesel fumes from generators have been located on Scotsman land under our Plant Areas and we have suffered from restricted access in and around the hotel.

However, the impacts now being experienced by the current works to the North Bridge are so significant that the hotel's landmark 'Grand Café' is threatened with closure, potentially resulting in redundancy for the staff.

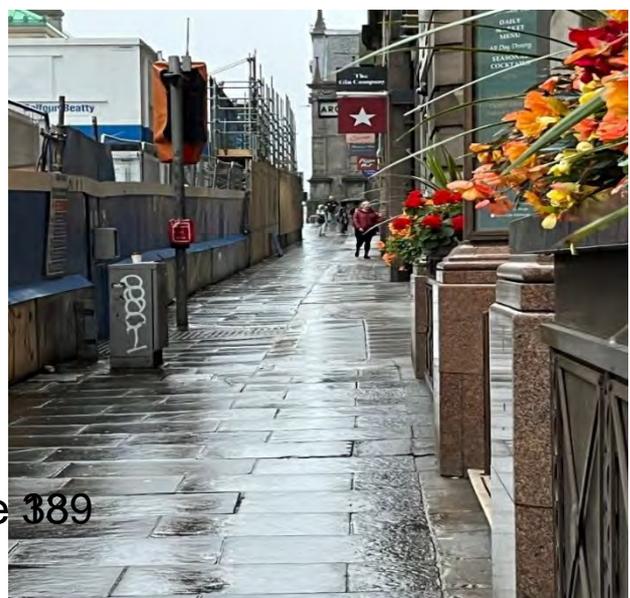
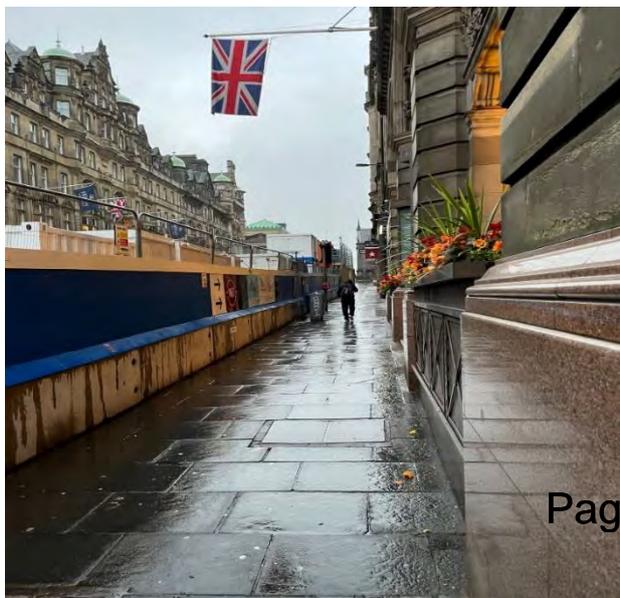


The Grand Café idea came to light during the design development of the hotel, at which stage we were in constant dialogue with various representatives of Edinburgh City Council, including Planning. The former hotel restaurant was used, in its previous tenure, as the breakfast and dining room for the Hotel and as such members of the public were not encouraged to enter the restaurant (or hotel for that matter) through this North Bridge Entrance. We were actively encouraged by the 'City' to bring this historic and important part of the North Bridge retail experience back to public use. This was the former 'Advertising Office' for The Scotsman Newspaper and as such was experienced by the public daily in the past.

With that in mind we purposely repositioned the hotel restaurant to the floor below, leaving us totally exposed given that our principal audience for the Grand Café was now from North Bridge or from the Scotsman steps (which has seen a drastic reduction in use since the start of the bridge works). We also reinstated the flags outside of the North Bridge frontage and put additional signage on North Bridge that was not there previously as there was no effort under the previous guise to encourage any retail position for the hotel on North Bridge.



The current lack of pedestrian footfall going past the premises, the lack of any signage advertising the Scotsman Hotel and Grand Café still being open during the works and the inability of the pedestrian to be able to see the entrance to the hotel and the Grand Café from the east side of the North Bridge and be able to cross over to it, all contribute to a devastating loss of footfall and resultant revenue for the Grand Café and Hotel.



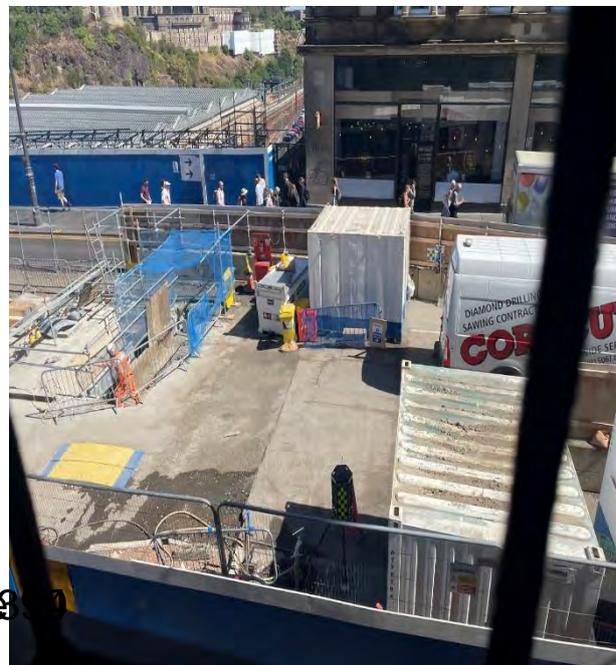
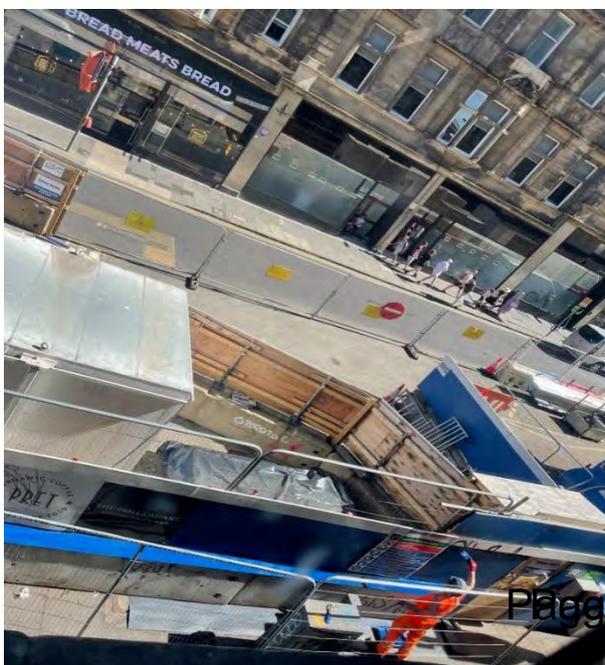
SCOTSMAN HOLDINGS

The whole frontage of the Scotsman Hotel and Grand Café is visually blocked by hoardings, Heras fencing, temporary containers and all the Balfour Beattie clutter. There is now no opportunity for the pedestrian to cross over to the Grand Café or the Hotel at present in the way the hoardings have been laid out. That route has been closed by Balfour Beattie but previously existed. If it was able to be operated with a pedestrian access successfully before, we are at a loss as to why it can't be operated again in the same way.



We are currently in festival time, normally the busiest time of year for the hotel and hospitality sectors in Edinburgh and yet we are suffering from the poorest pedestrian/ place experience in the city on North Bridge outside the Scotsman Hotel for our visitors and customers. The experience is so off putting that people are going elsewhere.

The unpleasant nature of the pedestrian experience along this section of the street often results in people thinking it's a dead end and turning back up to the High Street once they are halfway down the street. At this time of year we rely on this passing and drop in trade especially throughout the festival.



Similar to all accommodation providers the Scotsman Hotel equally relies on customer bookings from third party channels (eg Booking.com). Due to the subsequent lack of customer data coupled with GDPR regulation there is little access to the future guests direct contact details; this accounts for approximately 75%-80% of arrivals. The third party agents are also in control of the accommodation details housed upon their website including when and most importantly where notifications can be placed.

These circumstances combined mean the business has limited opportunity for advance communication to its own guests and forewarning of the works themselves, road closures and therefore access to the hotel frontage, and on occasion due to the works , the alternative secondary side door entrance.

The volume of unhappy customers, before they have even entered the building, is staggering and while the team are apologetic and empathetic for essentially items out with their control; this has little impact on the impact of the guest stay and subsequent the reputation of the hotel.

A review of the hotels online reputation clearly highlights this fact based on the specific mentions of the associated disruption from the bridge works. Due to algorithms working within both reputation and third party booking sites this negative feedback and opinion will have a material and lengthy impact on the hotel positioning in the Edinburgh marketplace; long after the works are finally complete.

The above issues can be demonstrated best by the number of bookings and parties that we have actually lost from the unfortunate perception the Hotel is closed.

We are also finding it hard to both recruit and retain staff, which as we know is ever increasingly difficult in the hospitality sector generally, but the outlook and disruption in even getting to work at the hotel at the moment has resulted in staff members going to other hotels where there is less 'impact' on their daily lives.

As a result of the impact of these failings on the trading figures of the Grand Café we are being forced to consider closing the venue unless significant steps are taken to address the concerns being put to the council in this deputation.

What we would like the committee to achieve:

1. A pedestrian walkway though from the east to the west side of North Bridge to allow access to the Grand Café and the Scotsman Hotel – given a large percentage of the site compound is either empty or used for private parking
2. Replacement of the Heras fencing behind hoardings entirely with a wire or Perspex hoarding so that visual continuity between the east side and west side of the street is maintained.
3. Allow for signage on a Perspex hoarding to advertise our premises
4. Permit temporary lighting and lit signage of the west side pedestrian route
5. Make allowance to move the site set up to another location, in the near future, as North Bridge has had its fair share of disruption
6. More interaction and correspondence between the residents / owners / Contractor and Edinburgh City Council so that we can all manage our businesses accordingly
7. Reinstate previous crossing point (currently contractor site access route) to allow access across north bridge. Ideally this could be actioned asap to allow crossing during the festival period
8. Request that committee cancel the 1 year extension to 2023 intimated for the re-opening of the pedestrian route on the west side of the bridge. Why - because this extension has not been risk assessed appropriately in terms of the impact on business, cultural heritage and employment. Importantly it has not been agreed to by the stakeholders
9. Request re-siting of the Balfour Beattie compound - why cant it be in the middle of the bridge so that existing businesses aren't disadvantaged any longer?
10. What input will Scotsman be given into the new circulation plan for pedestrians and traffic that's referred to in the papers?

11. The measures undertaken by the council to date are having a neutral impact on footfall - not a positive one. The partial mural and the limited signage for some businesses and lack of lighting are not having the desired effects.
12. Stakeholders are so concerned about the impact on their business and the lack of adequate consultation that they are having to make Deputations to this committee

Yours sincerely

David Scanlon
Director of Property
Scotsman Group Plc

Deputation: Transport and Environment Committee

Item: 7.1 Updated Pedestrian Crossing Prioritisation 2022/23

Thank you Convenor and Committee for reading this deputation.

Out of the 95 schemes in Appendix 1, 9 of them are in the Inverleith Ward. I am not going to mention them all but narrow my focus to just 4.

No. 32 Learmonth Terrace

No. 34 Henderson Row

No. 74 Orchard Rd

No. 80 Queensferry Rd at Orchard Rd to Orchard Rd South

Learmonth Terrace

If you have ever walked along the Queensferry Road towards Dean Bridge and had to cross this junction you will fully understand why this area so desperately needs improvement. First consulted upon in 2016, scheduled for delivery in 22/23 and now being pushed even further back to 25/26, basically residents will have to wait a decade for changes to be made. A major route to many schools as well as the main route for residents walking into town. To cross the junction heading into town you have to navigate traffic not only coming from behind you (which you cannot see), from the left coming up the hill but also turning traffic coming from town. I have grabbed so many unsuspecting individuals who have stepped out thinking they had checked the traffic and not taken account of the right turning traffic coming from the Dean Bridge including the 36 bus. It is just as bad crossing the other way.

Henderson Row

This was a collaboration between residents, Stockbridge Primary School and Ward Councillors and again due to be implemented next year but delayed now until 25/26. Very disappointing and not very supportive in encouraging children to walk/wheel/cycle to school.

Orchard Rd and Queensferry Rd At Orchard Rd to Orchard Rd South

Some cynics would say these were “new” schemes but anyone who knows the area knows that these are “old” issues and it has just taken a huge amount of pressure from Ward Councillors and residents to get assessments done and schemes brought forward. Residents have been told by officers that if they struggle to cross the Queensferry Rd taking their children to school they can always walk up to the lights at Craigleith junction. Something I am sure is not in line with pedestrians being top of the transport hierarchy and certainly does not support Council policy on Safer Routes to School

We are all aware of the many hurdles that have to be overcome to even get a scheme considered so getting to be on the list is an achievement. This is why it is incredibly disappointing and frustrating to

have much needed safety improvements asked for by residents, consulted upon and eagerly anticipated be delayed even further. It should be noted that the East Fettes Ave Pedestrian Crossing mentioned in the report took over 8 years to implement and that was also for a school.

If we are serious about the transport hierarchy and pedestrians are at the top and we really want residents to make the shift to walk/wheel/cycle more, what message are we giving them by taking so long to install much needed safety measures?

So, I would ask that real commitment and focus is given to achieving these new “estimated” construction dates. A determined effort to bring forward schemes like those mentioned above which have already been agreed and in two of the cases given an estimated time for implementation but still have yet to be delivered.

There has been a lot of talk that pedestrians are top but it is important that that talk is backed up by action and that we support residents so that they can move around safely.

Thank you for your time and consideration

Cllr Hal Osler

Lib Dem Cllr, Inverleith Ward

From: [Paul Bailey](#)
To: [Martin Scott](#); [Taylor Ward](#)
Cc: [Margaret Bruce](#); [Jain Whyte](#); [Mike Shields](#); [Alex Morrow](#)
Subject: Braidburn Valley Park Deputat on
Date: 16 August 2022 08:11:16

Dear Martin and Taylor,

Deputation for TEC meeting on Thursday

In the Support Pack for the TEC meeting on Thursday, recycling is repeatedly mentioned in the Circular Economy section. With that reference and Cllr Whyte's impassioned plea to clean up the city at the last meeting, the committee of Friends of Braidburn Valley Park wish to make a brief written deputation which would support increasing the recycling percentage in the city.

This recent photo is an example of the problem.



"4.1.6 In principle, the Council is supportive of proposals for local authorities to have more powers to enforce recycling requirements."

Deputation:-

Friends of Braidburn Valley Park would like the council to reassess the policy of having bins for recycling only in Premier Parks like Princes Street, Inverleith Park or Saughton Park.

Our park is extremely well maintained by the Parks Department and the Friends of the Park. The main problem however is overflowing bins - which happens frequently. Mike Shields, who manages the park excellently, has installed new bins at the entrances but says that council policy is just to collect non-recyclable stuff at present.

Surely with the council's strong aspiration to increase recycling rates, it would be in the council's interest to reconsider this policy; obviously there is a cost involved. But consider the facts; at present it appears that there is not enough manpower to clear the bins as often as is needed; logically if we have separate large bins at each site in our park (one for bottles, one for recyclable material and one for landfill), it would save on the cost of emptying the single bin so often.

We are not suggesting that every park should have such measures; but we do believe that there are other parks like ours which could be upgraded to Premier Park status, or simply have a status one below Premier which has recycling facilities.

You know it makes sense! Could it be in place for next summer?

=====
End of deputation
=====

Please confirm receipt of this email by the cut-off time for deputations, 2pm today.

Paul
(Chair, Friends of Braidburn Valley Park)

Keep Morningside Moving Follow-Up Deputation on TTRO TEMP/21/46
For Agenda Point 7.7 Section 4.17 of Active Travel Measures – Travelling Safely Update

We ask the Council to **PUT SAFETY FIRST**
REPLACE the closure to through vehicles
at Whitehouse Loan
near James Gillespies Primary School (JGPS)
WITH a school timed closure solution
similar to that at Sciennes Primary School

For Transport and Environment Committee
City of Edinburgh Council – 18 August 2022

Resident contributors to this deputation include:

- Paul Bailey
- Christine Carr
- Fiona Gomes
- Ken Harvey

All comments and photographs refer only to this section of Whitehouse Loan within TTRO TEMP/21/46

Junction of Warrender Park Road and Whitehouse Loan

CLOSED SECTION OF WHITEHOUSE LOAN TO VEHICLES – ROAD STILL OPEN AT CHILDRENS' ENTRANCE TO PRIMARY SCHOOL

Junction of Bruntsfield Crescent and Whitehouse Loan



Pedestrian/Childrens' entrance to James Gillespies Primary School (JGPS) on Warrender Park Road

Vehicle entrance to James Gillespies Primary School (JGPS) on Whitehouse Loan

We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

TTRO TEMP/21/46 states it is “to facilitate improved safety for pedestrians and cyclists”.

It does not achieve this.

Five significant problems with the Whitehouse Loan vehicular closure at James Gillespies Primary School (JGPS)

Proposed alternative solution on slide 5

We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

1. Pedestrians including school children and cyclists are less safe now

- This closure forces more traffic past the front of JGPS making cyclists and pedestrians less safe at corner next to JGPS than before this closure.
- As the road closure is not at the JGPS pedestrian entrance, it does not protect children meaning Crossing Guards/Police are still in attendance.

2. HGVs, vans and cars still regularly use and park in closed section

- Cyclists less safe due to potential vehicle collision in ‘closed’ section.

3. The decision to close this section of Whitehouse Loan was not based on relevant Council data

- Council data used to justify this closure was taken from counter 366.64m (1,202,88 ft) away – more than six times the height of Scott Monument.

4. Results of last City of Edinburgh Council SFP surveys (June 2021) said majority opposed road closure and asked for its removal

- All responses - Public, Business & Marketing Research – wanted removal.

5. Few cyclists use this section of Whitehouse Loan and prefer alternative routes resulting in similar number of cyclists as pre closure

- Due to above factors e.g. this section is less safe than other nearby paths.



**2. HGVs, vans and cars still regularly use and park in closed section of Whitehouse Loan
This does not facilitate 'improved safety' for pedestrians or cyclists (TTRO TEMP 21/46)**



We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

Proposed alternative solution

We are aware of the TEC pilot in 2016 for School Streets covering nine primary schools which involved installation of large signs that flash at all entry points during school-specific term time operating periods .
We believe the timed solution in place at Sciennes Primary School [school-streets-scheme-at-sciennes-primary-school](https://www.edinburgh.gov.uk/school-streets-scheme-at-sciennes-primary-school) (edinburgh.gov.uk) would be a safer solution and should replace the closure of Whitehouse Loan at JGPS.



We ask Council to REPLACE vehicular closure TEMP/21/46 at Whitehouse Loan with timed school closure solution – August 2022

Spokes South Edinburgh deputation to Transport and Environment Committee 18/8/22

Agenda item 7.7 Active Travel Measures: Travelling Safely Update

Spokes South Edinburgh notes the responses from the consultation in June 22 and welcomes the proposal to move the named schemes in the South area to ETRO status, especially Comiston Road and the Quiet Route (Greenbank to Meadows) schemes which we have been the most involved in.

We note the negative comments gathered during the June 22 consultation exercise about these two schemes and we would like to give some context. Comiston Road runs through an area where the average number of cars for a household is 2.4 cars (2011 census) so it is to be expected that there will be some resistance to any reduction in road space for cars, when the car has been seen as an almost essential part of living in the suburbs. Nevertheless, in order to meet the CEC target of 30% reduction in car kilometres, a significant change of behavior needs to be strongly encouraged here and other similar parts of the city.

We welcome the commitment to take these schemes forward. The temporary measures already in place provide a safe enough route which has already allowed many people to undertake some journeys by cycling or walking instead of driving. There is a lot of potential to increase this. For example Boroughmuir, Watsons, and Heriots are all now accessible from Fairmilehead. Imagine the term time traffic reduction achievable if more parents could allow their teenage children to use the cycle lanes and parents in turn could avoid car use for short local journeys.

To increase use we need swift progress in improving safety and increasing access to what is already there. Instead the motion you are being asked to approve proposes an assault on the safety of the routes to permit easier loading and deliveries.

We urge councillors to push for an alternative to allowing loading from the cycle lane as is proposed for Comiston Road and Causewayside. Solutions exist elsewhere in Edinburgh where door to door unloading access is not possible, and we should be trialling similar methods here rather than weakening the safety of the cycle lane. It is daunting to cycle into 30mph traffic to overtake a van or vehicle sitting in cycle lane space, especially when cycling uphill. Instead we need enforcement to prevent the cycle lane being abused and a culture change about how deliveries are made.

We continue to oppose the re-opening of Braid Road Northbound (a residential street with a high volume of pedestrian and cycling access to the Hermitage of Braid) for the sole purpose of alleviating congestion on the nearby trunk route (Comiston Road) . We believed this principle was already accepted by the council when officers commented in June '21 about why Canaan Lane would not be reopened to through traffic.

The Northbound road space available will be almost doubled by this action and the assumption (in the proposal) that some drivers will move from using Comiston Road to Braid Road with no other consequences seems to be ignoring the well understood phenomenon of induced demand. Instead overall car Km driven is likely to increase in response to increased supply over the trial period instead of decreasing.

If Braid Road Northbound re-opening is voted through in spite of the risk to climate change transport targets, it is vital that every attempt is made to ensure that those walking or cycling are fully protected beforehand.

We are asking councillors to remember that the aim of the schemes is to provide good incentives for a significant number of people to swap car journeys for the alternatives, walking, cycling, public transport. It is urgent that we make progress on this and build on existing results. We can't waste 18 months to find out that walking/cycling has remained at the same or lower level and driving is not sufficiently reducing.

A bollard-free vision for Lanark & Longstone Roads

**A deputation to the
Transport & Environment Committee
Agenda item 7.7 Traveling Safely Update**

18 August 2022

from South West Edinburgh in Motion (SWEM)



SWEM

South West Edinburgh in Motion

Executive summary.

Page 4 of 10

Officers are asking councillors to vote for a scheme that is being misrepresented as a complete active travel scheme within a network. The reality is that mixed traffic and non-segregated painted lane sections are nearly twice as long (65%) as the bollard segregation (35%).

- The scheme has not supported an increase in cycling and has brought numerous negative impacts for speeding, safety, accessibility and businesses
- There is no realistic prospect for full segregation with proper infrastructure
- We have extensive community support for a safer mixed-traffic scheme
- We are asking for a report amendment requesting a new design for this bollard-free mixed traffic scheme is drawn up and implemented rapidly

Introducing SWEM.

South West Edinburgh in Motion (SWEM) was formed by residents in response to the lack of consultation with our community on changes that impact the lives of people who visit and live in the area.

We include cyclists, parents, elderly people, those with disabilities and businesses.

We have commissioned independent research, carried out our own surveys, instructed legal opinion from a senior QC, organised a petition and created a Facebook group attracting over 800 members.

Here, we call on councillors to support an amendment leading to authentic engagement with our community on a solution that is inclusive and safe.

Misdescription of an “active travel scheme”

**We don't dispute the benefits
of a “complete active travel
network”**

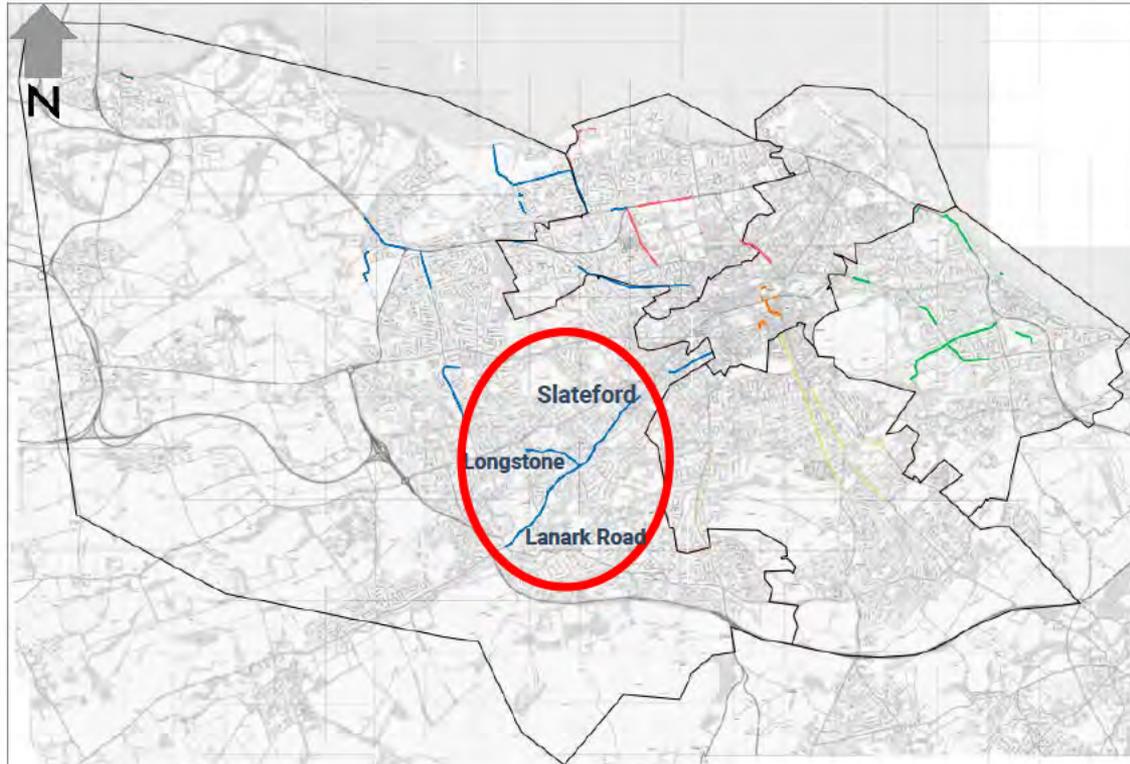
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**But Lanark and Longstone
Roads can never provide full
segregation, or connect to
roads that do.**

Edinburgh proposed ETROs

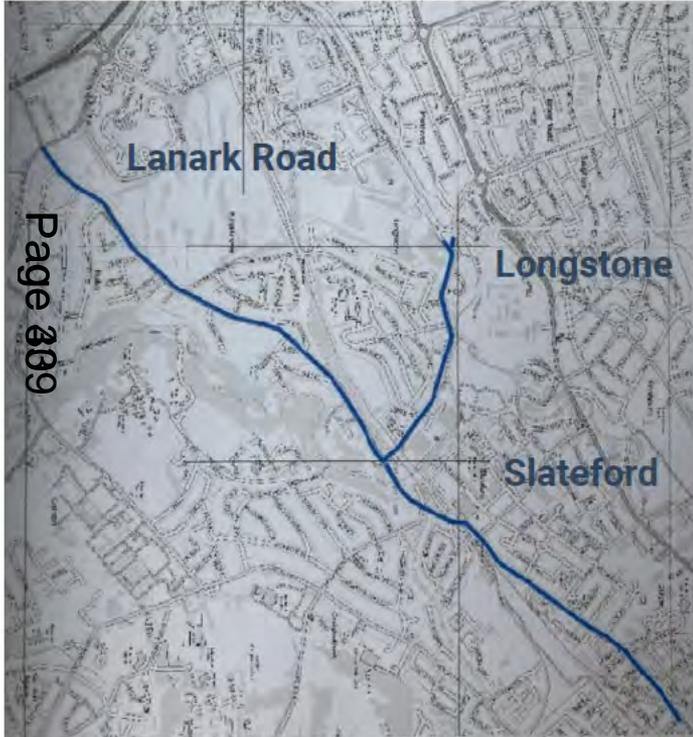
Source - Project Centre map supplied in ETRO stakeholder consultation Nov 2021

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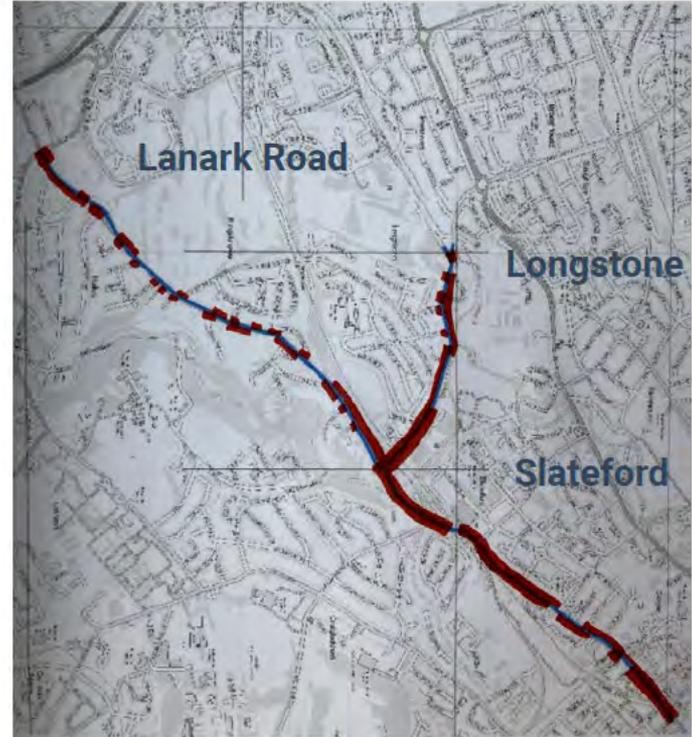
Misrepresentation

The blue line **misrepresents** the level of segregation, implying it is a continuous scheme.



Reality

The red lines **represent** non-segregated mixed traffic/painted lanes on each side of the road.



The reality in numbers

Area	Speed limit proposed	Sporadic segregation (approx)	Mixed traffic/painted lanes (approx) Does not include hundreds of driveways/access points
Stairford (to Ardmillan)	20mph	14%	86%
Longstone	20mph	25%	75%
Lanark Road	30mph	58%	42%
Average (total distance approx 3.5 miles)	N/A	35%	65% nearly twice as long as segregated

- Cyclists must be confident in mixed traffic on this route - not nervous cyclists or children and they use mixed traffic routes to get onto the “scheme”
- Aspiration of full segregation not possible in these locations

Why were these graded *significant* positive for cyclists?

Page 25

SCHEME NAME	LOCALITY	TYPE	IMPACTS ON											FEEDBACK			RECOMMENDATION			
			PEDESTS		CYCLES		Str Env	PubTrans	Traffic - displace	RESIDENTS			BUSINESS		Disabled people	Market Research		Public Consultation	Business consultation	
			Pedestrian movement	Pedestrian crossing	Cycle network	Cycle local	Street Environment	Public Transport service and stops	Traffic + parking -displace	Traffic volume	Speeds	Parking	Servicing	Servicing	Parking					Street space
Lanark Road	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN
Longstone corridor	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN
Slateford Road	SW	Protected cycle lanes			Significant positive	Minor Positive		Minor Positive		Significant positive	Minor Positive	Minor Negative		Minor Negative		Minor Negative	Significant positive	Significant positive	Significant positive	RETAIN

Key to impacts

- Significant positive
- Minor Positive
- Neutral
- Minor Negative
- Significant negative

Source p44 Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee 24 June 2021

<https://democracy.edinburgh.gov.uk/documents/s35088/Item%207.13%20-%20Potential%20Retention%20of%20Spaces%20for%20People%20Measures%20-%20referral%20from%20the%20Transport%20and%20Env.pdf>

Council internal RED audit may have the answer.

Page 9 of 38
Specific measures were based on suggestions from "*a relatively small group of officers and external local community stakeholders*" and most were initially prioritised by six project team members "*with limited justification available to support prioritisation outcomes*". The report said final prioritisation decisions were based "*mainly on the professional knowledge and judgment of two project team members*" Also it said where public feedback was incorporated into projects, no audit trail was available to confirm that this was completed.

Measures proposed in today's report are virtually unchanged and proposed changes adding restricted parking times do not have community support.

A big 18 month experiment since January 2021

Q1. “What will happen if we reduce the speed limit, add complexity to the road and turn off the speed cameras?”

A. Most drivers will speed, this will be more dangerous in the slalom layout, some will have collisions.

Evidence.

Appendix 1. New safety and speeding issues caused by the schemes

Q2. “What will happen if we remove kerbside parking and move what remains towards the centre of the road”

A. Community members who already find moving around challenging, suffer even more. Disabled drivers can't exit cars. Child-centred organisations and businesses face problems.

Evidence.

Appendix 2. An unethical scheme

Q3. “Will the new scheme lead to an increase in the number of cyclists using Lanark Road and Longstone?”

A. No. Council analysis showed a real-terms decline.

Evidence.

Appendix 3 - Council cycling data - “build it and they will leave”

Q4. “Will implementing the scheme lead to any new safety issues for cyclists?”

A. Yes. Implementation & “tweaks” deteriorate road surface. Collision risk with pedestrians. Also cars exiting driveways/side streets. Segregation forces cars and bikes closer on the opposite non-segregated lane.

Evidence.

Appendix 1. New safety and speeding issues caused by the schemes

Q5. “Will the scheme have positive or negative impacts on pedestrians who are at the top of the transport hierarchy?”

A. Negative. Promised traffic island upgrade delayed by 3 years. Now one signal crossing promised but may only be because the scheme has no room for wider traffic islands. Slalom scheme reduces pedestrian visibility. Bollard trip hazards.

Evidence.

No proper accessible traffic islands in Lanark Road and Longstone or Slateford

Q6. “Will the scheme make it easier to access public transport?”

A. No. No accessible traffic islands to access bus stops. Proposal in today’s report on time-restricted parking blocks nursery parents from “park and ride” on major bus routes.

Evidence.

Travelling Safely update - Appendix 2 - Scheme recommendations p9

<https://democracy.edinburgh.gov.uk/documents/s48016/7.7%20-%20Appendix%20-%20Scheme%20Recommendations%20-%20v12.pdf>

Q7. “Does this ETRO align with other strategic priorities?”

Page 420

▲ No.

- Transport hierarchy - harder for pedestrians
- Equal Pavements Pledge - harder for disabled people
- Free bus travel - hard for young people to cross road to access bus stops

Evidence.

Appendix 2. An unethical scheme.

Q8. “Will research demonstrate approval by residents for the scheme?”

A. No. Public opposition to existing design consistent at 68% to 90% in consultations and research including the latest ETRO public engagement. Huge amount of feedback not documented. Proposed ETRO monitoring is questionable value for money.

Evidence.

Appendix 4. Public engagement, consultation & research show consistent opposition

Q9. “Will leaving this scheme in longer make it a success?”

A. No. In our area, for practical reasons, walking & bus travel will be the main way to support Net Zero and must be prioritised. Existing segregation doesn't work and further segregation will increase negative impacts.

Evidence.

Appendix 5. Understanding our local area

And finally

Q10. “Will leaving this scheme in longer risk a bigger negative impact?”

A. Yes. Overreach of emergency response powers reduced public trust and increased complaints. Risk creating perception council will overreach response to climate emergency, including eco-ableism discrimination.

Evidence.

Not a genuine pandemic response. Implementation 10 months into the pandemic delayed opportunity to reduce the speed limit from the beginning to benefit everyone. Pre-promised traffic island improvements abandoned - putting cyclists above pedestrians. Once scheme installed, no diversion signs on the Water of Leith/Canal to encourage distancing, suggesting this was not the true reason. City Fibre dug it up for weeks - so it can't have been genuinely necessary for public health.

A positive community-led vision for better ETROs/TROs with over 1,600 signatures.

More than the number of respondents to the council's recent
Edinburgh-wide public engagement

<https://www.change.org/BollardFreeVisionLanarkRoadandLongstone>

A bollard-free approach based on **community feedback**, including cyclists.

Draws on:

Page 425

- an independent survey receiving 1,000 responses
- our own survey with 440 responses
- comments and posts within SWEM Facebook group with over 800 members
- emails to the SWEM inbox
- many many conversations with residents, businesses, visitors and commuters
- advice from road engineers, safety experts and disability representatives

Petition details

Comments

Updates

A bollard-free vision for Lanark and Longstone Roads – inclusive & safer for all

Page 1/10



1,621 have signed. Let's get to 2,500!



At 2,500 signatures, this petition is more likely to get picked up by local news!

First name

Last name

Email



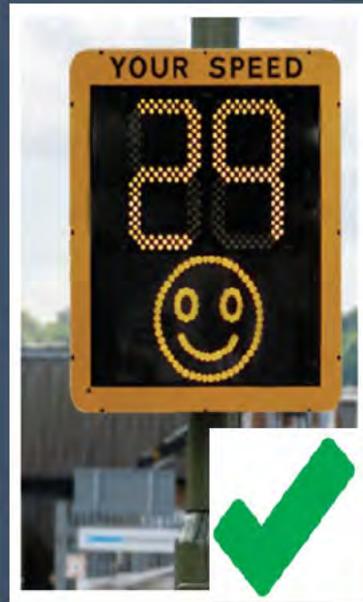
South West Edinburgh in Motion started this petition to City of Edinburgh Council

Safe speeds

Enforced and encouraged.

Removing bollard lanes will mean speed cameras can be **reactivated** for everyone's benefit.

Vehicle-activated reminder signs should help to prompt drivers.



Safe **kerbside parking** for children, disabled and trades.

Current unsafe floating parking



Reinstatement of kerbside parking



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Wide painted lanes round kerbside parking.

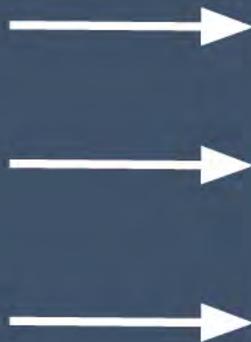
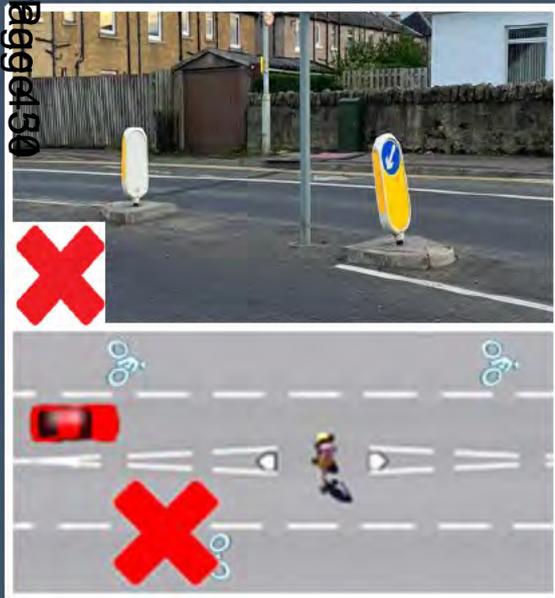
They are used in
these locations.

It is reasonable to
expect if they were
dangerous, they
would have been
removed.

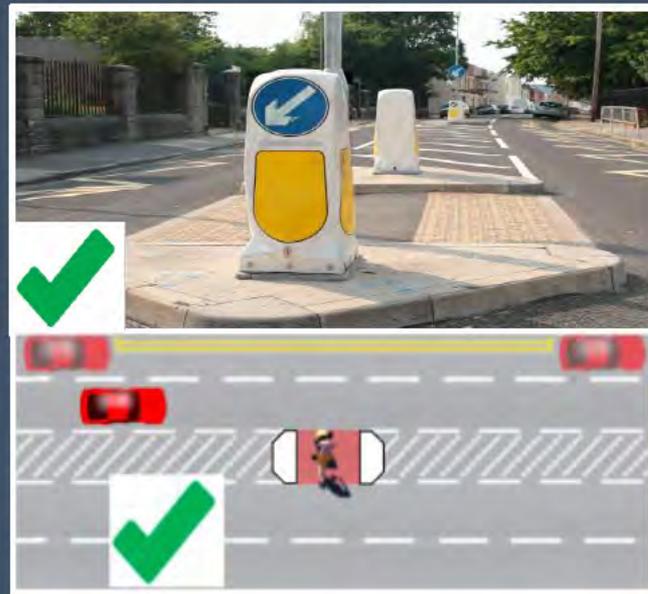


Wide crossings for buggies, wheelchairs and mobility aids.

Current narrow crossings

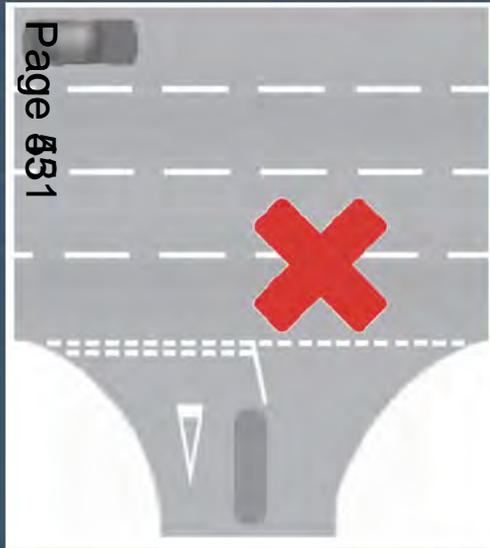


Proposed wider crossings



Two-lane, **central hatching** and right-turn filter layout.

Original layout (Lanark Road)



Current layout



Proposed layout



Tactile dropped kerbs and removal of bollard clutter.

In-line with CEC's Equal Pavements Pledge

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Routine **maintenance** to enable safe routes.

Get the basics right:

- Road and pavement surface repairs
- Drains unblocked
- Leaves cleared
- Weeding



**This approach would create
more consistency for
pedestrians, cyclists and
drivers across South West
Edinburgh arterial roads and
link with Chesser**

Budget

A few concerns

Page 9 of 10

Sustrans designed our schemes from London

Sustrans provided taxpayer money to install, “tweak” and “maintain”

Sustrans and the council didn’t give them the status of proper cycle lanes in their Walking and Cycling Index 2021

- However Sustrans is “funding” their continuation virtually unchanged
- **To be lawfully claimed to be temporary, they must be able to be removed**
- **To be genuine experiments, surely the same applies**
- A section of today’s report implies Sustrans is attempting to force the schemes to permanency through lack of budget

Today's report...

"6.3 *Sustrans funding was not available* for removal of schemes and reinstatement of previous road layouts. Therefore any such costs will *require re-prioritisation of spend from the Council's transport capital programme*, with potential to bring funding forward from future Financial Years. The estimated cost of removing and reinstating all current schemes is *just over £1m.*"

Page 37

...confirms Aug 21 **RED** audit

Council internal audit Aug 2021: "There is currently no clear strategy for determining the potential exit costs associated with reversing individual projects, or transitioning them into permanent solutions, and it is *currently unclear how any significant exit costs will be funded.*"

<https://www.edinburghnews.scotsman.com/news/transport/spaces-for-people-edinburghs-covid-road-measures-given-red-rating-significant-improvement-required-3339111>

However, we're **proposing** **modification NOT** **reinstatement.**

Some elements would be removed and replaced by new layouts applying learnings from the last 18 months of monitoring and evaluation. This could comply with funding criteria as it would:

- support the pedestrian-first hierarchy
- meet the Equal Pavements Pledge
- remove negative grading for disabled people from lack of kerbside parking
- include some parking restrictions around junctions

The original schemes were funded with 65% mixed traffic/painted lanes

Only need £100k*

June 2021 Travelling Safely project costs (after many “tweaks” where large sections of road were redone. →

Total cost: £109,243

Including Slateford Road, Lanark Rd, Longstone, Murrayburn

We're proposing similar approach involving burning off and repainting.

***Assuming figures in this report were true.**

Traffic island costs may need to come from other funding.

Travelling Safely
Project Costs at June 2021

Schemes / Activity	SIP	PIE	Notes
Leith St-Jeffrey St - South Bridge		8,279	
Pedestrian Priority Zone - Waverley Bridge, Princes Street East End, Victoria Street and Cockburn Street		186,770	
Meadows to George Street - Forest Road, George IV Bridge and The Mound		239,220	
Chamber St / George IV	6,312		
General City Centre Expenditure	1,032		
Queensferry High St	20,708		
Great Junction St		8,824	
Shoobridge	7,365		
Portobello High Street	6,837		
Gorgie / Dalry Road	13,698		
Constorphone	9,550		
Burntsfield	11,472		
Toxcross	19,680		
Morningside	26,780		
Fontainbridge Dundee Street		71,342	
Ferry Road	34,708		
Buccleugh Street / Teviot Place / Potterrow	19,709		Ex segregation install TBA
Causewayside	32,588		
Meadowside Road		41,699	Ex segregation install TBA
Duddingston Road		21,172	
Craigmillar Park / Liberton	70,431		
Gilmerton Road		23,040	
Crewe Road South	41,949		
Old Dalkeith Road		64,459	
Comiston Road	68,513		
Farrington Road		46,529	
Mayfield Road	33,673		
GC - Meadows / Greenbank	4,660		Ex segregation install TBA
Queensferry Road 1a	116,775		
Longstone	35,555		
Slateford Road (A70), Lanark Rd, Longstone Rd & Murrayburn	109,243		
Longstone Road	27,580		
East Craigs / Drum Brae North	12,163		
Braid Road	63,237		
Links Gardens			Included in ERS costs
Cammo Walk	16,199		
Warriston Road			Included in ERS costs
Starley Street/Hope Street			Included in ERS costs
Braithburn Terrace			Included in ERS costs
Silverknowes Road	39,605		
Granton Sq / Gypsy Brae	15,009		Estimated cost. Final cost TBA
Seafield Street	1,638		
Kings Place	4,630		
Arboretum Place	15,106		
Maybury Rd Temp. Crossing	45,333		
General Spaces Pro Exercise Expenditure	94,812		
Broughton Street / Roundabout & Bellevue to C'Mills	50,264		Ex segregation install TBA
Restalrig Rd South - Opt. 1	4,700		
West End of Princes Street			Included in ERS costs
Musselburgh to Portobello Opt. 1 Edinburgh section	4,548		
Duddingston Road West	22,858		Ex segregation install TBA
Schools	156,014		
Sub-total	1,263,968	711,344	
Consultancy Support	289,654	10,092	
Internal Staff Costs	806,944	260,147	
Other Management Costs (TTRO prep, advertising and Legal fees)	122,692	1,937	
Monitoring & Evaluation (inc traffic surveys)	96,530		
Installation and Maintenance Costs (inc ERS)	170,086		
Total Segregator supply and delivery Costs	1,332,422	414,288	
Decluttering and Winter Maintenance (ERS)	168,568		
Timber Planters	68,915		
Pedestrian Crossing Project	90,000		Final costs TBC
TOTAL PROJECT COST - JUNE 2021	4,409,770	1,398,908	

Page 639

We are confident the council can collaborate quickly with Sustrans.

Page 4 of 10

- With the strong connections between the organisations, including several former Sustrans staff working at the council, we are confident a way can be found to fund the suggested scheme.
- As the original scheme was designed in 10 days, and now having a clear brief, so much community feedback and data, we are confident a new version can be done quickly before the existing TTR0 ends.

An opportunity to shift a negative legacy to a positive legacy, regain the trust and support of our community and meet council objectives

Let's create an inclusive approach that could never have been achieved before the pandemic.

Please unite cross party, work with us and table an amendment to this report.

We recognise the considerable insight for this local area that would not have been available prior to Spaces for People which has led to a new opportunity for a much better road design than could have been possible pre-pandemic.

We ask you to amend the report to suspend the proposed ETRO design and ask officers to authentically collaborate with the community to rapidly create and implement a new safe, bollard free, mixed traffic, non-discriminatory and inclusive road design, including proportionate accessible crossings and kerbside parking for Lanark Road and Longstone.

Thank you.

SWEM, on behalf of residents, businesses and visitors to Lanark Road and Longstone.

Appendix 1. New safety and speeding problems caused by the schemes

Speed cameras were covered up and speeds did not reduce.

But the new slalom layout was more dangerous at these speeds.

Council speed data.

Table 2: Vehicle Speed (Mph)

Lanark Road - Vehicle Speed Pre-Implementation		City Bnd		Out Bnd		Combined	
		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Kingsknowe Dr - Aug 2020	33.4	37.3	36.5	40.3	34.9	39.1
	Hailes Pk - Aug 2020	34.3	37.7	35.6	39.2	34.9	38.4
	Spylaw Bank Road - Oct 2020	34.6		34.9		34.7	
	Combined	34.1	37.5	35.7	39.8	34.8	38.8
Lanark Road - Vehicle Speed Post-Implementation		City Bnd		Out Bnd		Combined	
		Avg	85 %-ile	Avg	85 %-ile	Avg	86 %-ile
Site/ Date	Redhall Bank Rd - Jul 2021	24.8	28.4	23.5	26.6	24.2	27.5
	Redhall Bank Rd - Aug 2021	30.2	34.7	32	36.9	31.1	35.8
	Spylaw Bank Rd - Jul 2021	26.5	30.2	33.4	39.4	30	36.5
	Spylaw Bank Rd - Aug 2021	31	36	33.6	40	32.4	38.3
	Combined	28.1	32.3	30.6	35.7	29.4	34.5

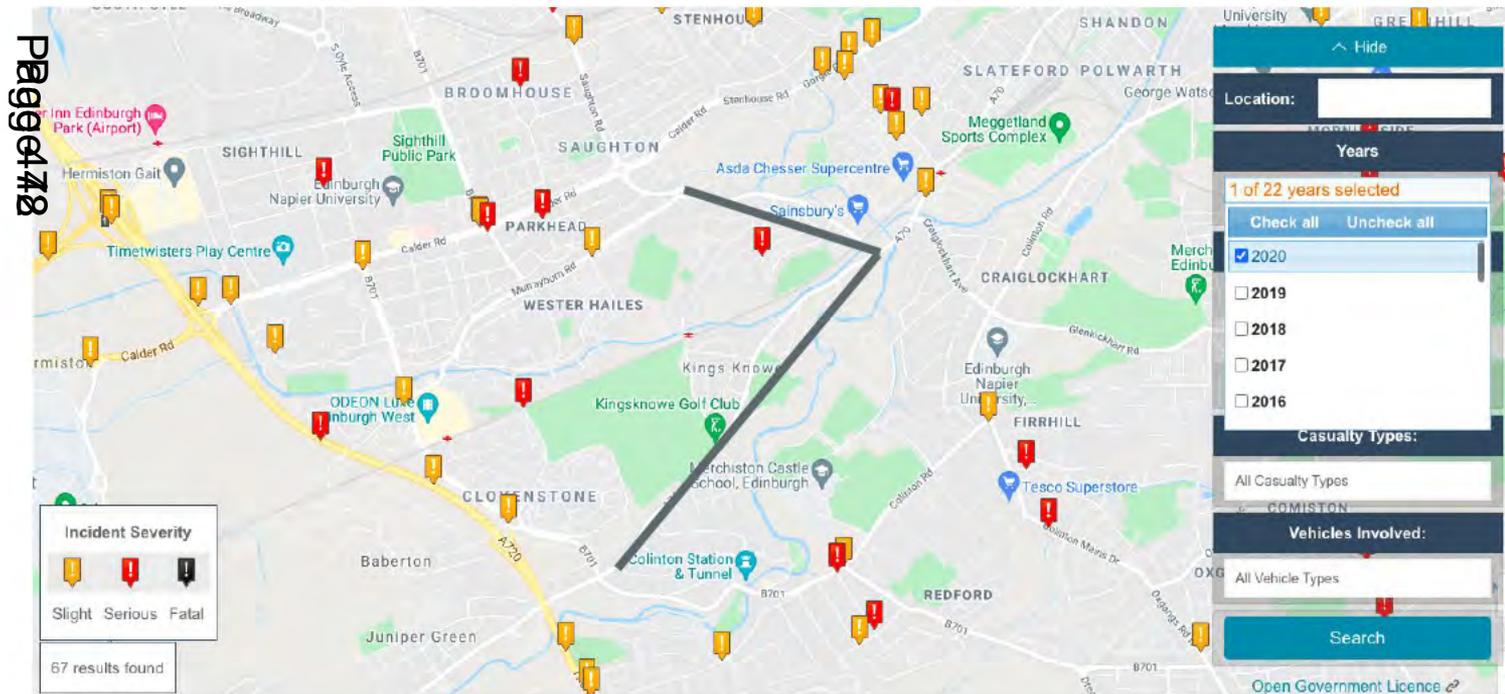
40mph
limit
Page 447

30mph
limit



25% reduction in speed limit leads to only 11% reduction in actual speed. Hailes/Spylaw NO reduction. But layout is more dangerous at these speeds

No collisions pre-scheme in 2020 (Low for 5 years).



Collision 1.



Page 429

7 Feb 21 as scheme being installed. Apparently a pregnant female cyclist falls due to road surface.

While the small defect was patched, the **subsequent SFP works have led to significant deterioration in the road surface the length of the scheme, increasing risk of similar falls.**

Sustrans/Council Bike Life 2019 research shows poor road surface is a bigger barrier to cycling than lack of segregated lanes.



Collision 2.

12 June 21 due to floating parking (which had been flagged to officers on several occasions) a cyclist ran over a pre-school child attending sport club. **Never had a collision like this before on this road.**

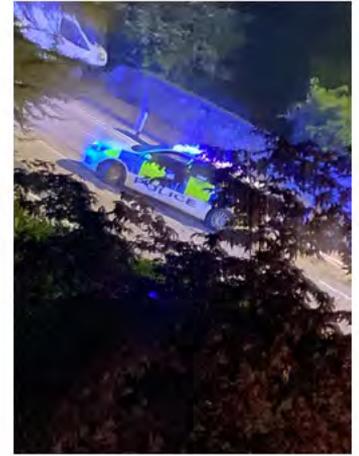
A dog got loose and ran on the main carriageway for some time causing more danger. This incident was not reported to the police but should have been as a hospital attendance was required.

It was reported to council officers on 14 June.

They decided to solve the issue by removing the parking 10 months later, after asking a Hobson's choice survey question - meaning respondents couldn't answer other questions if they did not say they were happy for parking to be removed/moved from that area. Still no accessible crossing to mitigate this change.



Collision 3.



Page 451



29 May 21. 11pm approx. Driver (under the influence) apparently confused by layout and smashes vehicle in floating parking across "protected" cycle lane and pavement - through wall to Union Canal. **Not the first time there's been a driver under the influence on this road. But the first time this type of accident has occurred.**



Collision 4.



27 November 21. According to witnesses who spoke to the driver, a vehicle travelling up the hill, carrying two children, apparently swerves right to avoid floating parking when facing into bright sunlight and demolishes traffic island. Council took weeks to repair it. **First time this a major collision with this island has happened.**

Collision 5.



Around 6 Feb 2022 in Longstone, a collision happened which appears to be related to floating parking and the lane slalom close to two traffic islands. **This is a new type of collision on this road.**

Collision 6.

Only a month ago on 17/18 July 2022 another traffic island was demolished close to floating parking.

While the island has been clipped before, this is a heavier impact than seen before, where pedestrians could be standing.

18/07/2022



Constant “tweaks” were needed to the Sustrans design to try to remove new dangers it had caused.

Page 795

Many remain. The common themes are traffic islands, floating parking and poor road surface.

Appendix 2.

An unethical scheme

Evidence of negative impact bollards & floating parking.

Edinburgh Access Panel Stakeholder Response to ETROs

Page 857

The points they make also apply to Lanark Road & Longstone. See today's council report appendix

<https://democracy.edinburgh.gov.uk/documents/s48017/7.7%20-%20Appendix%203%20-%20Stakeholder%20comments%20v2.pdf>

Council graded the scheme as having a negative impact for disabled people, businesses and residents - see p47 of council report

<https://democracy.edinburgh.gov.uk/documents/s35088/Item%207.13%20-%20Potential%20Retention%20of%20Spaces%20for%20People%20Measures%20-%20referral%20from%20the%20Transport%20and%20Env.pdf>

Where is the Equalities Impact Assessment for the proposed ETRO?

Specific issues

Lanark Road & Longstone.

Previously no need for blue badge spaces

Page 9 of 18

Unlimited parking and ample availability

Space for disabled drivers to exit vehicles and safe kerbside access

Now council officers decline requests for blue badge spaces saying the scheme design means they cannot be accommodated

- 1930s driveways too tight for many and people can't have disabled visitors
- If people become disabled in future they may have to move house
- No room for disabled drivers to exit cars
- Floating parking hard for disabled passengers and blocks visibility for disabled pedestrians crossing.

Appendix 3. Council cycling data - “Build it and they will leave”

Council cycle counts.

The council did cycle counts on:

00100100

October 2020 term-time weekdays BEFORE bollards were introduced
July 2021 (holidays) and August 2021 (term-time) AFTER bollards were introduced

If no bollards had gone in, counts for term time weekdays would be expected to show a 15% increase for seasonality (comparing August to October) as the weather was excellent. (Cycling UK seasonality data)

Instead the picture shows there is no induced demand...

Real-terms declines in all road locations.

Page 861

	Pre-implementation Oct 20 (7th - 13th)	Post-implementation Aug 21 (16th to 20th)	Change
Location	Autumn term time weekdays	Summer term time weekdays	Should see +15% increase (seasonality, Aug vs. Oct), but in fact...
Lanark Road Top (Splyaw Bank Road)	117 (59 return journeys)	114 (57 return journeys)	-3% on actual cycling, but when seasonally adjusted, 16% lower than when there were no bollards.
Lanark Road Bottom (Redhall)	126 (63 return journeys)	137 (69 return journeys)	+9% on actual cycling but when seasonally adjusted, 5% lower than when there were no bollards.
Longstone Road	75.6 (38 return journeys)	86 (43 return journeys)	+14% on actual cycling which is almost what would be expected if there had still been no bollards.
			=> <i>The schemes failed to increase cycle numbers.</i> => <i>No "induced demand"</i>

Increase in parallel off-road route.

Page 4 of 8

	Pre-implementation Oct 20 (7th - 13th)	Post-implementation Aug 21 (16th to 20th)	Change
Location	Autumn term time weekdays	Summer term time weekdays	Expecting +15% with no bollards (seasonality, Aug vs. Oct), but in fact...
Water of Leith (Spylaw Park)	135 (68 return journeys)	222 (111 return journeys)	+64% on actual cycling, we'd have expected +15% when seasonally adjusted but this is significantly above this and suggests that the seasonal increase in cycling expected on the road has instead diverted to WOL as well as a bit more.
			=> Greater % of cyclists choosing to use the Water of Leith following the scheme's introduction

Strangely, since Sept 2021, the Water of Leith cycle counter and many others have not been uploading data to <https://edintraveldata.drakewell.com/publicmultinodemap.asp>

Appendix 4.
**Public engagement, research
and consultation show
consistent opposition**

Why was the June 22 public engagement **delayed**?

Page 9 of 88
“3. When Committee met in November 2021, it was anticipated that the design of the ETRO drawings, and documents and the first stage consultation and (non-statutory) public engagement, would take two to three months.

3.6 However, due to the complexity and quantity of drawings, schedules and adverts it has taken considerably longer to prepare and check the draft ETRO documents”

The plans still had a number of errors and NONE of them are dated AFTER Dec 2021. showing stakeholder submissions (including SWEM and Edinburgh Access Panel from Dec 2021 engagement) were COMPLETELY ignored.

Was it “public” engagement?

We challenge the truth of this claim in today’s report in relation to this recent public engagement in June 2022:

“3.11 “The advertising process followed the same process adopted for formal Traffic Regulation Orders ...

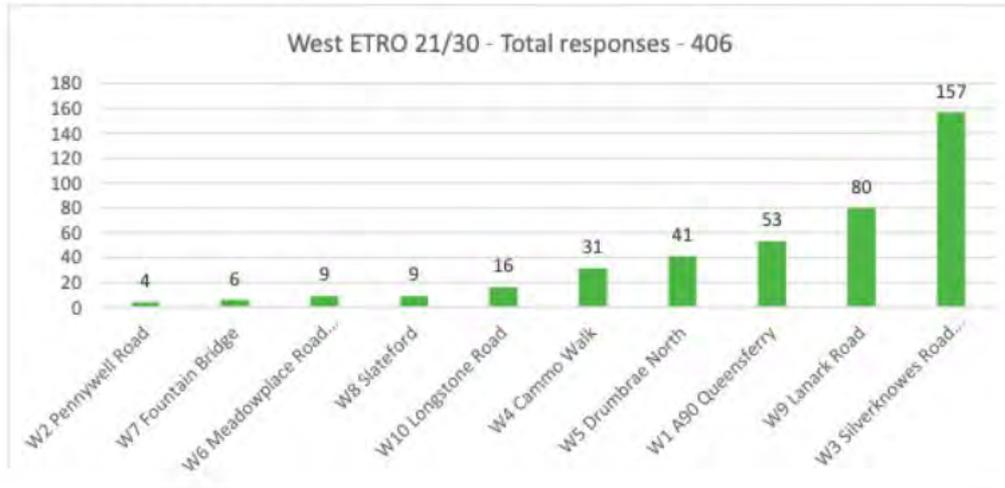
Page 885

- There were no lamppost advertisements which are used in formal Traffic Regulation Orders
- No equivalent channel used so directly impacted residents were notified eg
 - No council social media until two days before deadline
 - No link from council consultation hub
 - No mail drop
- Plans were hard to access and contained errors
- No written explanation of plans and proposed changes were provided

Given the lack of public advertising, we're surprised to see this type of analysis

Page 9 of 100

West area (ETRO 21-30)



Summary.

In spite of this “secret” engagement:

80 people commented on Lanark Road

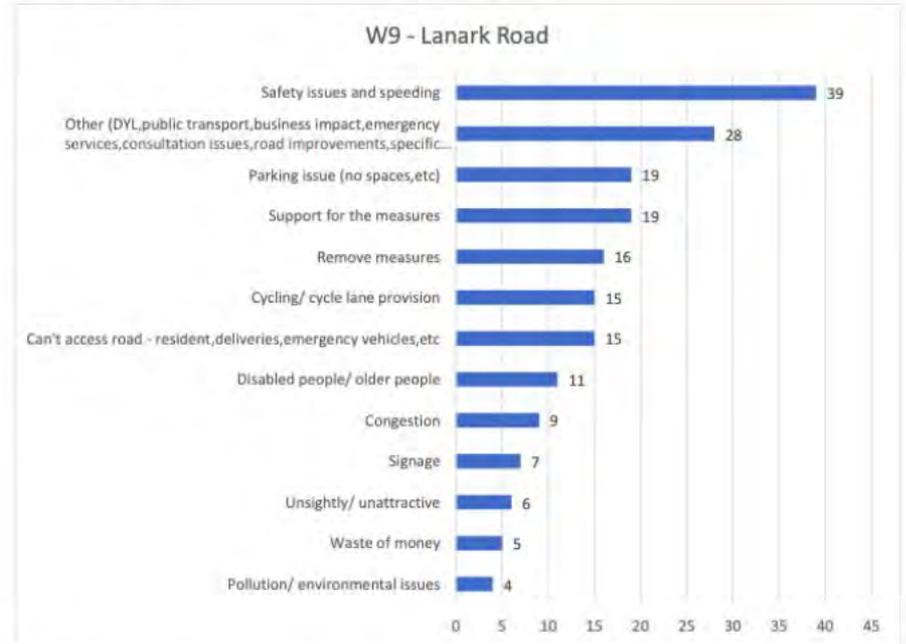
Page 967

193 comments

Minority 19 supportive (10% of comments, up to 24% commenters)

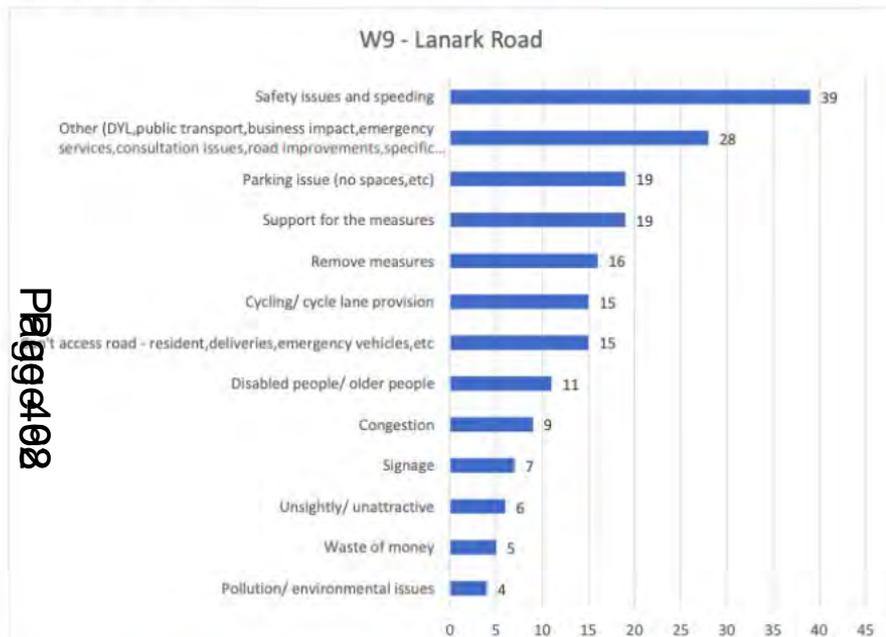
16 people commented on Longstone

W9- Lanark Road:



- Safety issues received the highest number of comments for this scheme with 39 comments. This was followed by 35 comments related to cycling and cycle lane facilities.
- 28 comments were received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme's measures.

W9- Lanark Road:



Page 108

- Safety issues received the highest number of comments for this area with 39 comments. This was followed by 35 comments related to cycling and cycle lane facilities.
- 28 comments were received for other comments which include improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme's measures.

OVERALL FOR ALL AREAS

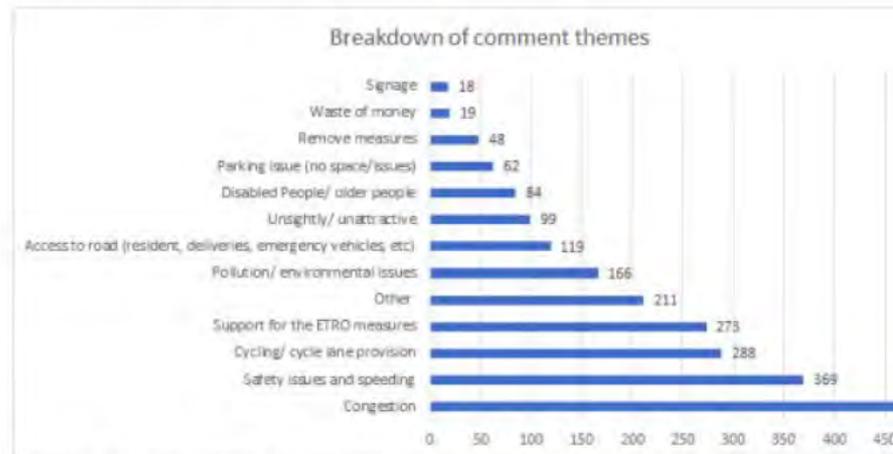


Figure 3 Breakdown of all comments from responses

- The largest theme people commented on were perceived concerns to congestion in some of the areas covered by the ETROs (466 comments).
- The second largest theme were perceptions of speeding and safety issues (369 responses and the third largest theme to receive comments were related to cycling and cycling facilities (288 comments).
- Overall, 273 comments were received in support of the ETRO measures being proposed.

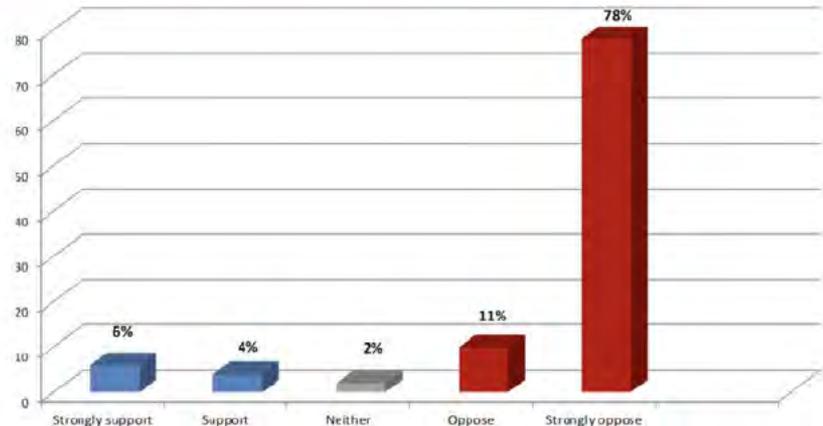
How do results compare?

SWEM research, Dec 2020 pre-implementation

Professionally conducted independent market research commissioned by SWEM
Over 1,000 respondents.

Page 039
60% support
39% oppose

Support for City of Edinburgh Council Proposals



How do results compare?

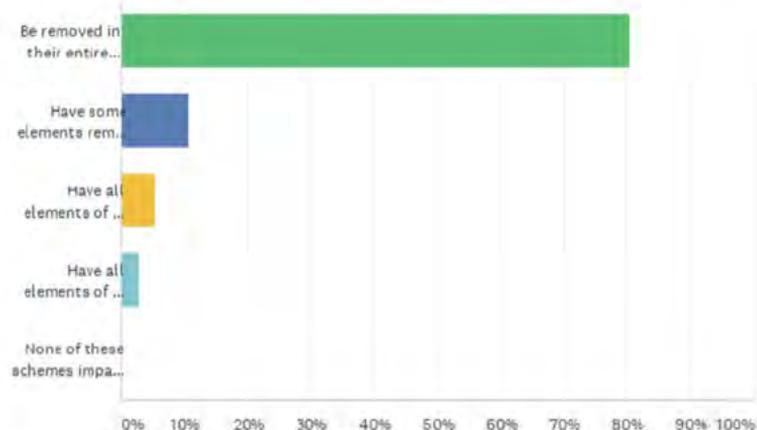
SWEM research, May 2021 post implementation

Local survey data, 447 respondents

Page 10 of 10
**100% support
oppose?**

Q14: Looking to the future, do you think that the schemes on Lanark, Longstone, Inglis Green and Slateford Roads should:

Answered: 447 Skipped: 0



How do results compare?

Council data, June 2021

14-32% support
68-86% oppose

Page 051

Public Consultation (residents)

- 68–79% want the scheme removed



Public Consultation (businesses)

- 70–86% want the scheme removed



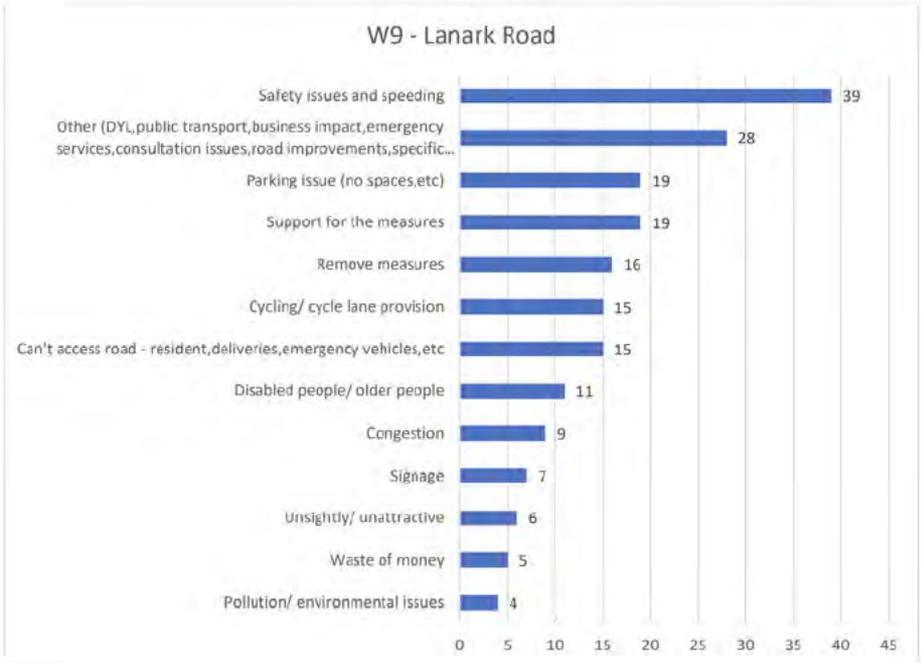
How do results compare?

Council public engagement, June 2022

10% support (comments)
max 24% support (respondents)

Up to 90% opposition to existing design

Still overwhelming opposition even though public weren't properly notified of engagement.



How do results compare?

SWEM petition comments 2022

Page 073

"SWEM have taken great trouble to prepare a good case against the present situation on Lanark Road etc. As a regular business visitor in the area I wholly concur with SWEM's proposals." (F)

"As a mobility restricted person I am scared of tripping over the bases. They prevent disabled people being dropped off and picked up." (F)

"Dangerous for my son exiting the car (blue badge)" (M)

"The bollard lanes make it more dangerous cycling through Longstone / Inglis Green. I had 2 near-misses because of them and try to avoid the route now" (M)

"I am partially disabled. Cycling is impossible for me, but kerbside access from a car is essential." (F)

"I am a disabled driver ... I need to park safely and as close to my destination as possible, this present scheme does not allow this. I am being discriminated against" (M)

"I feel the bollards are a danger. Trying to now get onto Longstone Road from Kingsknowe Road North is near impossible as there are cars parked in the middle of the road." (F)

"As a cyclist I find the current measures unhelpful and more dangerous than before" (M)

"I agree that a 'bollard-free' approach on Lanark Road and Longstone Road will create a calmer, safer and more accessible streets for residents, visitors and all road users. I am a resident of Lanark Road." (F)

"I live on Lanark Road with floating car parking and bollards it's difficult to cross the road." (F)

"I think that the bollards are dangerous as I have tripped on them walking crossing roads" (F)

"I am a disabled road user. I also drop my child off at a nursery on Lanark Road. Spaces for people has had a huge negative impact on my ability to access the neighbourhood and city independently." (F)

"I am a cyclist and feel unsafe in these bollarded cycle lanes with their dark concrete bases. I would like to see them all removed." (M)

"As a cyclist and a motorist the new system is unsuitable." (M)

Appendix 5.

Understanding our local area

Actual numbers of cyclists is very low & potential limited.

Page 400

- In our area, the highest count on summer term-time weekdays is **only 69 return journeys.**
- Water of Leith data shows a lower proportion of cyclists are using the road since bollards went in
- The negative effects of SFP for equalities, safety & business can't be justified
- The potential for the scheme is extremely limited - there are only 190 term time weekdays a year (52% of 365 days), of which a third are in winter.

Little chance of critical mass justifying £millions on proper infrastructure.

In our hilly location, some barriers to road cycling will never be overcome even with electric bikes (distance from town, weather, more older people and families with young children rather than younger adults etc)

QUESTION NO 11 By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021 relating to permanent infrastructure.

Answer (1) The measures are currently proposed to be extended on an experimental basis using the same infrastructure as is currently in place. **Decisions on more permanent infrastructure** will depend on the outcome of the experimental period and **will be based on funding and prioritisation as well as taking account of the expected longevity of the current infrastructure** as well as aesthetic and other considerations.

Answer (4) ...this **does not include funding** for the Travelling Safely programme and therefore the **cycle lane infrastructure investment highlighted above has not been included.**

Other insights suggest we are correct with this prediction.

Page 408

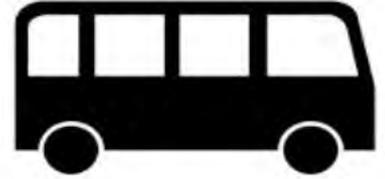
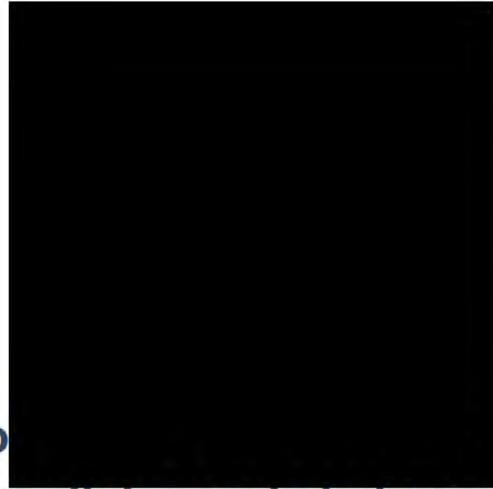
- Comiston, which is a busier commuter route but also on a steep hill a similar distance from the city centre, has more fully segregated lanes than we have but has not obviously increased cycling.
- While some consultation responses claim the schemes have supported people to cycle, this does not align with the data.
- Any new people cycling on the road has not balanced out the reduction in people using the road to cycle.
- Lanark Road and Longstone are locations where there is baseline data for comparison.

Bike v bus.



Due to extremely low levels of cycling, **even doubling cycling journeys, has minimal impact on the environment.** Limited potential for many people. Considerable barriers (hills, weather, domestic) unrelated to existence of cycle lanes.

Page 409



Much more than existing services - easier to switch people to buses, in all weathers and gradients this far out of city centre. Suitable for most ages/mobility. Free travel for under 22s. Year round, there are approx **6,000 bus seats (3,000 return journeys) on Lanark Road (44, 20) every weekday and over 4,500 available bus seats (2,250 return journeys through Longstone (34, 36).**

Safe crossings to access stops is critical.

Two types of arterial road.

<p>Page 400</p> <p>“Bypass” arterial roads</p>	<p>Residential arterial roads eg Lanark Road and Longstone</p>
<p>Only for travelling “through” an area</p> <p>Minimal access points and junctions</p> <p>40mph +</p> <p>Full segregation is possible and sensible</p>	<p>People travel “within” and “through”</p> <p>Hundreds of access points and junctions. 75% of all cycling injuries occur within 30m of a junction / roundabout. Intermittent lanes on long straight roads do nothing to address this.</p> <p>20mph/30mph</p> <p>Full segregation is not possible and an unnecessary expense if there is appropriate mixed traffic road design where speed limit is respected or enforced</p>

ENDS

Deputation from Better Edinburgh for Sustainable Transport

Transport and Environment Committee 18/08/2022

Item 7.7 Active Travel Measures - Travelling Safely Update

Better Edinburgh for Sustainable Transport (BEST) is an alliance of community groups in Edinburgh working for a cleaner, safer, more sustainable, human-centred city. We live here, we work here and we want the best for our city. We are writing to comment on item 7.7 on the agenda of the upcoming Transport and Environment Committee meeting on 18th August 2022: Active Travel Measures - Travelling Safely Update.

Edinburgh has committed to becoming net zero by 2030, which will necessarily involve tackling the biggest contributor to its emissions - transport. The City Mobility Plan called for “bolder, more transformative action” to create a more sustainable approach to transport in the city, and for a 30% reduction in car kilometres by 2030. The city has also declared a climate emergency, creating the expectation that the city will act to mitigate the effects of this emergency.

It's clear that achieving these aims will require radical action to transform the city. We acknowledge the continued effort many officers and councillors are putting into this transformation.

We ask you, as recently elected councillors, to reaffirm the council's existing commitments to environmental, mobility, active travel and safety policy. We ask you to work constructively with officers, campaigners, external partners and community groups to implement them as fully as possible, as quickly as possible. To ensure the council meets its responsibilities, there needs to be bold, decisive action, as demonstrated in other cities across the world. Every European city that has prioritised active travel and public transport has reaped the benefits.

Ensuring our children are able to move safely and choose healthy, sustainable ways to travel should be our priority here too. Locals are showing up for safer streets: Kidical Mass, Critical Mass, Infra Sisters and others are all actions instigated by local people fed up with the status quo and keen to dedicate time and effort to make their communities better.

The momentum these events are gaining demonstrates the level of public support for transforming our city. The majority of residents support better active travel and public transport - that's not up for debate. It's the job of the council to deliver that fairly.

The motion agreed by council in November 2021 recognised that a genuinely extensive and coherent transport network is necessary for safe journeys for those who cycle around our city,

and to enable a far greater number of residents to shift journeys from motor vehicles to active travel, in order to meet the climate mitigation targets to which this council has committed.

The injuries and fatalities across our city are well documented and felt by us all. Bold steps are required to reduce the potential for harm. This includes prioritising the safety of our most vulnerable residents. 20mph should extend across the whole city, enabling our children to travel freely, not just to school. Parking and unloading in cycle lanes should be prevented.

The Spaces for People network was compromised at the outset because of a lack of continuity at bus stops and junctions, as well as retaining parking and loading. Weakening the Travelling Safely network even further by removing some schemes will only exacerbate this.

With regard to the ETRO process, we would encourage you to remember that continual improvement is the cornerstone for all successful change. With the limited time available to us to reduce emissions and limited funding for new permanent infrastructure, trialling new active travel infrastructure using inexpensive and/or temporary infrastructure is critical if we are to meet our 2030 climate targets.

The success of low traffic neighbourhoods elsewhere in the UK shows that - despite initial opposition - councils can make neighbourhoods safer, healthier and more prosperous. Whether you're delivering school streets, 20 minute neighbourhoods, quiet routes or pedestrian improvements, we ask that you take an evidence-based but bold approach. In taking forward the recommendations of the Travelling Safely programme, we ask that you bear this in mind.

Edinburgh can be a better, more sustainable place.



Deputation: Item 7.7 Active Travel Measure – Travelling Safely Update

About SW20:

[SW20, South West Edinburgh 20 Minute Neighbourhoods](#), is a group of local people who came together to discuss how we can make our community better. As residents, parents, professionals from a wide range of backgrounds, we share an interest in wanting to ensure we can live well locally.

We came together because we knew **we'd** be able to make more of a difference together than individually. We want to support local businesses, public services, schools and green spaces to be accessed in a more sustainable way.

Deputation:

Dear Members of the Transport & Environment Committee,

Welcome to the first committee of this term! A full agenda is great to see! Good luck for the rest of this term – those who support a modern, inclusive and sustainable Edinburgh are cheering you on!

We are also delighted that there are papers today on extending 20mph across Edinburgh – a policy that's already saved lives. More please – particularly on SW Edinburgh's fast roads!

Our feedback regarding the Travelling Safely measures in SW Edinburgh is displayed in a more interactive way on [our blog](#). But for the purposes of this deputation our thoughts can be summarised as follows:

1. Overall, the drawings show intent to retain the scheme, but adapt it. This is positive. The optic of removing pedestrian and cycling improvements on one of Edinburgh's widest roads would jars with the policies of all governments.
2. The new crossings at Dovecot Park (part of this scheme and shown on the drawings) and Hailes Gardens (part of the [West Edinburgh Link](#), not shown) are hugely positive.
3. Of course, there are compromises, which is unsurprising in a temporary scheme that **doesn't** address many key issues including:
 - a) Further speed reduction measures (e.g. carriageway width reduction)
 - b) The temporary nature of the materials used
 - c) Significantly improving bus priority measures
 - d) Connecting cycle segregation between Inglis Green Road, Slateford (and onwards) and Lanark Road West (for the Juniper Green Primary School catchment) via Dutch roundabouts or Cyclops Junctions.



We've tried to be practical and pragmatic in our suggestions. What follows aims to address the question: if the scheme is to remain, what tweaks could be made?

- Celebrate that our suggested crossing at Dovecot Park is part of the scheme!
- Building out junctions to improve pedestrian safety immediately
- Bigger parking bays where possible – with the twin effects of making parking easier to use and reducing the carriageway width for speed reduction
- Activate speed cameras where possible
- 24/7 bus lanes – **simply, when it's not peak** time, the extra capacity for **cars isn't needed!**
- Minimise the cycle lane segregation gaps at bus stops, with no impact on bus services (there are up to 220m gaps points)
- Bring forward the West Edinburgh Link pedestrian/bike crossing at Hailes Gardens
- Add this whole scheme to the 20mph plans – saving lives!

Overall our approach is to focus on making [#streetsNOTroads](#) and to [#improveNOTremove](#) the schemes.



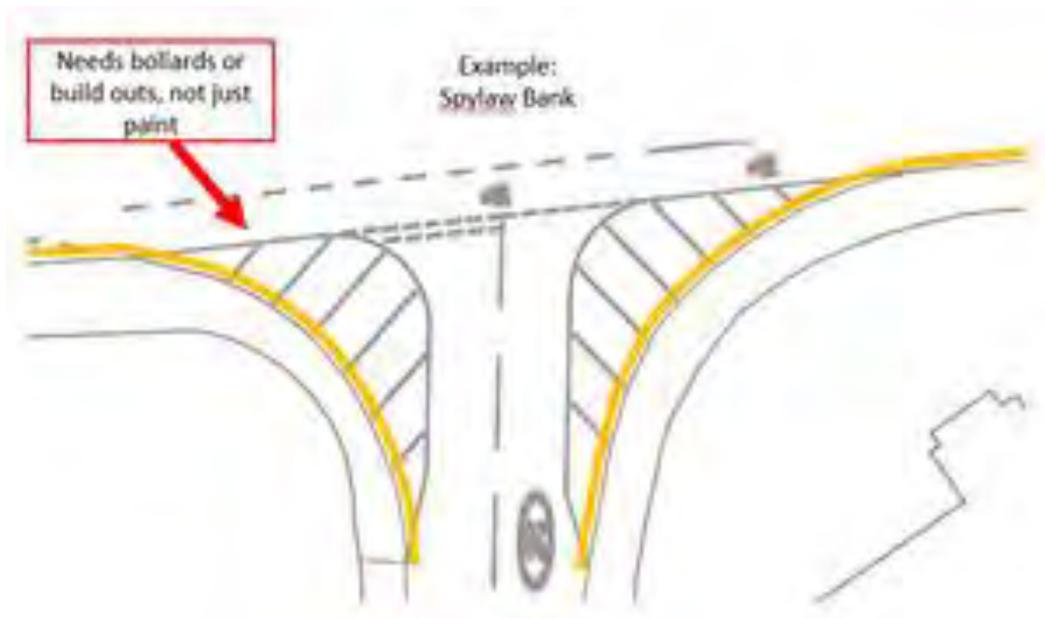
Detailed Suggestions:

Pedestrians:

- Several junctions now have painted hatchings to reduce the turning width. These are often ignored by cars risking harm to pedestrians and cyclists. However, there is an easy solution - already in place with wands in Longstone!



- **These don't affect accessibility as they do not block crossing desire lines** and parking is illegal here anyway. However it significantly slows traffic by reducing the turn radius into 20 mph streets.
- Other possible locations include: Hailes Gardens, Spylaw Park, Spylaw Bank, Redhall Bank Road, Dovecot Grove and Longstone Crescent (both ends). The access road Matthews Foods Supermarket may benefit from this too (check with businesses on minimum access requirements).



Other pedestrian improvements:

- Bring forward the West Edinburgh Link pedestrian/bike crossing at Hailes Gardens and show on these plans.
- **Reduce crossing time waits e.g. Sainsbury's in Longstone, Inglis Green/Lanark Rd junction.**
- Remove railings at Kingsknowe Road South for visibility, consider bollards **to reduce junction, subject to access to the Golf Club Captain's Car Park.**

Buses:

- Consider extending the westbound bus lane in left filter lane on the approach to Gillespie Crossroads for bus priority only and monitor bus lane use to consider whether uphill cycle lane can be extended.
- Make the bus lanes 24/7 or 7/7 as part of this scheme – this benefits bus users mostly, but cyclists to a lesser extent. Ironically, cars can only drive in bus lanes when it is not needed (i.e. off peak). We have a video on our blog about this.

Other improvements should include:

- More dropped kerbs at/near bus stops to access traffic splitters/Island
- Minimise the distance between the end of the bus lanes and the filter turns at Inglis Green (all directions) and Gillespie Crossroads
- Consider bus lane enforcement camera on Inglis Green Road
- Bus stops – reduce significant gaps in cycle segregation to maximise protection for cyclists. Work with Lothian Buses to establish the minimum possible gap for layby/recessed bus stops. This would have no impact on bus times (buses are significantly more likely to get delayed in traffic at the junctions by cars than having to slow for bus stops):



- E.g the following bus stops: 220m at Hailes Grove Bus stop, 110m at Dovecote Grove and 90m at Dovecot Park vs 35m at Kingsknowe Road South

Carriageway:

- Work with Safety Cameras Scotland to reactivate the existing speed cameras to discourage speeding. However this does not address the fundamental speeding issue – the road was designed as a fast dual carriageway - reverting to a wider or hatched design would simply increase speeds further
- Reduce the carriageway to the minimum width for a 30mph street and buses/emergency vehicles to reduce overall speed and give more space to parking and bike lanes (particularly in the tightest sections)
- Centre lines – in several locations these turn quite severely (e.g. near Kingsknowe Golf Club) – this could be less severe and more gradual
- Add wands at Redhall Bank to protect cyclists on approach to traffic island (westbound) where there are no driveways (see below)



- **Add cycle lane opposite Sainsbury's on Inglis Green Road and where possible throughout the whole section.**
- Consider additional bollards on approach to pedestrian crossing on Longstone Road
- In several places on Longstone Road the cycle lane ends abruptly, forcing car/cyclist conflicts (e.g. opposite Longstone Motors and at Murrayburn Roundabout)

Parking:



- Bigger parking bays: the wide street makes it possible, giving easier passenger and driver access without impact on vehicle traffic. Suggest hatching on passenger side is larger for easier access and wider bays overall
- Clearer demarcation of the start of floating parking sections: suggest further reflectors, bigger build-outs and possibly planters or trees – we would maintain the plants/planters!
- Many sections are so sporadically used they appear to be vacant traffic lanes (e.g. the largest floating bay adjacent to the canal is very often empty). Include further perpendicular bollards part way along largely vacant sections to prevent speeding traffic thinking they are active lanes.
- The larger bays are sufficiently underused that they could house shared use City Club Cars.
- Replace the missing wands at Lanark Road nursery and consider placing opposite Spylaw Park in parking
- Consider one or more Blue Badge bays on Dovecot Grove for kerbside access to the Park
- Expand parking outside the Village Inn, Longstone, if possible (cars are regularly parked on floating bay hatching)
- Additional bollards at end of parking on Longstone Road to prevent cycle lane being blocked e.g. Imperial Palace
- Proceed with timed bays at/near Nursery businesses to facilitate drop-offs rather than long term resident parking
- Parking on Murrayburn Road to be moved further away from bus lane and out of cycle lane

Access to Canal / Water of Leith

- The access from Lanark Road to the Water of Leith / Union Canal is very restricted and steep - it's very inaccessible. We would encourage Council officers to consider adding dropped kerbs and whether other longer term options may be considered (we would be happy to meet to consider options)

Kingsknowe Road South:

- As per council policy, remove the railings for better visibility at the junction.
- Add bollards to reduce the (huge) turning radius and slow down vehicles, but still maintain access to the golf **club captain's car park**. Confirm with the minimum acceptable radius for the #20 Bus (First Group)/emergency access to a 20mph street.



Low Traffic Corstorphine

lowtrafficcorstorphine.org.uk
@TrafficLow

The City of Edinburgh Council
City Chambers,
High Street
Edinburgh
EH1 1YJ

Dear Sirs

We write in support of Cllr MacInnes's motion at agenda point 9.1 in the coming Transport and Environment Committee meeting of Thursday, 18th August 2022.

Low Traffic Corstorphine is a group of local Corstorphine residents and business people passionate about bringing safer streets, better air quality and much improved accessibility to residents of all ages, genders and abilities whether they are walkers, wheelers, cyclers, drivers or passengers.

Despite the dominance of private vehicles in our public spaces, we must remember 40% of Edinburgh residents do not have access to a private car.

Recognising the diversity within our community, we strongly support 'active' travel and public transport modes as a crucial way to get around our local communities. Empowering individuals to *choose* to travel in a safe, active way has great benefits to personal health and is good for local business.

In this respect we are dismayed to be advised of the FirstBus plans to withdraw crucial bus routes 20, 63 and 68 from service in the near future and support Cllr MacInnes's request for extension of investment in these services to maintain essential access for a wide range of residents across the West and South West Edinburgh areas.

At a time when so much new development is ongoing in the West of the city, we are deeply concerned at the likely increase of already unsustainable levels of car traffic, to which the removal of these service routes will inevitably add as residents are forced to seek alternative ways to travel these routes.

Further, we ask any future transport reviews in the West of Edinburgh to more fully consider wider support in services and routes to better provide public transport links to the rapidly growing housing and business needs both existing and coming to the area.

As one example, simply extending the Lothian Buses 31 route around the new Cammo/Turnhouse development is deeply insufficient and extends the route time unacceptably for residents in the Bughtlin/East Craigs area, who already have a 30-40 minute bus journey time to the city centre.

Including adequately networked bus service routes is an important part of CEC's meeting of its 30% reduction targets in Car travel kilometres by 2030. Climate goals and development goals must be aligned and coordinated. We would also welcome creative innovations - e.g. smaller electric buses which could service and better connect more of the smaller residential streets and neighbourhoods on a more frequent timetable.

Yours sincerely

Christopher Young

Janis Ross-Williamson

Addendum by the SNP Group

Transport and Environment Committee

18 August 2022

Item 6.1 – Business Bulletin

Committee:

Notes the update – Short, Medium and Long Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction;

Recognises the importance of these changes given the tragic fatalities at this junction;

Therefore agrees to receive an update report on the medium and long term improvements in two cycles, to allow early scrutiny of the proposed plans to ensure that delivery of these improvements is on time and prioritised as much as council resources will allow.

Moved by Councillor Danny Aston

Seconded by Councillor

Addendum by the Administration

Transport and Environment Committee

18th August 2022

Item 7.1 - Updated Pedestrian Crossing Prioritisation 2022/23

1.1.5 Notes that Green Person Authority (GPA) Pedestrian Crossings remain in the “green man” state until a vehicle approaches, and that these are suitable on routes where there are less than 7000 vehicles per day. Notes that GPAs have been trialled in London with some success. Agrees therefore that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing these signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status.

Moved by: Cllr Scott Arthur

Seconded by: Cllr Lezley Marion Cameron

Addendum by the Liberal Democrat Group

Transport & Environment Committee

18 August 2022

Item 7.1 - Updated Pedestrian Crossing Prioritisation 2022/23

Add;

1.1.4 notes the intention to apply for up to £830,000 from the Scottish Government's new Road Safety Improvement Fund, and agrees that the outcome of this funding application and its impact on the delivery of the prioritisation plan should be reported to committee through a future business bulletin.

Moved by Cllr Dijkstra-Downie

Seconded by Cllr Kevin Lang

Addendum by the Conservative Group

Committee - Transport and Environment

18.08.22

Item 7.1 - Updated Pedestrian Crossing Prioritisation 2022/2023

Committee adds the following;

1.1.4 Notes that a Pedestrian crossing on its own is unlikely to solve the overall problem with all types of road traffic collisions at the Dalmahoy junction.

1.1.5 Notes that road traffic collisions continue to occur at regular intervals at this location.

1.1.6 Notes that the last estimate for the introduction of a fully signalised junction of £962,000, is significantly greater than the funding package of £455,000 approved by this committee in March 2017. And further notes that alternative road safety measures proposed in the officer recommendation and costed at £625,000 also significantly exceeded the previously approved funding package.

1.1.7 Notes that a fully signalised junction is the preferred option of local residents, the Ratho & District Community Council and ward councillors.

1.1.8 Notes that only a fully signalised junction will deal with all the safety aspects of this junction.

1.1.9 Therefore, agrees to halt the current plan of a pedestrian crossing at Dalmahoy Junction and report back to committee in one cycle with up-to-date costs for a fully signalised junction with a view to implement as such.

Moved by: Councillor Marie-Clair Munro

Seconded by: Cllr Stephen Jenkinson

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August 2022

Item 7.3 - Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23

Delete 1.1.2 and insert;

1.1.2 Note those schemes listed in appendix 2 which have already been delivered since the start of the financial year, and approves the remaining programme of works.

Add;

1.1.3 recognises the impact which this year's election had on the timing of this report and notes that future reports on capital delivery priorities will be tabled in March/April each year for committee approval.

1.1.4 notes with concern paragraphs 4.7 and 4.8 which confirm there are currently insufficient funds to maintain Edinburgh's roads in their current condition and agrees that officers should prepare a members' briefing on what additional funding would be required to a) maintain and b) improve the overall condition of the carriageway network during this council term.

Moved by Cllr Kevin Lang

Seconded by Cllr Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

18 August 2022

Item 7.4 – Delivering Scotland’s Circular Economy – Consultation responses

Amends recommendation 1.1.

Transport and Environment Committee is asked to approve the consultation responses proposed in this paper for submission to Scottish Government in advance of the consultation closing date on 22 August 2022 with the following changes to the responses:

4.1.4 The Council conditionally supports proposals that Scottish Ministers should have powers to place additional requirements on local authorities in order to increase rates and quality of household recycling, provided Scottish Ministers agree to

- take account of constraints on what authorities could reasonably be expected to achieve,
- give more powers to local authorities to incentivise household recycling, and
- make available further funding to support the implementation of these powers.

4.1.5 Similarly, the Council supports proposals that Scottish Ministers should have the power to set statutory recycling targets for local authorities or to introduce financial incentives or penalties related to these targets under the conditions named above.

4.1.6 The Council is supportive of proposals for local authorities to have more powers to enforce recycling requirements. To ensure effectiveness, Scottish Ministers should ensure powers are suited to the nature of the city’s housing stock.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Claire Miller

Amends the following responses to the consultation ‘Delivering Scotland’s Circular Economy: A Consultation on Proposals for a Circular Economy Bill’ (Appendix 1):

Question 4 - Do you have any comments in relation to proposals to set statutory targets?

“Having a strong progress monitoring framework is an important part of strategy development can in principle send a signal of the seriousness of the government intent and influence decision-making on a continuing basis. However, caution is required to ensure that targets do not bring unwanted consequences from limiting local discretion and innovation. Setting statutory targets can, for instance, carry a risk of narrowing the focus of policy delivery to a degree that discourages other actions complementary to the overarching aims of the strategy. Any target setting process should include ongoing and meaningful engagement with stakeholders and local authority partners to ensure that the local bodies retain the discretion needed to respond effectively to local circumstances and opportunities. Beyond these general comments, it’s not possible to give a specific view on this without more information on what the targets are, and what “statutory” means in practice as performance versus a target can be influenced by external factors outwith the control of the stakeholders charged with delivering them. Any statutory targets such as recycling rates as additional requirements on local government should take account of what authorities can reasonably expected to achieve. Further discussion on this point is provided later in this submission.”

Question 17 - The previous consultation showed broad support for the proposal that Scottish Ministers should have powers to place additional requirements on local authorities in order to increase rates and quality of household recycling. Is there any new context or evidence that should be taken into account in relation to the proposal?

“Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for non-recyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

With the exception of 2020, when there were widespread service disruptions due to the pandemic, local authorities have collectively been able to maintain and expand their service provision in this area despite increasingly challenging financial settlements and significant pressure on demand for other Council services such as social care and homelessness. While waste is produced by households, we do accept that local authorities should continue to find new ways to compel citizens to reduce their waste and make full use of recycling services. However, this would require further funding and additional powers tailored to the nature of Edinburgh’s waste system (see Q23).”

Question 20 - Do you agree that Scottish Ministers should have the power to introduce statutory recycling targets for local authorities?

“Yes [x]

No

Neither agree or disagree

Question 21 - If you agree with Q.20, do you agree that Scottish Ministers should have the power to introduce and set financial incentives for local authorities to meet these targets, or penalties should these targets not be met?

“Yes

No

Neither agree or disagree

Question 22 - Please explain your answer.

“The current system specifies the services which the local authority must provide within, most recently, the Waste (Scotland) Regulations 2012. The range of materials already collected is extremely comprehensive and covers around 70% of routine household waste, which will increase further as a result of the extended producer responsibility legislation for packaging (e.g. to encompass plastic films) and the Waste (Framework) Directive.

Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for nonrecyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

With the exception of 2020, when there were widespread service disruptions due to the pandemic, local authorities have collectively been able to maintain and expand their service provision in this area despite increasingly challenging financial settlements and significant pressure on demand for other Council services such as social care.

While waste is produced by households, we accept that local authorities should continue to find new ways to compel citizens to reduce their waste and make full use of recycling services. However, we caution that current powers to increase recycling rates are limited. To be able to meet statutory recycling targets, local authorities would require further funding and additional powers tailored to the nature of their waste system. Edinburgh faces particular challenges in improving recycling rates due to the high number of households using communal bins necessitated by the city’s housing stock. Any statutory recycling targets should take account of such constraints on what authorities could reasonably be expected to achieve.

With regard to the example of Wales provided in the discussion paper, there are differences in the methodology for calculating recycling rates in different administrations. We believe that the Welsh rates in fact include (and are inflated by) incinerator bottom ash, which is not the case in Scotland.

In addition, our understanding would be that even in the main cities, the percentage of people in Wales who live in flats (and so use communal collection systems, or might have limited outdoor storage space) is much lower, certainly than in Edinburgh where it is almost 50% of households.”

Question 25 - Please add any additional comments.

“There are good arguments in favour of more local powers to enforce recycling requirements. The decisions of individual residents to not use or to abuse waste and recycling services, for instance, do carry costs to the wider environment and to the city as a whole. In this respect recycling activity can be viewed as analogous to other environmental issues for which enforcement powers are already in place but arguably not strong enough.

It is possible that additional powers could be effective in improving recycling rates, but only with very clear guidance and within clear limitations. For instance:

- Abuse of recycling services should clearly focus on preventing deliberate contamination of recycling bins (by bags of rubbish, nappies, etc), not taking responsibility for waste receptacles (e.g. persistently leaving them on streets or abandoning them) and not penalise innocent errors (such as putting the wrong type of plastic in a recycling bin) – this would likely require revisions to s.46 of the Environmental Protection Act 1990, as have existed in England and Wales for some time.
- Clear legal and judicial advice would be needed to ensure that any system of fixed penalties were enforced. This would also require cooperation from the Crown Office and Procurator Fiscal Service (COPFS) to ensure that relevant action is taken in the courts where FPNs are not paid and evidential tests have been satisfied.
- Resourcing for any enforcement scheme should be in place ahead of implementation, both for local authority enforcement teams and for processing of FPNs.

While these powers may be useful in principle, it is important to note that any enforcement activity will likely have limited impact in a city such as Edinburgh in which:

- Approximately 50% of housing stock use communal collection systems where identification of individual households breaching recycling guidelines would be very challenging
- Even in areas where individual kerbside bins are provided, our evidence shows these are often shared, again raising challenges in identifying breaches
- In view of these constraints it is likely that any new powers would not be practically enforceable in more than 50% of Edinburgh housing stock.

Similarly if the Government is considering use of direct variable charging, again this is likely to be challenging to operate because of our high percentage of communal bin services, and because around half of those (i.e. around 25% of total households) have an on street communal collection system due to the historic design of the buildings. In these circumstances there is therefore no direct link between the producer of the waste, and the cost of disposing of it. Considering these challenges, we would welcome any powers suited to Edinburgh’s communal collection system.”

Amends the following responses to the consultation ‘Delivering Scotland’s Circular Economy: A Route Map to 2025 and beyond’ (Appendix 2)

Question 5 - To what extent do you agree with the measures proposed in this package to improve recycling from households? Please provide evidence to support your answer if possible., subheading 'Additional requirements on local authorities and statutory targets':

We agree with the principle that local authorities should strive to find new ways to compel citizens to reduce their waste and make full use of recycling services. However, to be able to meet statutory recycling targets, local authorities must be supported through further funding and additional powers tailored to the nature of their waste system.

As a city with a high number of households using communal bins, Edinburgh cannot be directly compared to Wales where even in the large cities the percentages of flatted properties/ communal collections are low. Any statutory targets placed on local authorities should take into account such constraints on what authorities could reasonably expected to achieve. We also note that in Wales the recycling performance is significantly inflated by the inclusion of incinerator bottom ash, which is not included in Scotland.

Local authorities already seek to improve recycling rates by:

- redesigning collection services to encourage householders to prioritise recycling (e.g. by reducing the collection frequency and size of bins for non-recyclable waste);
- maximising the provision of recycling services, which are capable of collecting approximately 70% of household waste;
- engaging and educating residents.

Proposed by Cllr Bandel, seconded by Cllr Miller

Addendum by the Administration

Transport and Environment Committee

18th August 2022

Item 7.5 - Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

1.1.5 Notes that despite the best efforts of the Council's parking enforcement team, a minority of drivers continue to indulge in anti-social parking and that this has a disproportionate impact on our capital. The Committee therefore asks that within one cycle a Review of Parking Policy is presented for consideration. This review should draw on best practice and ensure parking policy (including enforcement) supports the Council's wider policy agenda where possible.

1.1.6 Agrees that for enforcement to be effective, penalty charges for parking in breach of any prohibitions need to be set at an appropriate level, but these have not risen in Scotland since 2001. Therefore, supports the Convener writing to the Scottish Government Minister for Transport to ask that she acts on the 2021 "Penalty Charge Notices for Parking Enforcement Consultation" results and sets a higher Penalty Charge Notice, or allows the Council to do so.

Moved by: Cllr Scott Arthur

Seconded by: Cllr Lezley Marion Cameron

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 7.5 - Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

delete 1.1.2 and insert;

1.1.2 approves the setting aside of the remaining objections in the areas of Abbeyhill, Leith Walk and Pilrig, and Shandon; and approves the making of the advertised Order for these areas with the proposed amendments as detailed in Appendix 2.

1.1.3 agrees not to make the advertised Order in the areas of Leith and North Leith, and Gorgie and Gorgie North.

1.1.4 agrees that the process of monitoring and review within the Abbeyhill colonies, as promised on page 65 of the report, should involve public consultation not later than six months after the implementation of the new controlled parking restrictions; with a subsequent committee report on the consultation results and a recommendation on whether to retain this area within N6.

Retain and renumber original recommendations 1.1.3 - 1.1.5 accordingly.

Moved by Cllr Dijkstra-Downie

Seconded by Cllr Kevin Lang

Amendment by the Conservative Group

Committee - Transport and Environment

18th August 2022

Item - 7.5 - Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order

Committee agrees to delete recommendations 1.1.1 and 1.1.2 and replace with:

1.1.1 Notes the results of the formal advertising of the Traffic Regulation Order (TRO) for Phase 1 of the Strategic Review of Parking (SROP), the detail of the objections received and in particular, the high level of objections received from residents for the areas covering Gorgie & Gorgie North (317 objections), Leith and North Leith (399 objections).

Recognises the results of the Consultation and engagement on proposed changes to the operation of parking controls around Edinburgh City Centre – Phase 1 by the Project Centre Consultation in January 2021 that reported only 25% of residents in Gorgie felt they faced issues of parking in the area, only 38% in Gorgie North, 39% in North Leith and 46% in Leith and that overall residents did not agree with controlled parking being implemented in these areas.

1.1.2 Approves the setting aside of the remaining objections in Abbeyhill, Leith Walk and Pilrig, Shandon and the existing parking area of Lockharton (B8) and approves the making of the advertised Order for these areas with the proposed amendments as detailed in Appendix 2;

Upholds the objections for Gorgie, Gorgie North, Leith and North Leith and, noting that residents oppose the proposals in these areas agrees to go no further with implementation and to monitor parking in these areas in future.

Committee further approves recommendations 1.1.3 - 1.1.5

Moved by: Councillor Christopher Cowdy

Seconded by: Councillor Marie-Clair Munro

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 7.6 - Objections to TRO/21/16 and TRO/21/25 – Communal Bin Review Phase 3 (Zones N1 to N5 and Zones S1 to S4)

At end of 1.1.4, insert;

“with the exception of:

- N1-15 (Bellevue Road)
- N1-13 (Bellevue Road)
- N1-16 (Bellevue Road)
- N3 06 (Comely Bank Terrace)
- N3 07 (Comely Bank Terrace)
- N3 32 (Learmonth Gardens)
- N3 24 (Learmonth Avenue)
- N3 25 (Learmonth Avenue)
- S2-31 (Greenhill Terrace)”

Add;

1.1.5 agrees that officers should work with ward councillors to develop alternative sites for the excluded bin hubs listed in 1.1.4, with new orders progressed on a similar basis to those sites covered by 1.1.3.

Moved by Cllr Dijkstra-Downie

Seconded by Cllr Kevin Lang

Amendment by the Conservative Group

Transport and Environment Committee

18th August 2022

Item - 7.6 Objections to TRO/21/16 and TRO/21/25 – Communal Bin Review Phase 3 (Zones N1 to N5 and Zones S1 to S4)

Delete the recommendations and replace with:

1.1 The Transport and Environment Committee:

1.1.1 Thanks residents for their responses.

1.1.2 Regrets that the previous Council Administration failed to improve recycling rates in Edinburgh and saw them worsen.

1.1.3 Expresses its disappointment in the severe lack consultation and information available to residents in advance of launching the TRO processes.

1.1.4 Acknowledges that poorly advertised and attended information stalls during the working day during a pandemic is insufficient for such a substantial change in service.

1.1.5 Notes that the Communal Bin Review has been halted within the World Heritage Site whilst an alternative option to improve recycling is trialled.

1.2 The Transport and Environment Committee therefore:

1.2.1 Agrees to not implement TRO/21/16 and TRO/21/25 until after the trial within the World Heritage Site has concluded and results can be analysed.

1.2.2 Agrees to then launch an extensive and thorough information, engagement, and consultation process with residents and Community Councils before any further action is taken in relation to the Communal Bin Review.

1.2.3 Agrees that an alternative option to bin hubs may have to be considered.

Moved by: Councillor Max Mitchell
Seconded by: Councillor Christopher Cowdy

Amendment by the Administration

Transport and Environment Committee

18th August 2022

Item 7.7 - Active Travel Measures - Travelling Safely Update

Replaces 1.1.3 with

Notes that the Travelling Safely Programme has difficult origins. Whilst many individual schemes have been well used throughout, significant public concerns remain regarding a minority of them. These concerns can range from individual issues people face regarding a specific scheme, to the fundamental opposition to the Travelling Safely Programme as a whole.

Notes that if Travelling Safely schemes are made permanent, many have the potential to contribute to Edinburgh's Net Zero and traffic reduction targets if well used.

Notes the delay in reopening the one-way section of Braid Road to two-way traffic and the uncertainty this in generating. Notes that there is no programme yet for progressing the Braid Road proposals and asks that one is circulated to Ward Councillors and TEC members by the 1st of September.

Agrees to an ongoing commitment to rapidly progress with the bus lane on Comiston Road (7am-7pm operation) agreed in November 2021 if services are again delayed.

Notes the uncertainty regarding the Quiet Corridor - Meadows / Greenbank route and welcomes the commitment from Officers for ongoing community engagement on the issue. Asks that the engagement takes the form of a community workshop (attended by residents and Ward 8 & 10 Councillors) on the issue, and this reports back via a Traveling Safely Update Report in 2 cycles. This should include consideration of a more clearly defined cycle route between Greenbank Crossroads and the Meadows, and how this interface with Comiston Road.

Notes the ongoing material concerns regarding Silverknowes Road and the impact on businesses and asks that a community workshop (attended by residents and Ward Councillors) is held on the issue and reports back via the Traveling Safely Update Report.

Notes the points made by Lothian Buses in 4.1.4 and asks that each is considered in the Traveling Safely Update Report, and that solutions are proposed where possible. This should also consider Waverly Bridge and Comiston Road.

Notes that several pedestrians and cyclists have sustained injuries which they blame on difficulty seeing lane defender bases in low light and at junction and asks that the Traveling

Safely Update Report considers this issue and proposes any mitigation measures which may be needed.

Approves all other recommendations in Appendix 2 to make ETROs for the proposed 18-month scheme trials.

Moved by: Cllr Scott Arthur

Seconded by: Cllr Lezley Marion Cameron

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 7.7 - Active Travel Measures – Travelling Safely Update

In 1.1.3, after “trials”, insert

“with the exception of:

- a) **Braid Road**; where committee agrees to implement the arrangement described as Option 1 in the November 2021 committee report, with additional pedestrian and cycle crossing facilities, and measures to reduce speeding on both Braid Road and Hermitage Drive.
- b) **the Comiston Road and Greenbank to Meadows Quiet Route schemes**; where officers are asked to work with ward councillors to further consider the improvements suggested by local residents during the recent consultation as well as the implications arising from implementing ‘Option 1’ on Braid Road, recognising that current measures will remain in place until such improvements are agreed.
- c) **Silverknowes Road North**; where committee requests that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade, and installing segregated cycling infrastructure.
- d) **Silverknowes Road South**, where committee agrees not to proceed with the ETRO, to remove the existing scheme, and asks officers to return to committee with a report on options to upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a more pressing priority for improving cyclist safety in Silverknowes.

Moved by Cllr Kevin Lang

Seconded by Cllr Dijkstra-Downie

Amendment by the Conservative Group

Committee - Transport and Environment

18th August 2022

Item - 7.7 - Active Travel Measures – Travelling Safely Update

Delete the recommendations and replace with:

Committee agrees to:

1.1.1 Note the project background and updates included in this report along with;

a) The responses to the Council's resident survey reported to Committee 17th June 2021 with the results of 17,600 residents where 56% of respondents to the Councils Consultation Hub strongly opposed schemes with protected cycle lanes but 65% strongly supporting school measures.

b) A petition against these "Spaces for People" measures reported to Committee 17th June 2021 that was published on www.change.org with 16,809 signatories.

1.1.2 Recognise that the promotion of the latest engagement relating to the proposed ETROs was wholly inadequate resulting in a very low response rate from residents (Appendix 1) so the results should be set aside.

1.1.3 Approve the recommendations in Appendix 2, relating to school measures, to make ETROs for the proposed 18-month scheme trials; and

1.1.4 Recognise that the promotion of the latest engagement relating to the proposed ETROs was wholly inadequate for stakeholders/lobby groups following the public engagement (Appendix 3) so the results should be set aside.

1.1.5 Considers that any measures that officers seek to adapt or partly implement that were previously Spaces for People schemes and do not have public support - should be ended at the conclusion of the TTRO timescale or before where possible, including:

Waverley Bridge, Victoria St, Cockburn St, Ferry Rd, Duddingston Road, Duddingston Rd West, Comiston Rd, Silverknowes, Lanark Rd, Longstone Corridor, A1 Milton Rd W, A1 Willowbrae, A1 London Rd Dalziel, A1 London Rd Hillside, Braidburn Terrace, Meadows to Greenbank Route (including Whitehouse Loan), Braid Rd

1.1.6 Agrees that where there is a consideration by officers that traffic changes should be brought forward in any of these areas these should be brought forward to Committee for consideration as individual schemes with a full permanent design, consulted on with the public

through a full Traffic Regulation Order process with an assessment of impact on the overall transport network and a full equalities impact assessment.

Moved by: Councillor Marie-Clair Munro
Seconded by: Councillor Christopher Cowdy

Amendment by the SNP Group

Transport & Environment Committee

18 August 2022

Item 8.1 - Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

Committee:

Agrees with the report content relating to the benefits of lowered speed limits on the city-wide road network and is encouraged by the results in both safety on our streets and in the changes of behaviour and perceptions of safety that accompanied the implementation of the current 20 mph network.

Agrees to consider the following additional streets, respecting but possibly expanding on the criteria set out in the report, for inclusion in the proposed consultation. These suggestions come directly from ward councillors reflecting local concerns about speed and its impact on their local communities, as well as building towards an even more effective network of reduced risk and enhanced environment for both sustainable transport options and necessary vehicular traffic.

Seafield Road

Sir Harry Lauder Road

Portobello Road

Newcraighall Road

The Wisp

Colinton Road

Comiston Road

Stevenson Drive

Telford Road

Orchard Drive

Queensferry Rd from Dean Bridge to Hillhouse junction

Ferry Road from the roundabout at Silverknowes Road East/ Davidson Mains Main St until Arboretum Road

Granton Crescent

Waterfront Avenue

Salamander Street

Montgomery Street

London Road

Brunswick Road

Brunswick Street

McDonald Road

Gilmerton Road

Lasswade Road

Moved by Councillor Lesley Macinnes

Seconded by Councillor Danny Aston

Addendum by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 8.1 - Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

Add;

1.1.4 recognises the importance of targeted traffic calming measures in terms of controlling vehicle speeds in 20mph areas, and agrees the Road Safety Action Plan before committee in October 2022 should set out a clear prioritisation plan for the delivery of physical interventions to help address excessive speeding.

1.1.5 acknowledges the ongoing concern over current levels of enforcement by Police Scotland when it comes to local speed limits, and agrees that the Convener should write to the new Area Commander to raise this concern.

Moved by Cllr Dijkstra-Downie

Seconded by Cllr Kevin Lang

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 9.1 - Motion by Councillor Macinnes - Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68

- At end of 1. add;
“or continue these services on a significantly reduced schedule”.
- In 4. after “Gyle”, insert “, Newbridge”
- Delete 6 and insert;
6. notes the historic under provision of bus services in the rural west of Edinburgh, including the absence of any services in either Ratho and Kirkliston from the Council owned bus company, recognises this drives private car usage and related congestion and pollution impacts for West and South West Edinburgh, a situation which would be made worse with the loss of these supported bus services.
- Delete 10 and insert;
10. Commits to working to improve overall levels of public transport for West and South West Edinburgh during this term of the Council, and agrees that any transition to a new service provider for these supported services must be as seamless as possible.

Moved by Cllr Kevin Lang

Seconded by Cllr Dijkstra-Downie

Addendum by the Green Group

Transport and Environment Committee

18.08.22

Item 9.1 - Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68

Insert additional paragraph 12 as follows

"12. Calls for this report to be combined with that agreed by Council on 30 June arising from motions and amendments at items 8.8 and 8.9, in order to join up consideration of the issues surrounding supported bus services and public transport provision. "

Moved by: Councillor Miller
Seconded by: Councillor Bandel

Amendment by the Conservative Group

Transport and Environment Committee

18.08.22

Item 9.1 - Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68

Committee replaces point 4 with the following:

“Notes that the 63 bus service provides vital cross links between Balerno, Currie, Heriot-Watt University, Hermiston, Edinburgh Park, Gyle, Kirkliston and South Queensferry to employment and shopping but especially to healthcare with the link to St John’s Hospital via Hermiston P&R.

Committee adds the following:

12. Notes that communities fought to have these vital services in place.

13. Requests that officers and Transport Convenor take part in a route review with a commitment by CEC to report back to committee in one cycle for the following requests to ensure that bus services are maintained including:

(a) a full review of the current usage of the 20 route

(b) a review of previous routes and consideration of alternative routes which would take the residents of Ratho directly to city centre

(c) consideration of a hopper bus running from Ratho to Ratho Station/Gyle connecting to Tram and Railway stations

(d) that the 63 and 68 bus services are continued in their present form to serve the passengers of their respected communities and that the residents of Ratho have a reliable and frequent bus service to the city of Edinburgh.

Moved by: Councillor Marie-Clair Munro

Seconded by: Councillor Christopher Cowdy

Amendment by the Liberal Democrat Group

Transport & Environment Committee

18 August, 2022

Item 9.2 – Motion by Councillor Macinnes - Severe Climate Change Impact

Delete 4 and insert;

4. believes the new council business plan 2022-2027 must focus on delivering the 2030 Climate Strategy, including rapid reductions in carbon emissions and action to manage the effects of our changing climate.

Add;

5. believes our 2030 Net Zero Carbon Goals should sit at the centre of the committee's decision making during this term and therefore requests that officers introduce a new standing section to all future committee reports stating the linkage to the Climate Strategy.

Moved by Cllr Dijkstra-Downie

Seconded by Cllr Kevin Lang

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

18 August 2022

LATE DEPUTATION REQUESTS

Subject	Deputation
3.8 In relation to Item 9.1 on the agenda – Motion by Councillor Macinnes - Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68	Ratho and District Community Council (RADCC) (verbal)

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