

# Notice of meeting and agenda

## Transport and Environment Committee

**10.00am, Thursday 18th May 2023**

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to attend 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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.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

Email: [rachel.gentleman@edinburgh.gov.uk](mailto:rachel.gentleman@edinburgh.gov.uk)

## **1. Order of Business**

---

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

## **2. Declaration of Interests**

---

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

## **3. Deputations**

---

- 3.1 If any.

## **4. Minutes**

---

- 4.1 Minute of the Transport and Environment Committee of 20 April 2023 - submitted for approval as a correct record 11 - 24

## **5. Forward Planning**

---

- 5.1 Transport and Environment Committee Work Programme 25 - 32
- 5.2 Transport and Environment Committee Rolling Actions Log 33 - 88

## **6. Business Bulletin**

---

- 6.1 Business Bulletin 89 - 100

## **7. Executive Decisions**

---

- 7.1 Secure On-Street Cycle Parking Project - Progress Report – Report by the Executive Director of Place 101 - 112
- 7.2 Bus Partnership Fund - Strategic Business Case – Report by the Executive Director of Place 113 - 132
- 7.3 Communal Bin Review Update – Report by 133 - 160

<b>7.4</b>	Response to Motion by Councillor Lang - Flooding in Kirkliston and the Wider Almond Catchment – Report by the Executive Director of Place	161 - 168
<b>7.5</b>	Response to Motion by Councillor Osler - Flooding – Report by	169 - 190
<b>7.6</b>	Response to Motion by Councillor Lang - Surface Treatments of Carriageways – Report by the Executive Director of Place	191 - 198
<b>7.7</b>	Under 22 Concessionary Travel on Trams – Report by the Executive Director of Place	199 - 204

## **8. Routine Decisions**

---

<b>8.1</b>	Waste and Cleansing Service Policy Assurance Statement – Report by the Executive Director of Place	205 - 246
------------	--	-----------

## **9. Motions**

---

- 9.1** Motion by Councillor Parker – Urban Wildlife Management
- “1) Notes that under the Prevention of Damage by Pests Act (1949) and Environmental Protection Act (1990), local authorities have a statutory obligation to manage “pests” on their own land and buildings, including rats, mice, and insects.
  - 2) Recognises that in order to meet these statutory obligations, appropriate wildlife management is required, and that this is important for public health and safety.
  - 3) Also recognises that there can be a diversity of opinion about what constitutes appropriate wildlife management and for what species, and that some practices can have a significant negative impact on ecosystems, exacerbating the effects of the climate and nature emergencies.
  - 4) Notes that wildlife management is important for a large number of council departments, services and workstreams including waste, facilities management, environmental protection, parks / greenspace and biodiversity, amongst others, and that a joined-up approach to wildlife

management is therefore important, especially in the context of the Nature Emergency which the Council declared in February 2023

- 5) Further notes with concern the large-scale avian flu outbreak and the threat this poses to bird populations including urban gulls, as well as mammals such as otters and foxes who can contract the virus too
- 6) Therefore, requests a report to Transport and Environment Committee in 3 cycles which should outline:
  - a) Current council practices in relation to wildlife management, including a list of species the Council actively manages in the interests of public health and safety, as well as a list of those it does not but which other, private “pest” control firms may well do so.
  - b) Details about how the Council adopts an integrated wildlife management approach in this work, including information about how this is managed cross-service / departmentally, also noting how consideration of the impact of wildlife management on biodiversity is considered, and ideas about how all of this could be strengthened.
  - c) Information about how the Council approach aligns with the 7 principles of ethical wildlife management, CRRU code and other relevant standards.
  - d) Information about how the Council is adapting its approach to urban gull management to reflect the severity of the avian flu outbreak.”

## **9.2 Motion by Councillor Lang - Lothian Buses and Changes to Routes**

“Committee notes;

1. the hard work of Lothian Buses to maintain a sustainable network of bus services following the reduction in passenger demand and changes to travel patterns which

followed the COVID pandemic.

2. how the financial pressures on Lothian and other bus companies intensified following the ending of the Scottish Government's COVID support grants but, despite this, the company has continued to invest heavily in its fleet and workforce.
3. Lothian Buses announcement in May 2023 involving significant changes to a number of long-standing and established bus services, some of which have raised substantial concern within affected communities.
4. that Lothian Buses operates on a commercial basis and does not, as a matter of course, either consult or brief ward councillors on substantive route changes before they are made public, as shown by the May 2023 announcement.

Committee recognises that current governance arrangements and legal requirements mean it is neither possible nor appropriate for ward councillors to have a direct role in deciding the routes and timetables provided by Lothian Buses.

Nevertheless, Committee agrees:

- A. that Lothian Buses, as a company majority owned by the City of Edinburgh Council, it should be possible for local ward members to be consulted, engaged and briefed before significant changes to bus services are announced.
- B. that such engagement must always respect commercial sensitivity and confidentiality.
- C. that the Transport & Environment Convener should write to Lothian Buses to request a mechanism by which two-way communication with local councillors can be improved when route changes are being considered and in advance of final announcements being made.”

### **9.3 Motion by Councillor Cowdy - Better Buses for Ratho**

“Committee notes:

1. The current Service 20 is a subsidised bus service running

between Ratho and Chesser.

2. The current provider is McGills after First Bus agreed to sell its First Scotland East business and all its routes in the region to McGill's Group in September 2022.
3. That there have been significant challenges delivering the existing service and the route and frequency of the service falls short of what is required by the residents of Ratho.

Committee understands:

1. The residents of Ratho are exasperated by the existing service with buses failing to turn up, the limited frequency, and that the route itself fails to meet their needs.
2. Unreliability is impacting decisions residents are making and they are now reliant on private cars and taxis to attend work, medical appointments, leisure, school, and further education.

Committee further notes:

1. The poor evening service means residents cannot use public transport due to safety concerns walking from Ratho station and there is no guarantee any bus to the village will appear.
2. Young people under 22 are unable to take advantage of the benefit their Young Scot National Entitlement Card should provide.
3. Committee therefore requests a report to Transport and Environment Committee, in July, that identifies and provides a suitable public transport solution for the residents of Ratho to include (but not limited to):
  - Reviewing the existing contract to ensure the service tendered is being provided.
  - Assessing alternative options that have been presented previously to officers and elected members from Ratho and District Community Council, including a shuttle to local transport hubs such as train stations and park & rides.

- Reviewing alternative routes.
- Retendering as soon as is practicable.
- Meeting with stakeholders at RBS Gogar to consider innovative ideas including extending their shuttle bus service.”

#### **9.4 Motion by Councillor Meagher - Accidents in the 'Joppa Triangle'**

“Committee notes with concern the number of accidents in the ‘Joppa Triangle’, apparently resulting from vehicles speeding along Musselburgh Road and Coillesdene Avenue. Most recently, on the night of 9 May 2023, two cars were written off and a garden wall partially demolished by a driver losing control of speeding car.

Committee agrees to initiate an urgent road safety assessment of the area with resulting recommendations on how to reduce speeding, and improve road safety, in the area. Committee also asks that officers provide a clear timescale to committee members and local ward members on when this work could be completed by and reported back to committee as soon as possible.”

## **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 Katrina Faccenda, Councillor Kevin Lang, Councillor Finlay McFarlane, 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 City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

## **Further information**

---

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email [rachel.gentleman@edinburgh.gov.uk](mailto:rachel.gentleman@edinburgh.gov.uk).

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to the Council's online [Committee Library](#).

Live and archived webcasts for this meeting and all main Council committees can be viewed online by going to the Council's [Webcast Portal](#).

## **Webcasting of Council meetings**

---

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

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

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

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



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

This page is intentionally left blank

# Minutes

## Transport and Environment Committee

10:00am, Thursday 20 April 2023

### Present

Councillors Arthur (Convener), Aston, Bandel, Cameron (substituting for Councillor Graham for items 9 to 12), Cowdy, Dijkstra-Downie, Graham (items 1 to 8), Lang, McFarlane, Miller, Munro, Rae (substituting for Councillor Bandel for item 9) and Work.

### 1. Minute

---

#### Decision

To approve the minute of the Transport and Environment Committee of 2 March 2023 as a correct record.

### 2. Transport and Environment Committee Work Programme

---

The Transport and Environment Committee Work Programme was presented.

#### Decision

To note the work programme.

(Reference – Work Programme 20 April 2023, submitted)

### 3. Transport and Environment Committee Rolling Actions Log

---

The Transport and Environment Committee Rolling Actions Log was presented.

#### Decision

1) To agree to close the following actions:

Action 14 – Motion by Councillor Miller – Cyclist Fatality

Action 25 – Motion by Councillor Whyte – Cleaning Up Edinburgh

Action 28 – Business Bulletin – Short, Medium and Long Term Improvements on Portobello High Street and Surrounding Streets

Action 35(1&3) – Cleaning Up Edinburgh – Motion by Councillor Whyte

Action 40 – Motion by Councillor Lezley Marion Cameron – Small Business Saturday 2022

Action 42 – Motion by Councillor Arthur – Dynamic Pricing on EV Charging

Action 43 – Motion by Councillor Dijkstra-Downie – Free Bus Travel Pass – Young People Aged 5-21

Action 45 – Motion by Councillor Caldwell – On-Street and In-Park Recycling Bins

Action 63(1) – Canal Strategy

Action 63(2) – Wardie Bay Management

Action 66 – Travelling Safely – Drum Brae North Cycleway Modification

Action 67 – Response to Motion by Councillor Lang – Parking on Pavements and at Dropped Kerbs

2) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log 20 April 2023, submitted.)

#### **4. Business Bulletin**

---

The Transport and Environment Committee Business Bulletin was submitted for noting.

##### **Decision**

To note the updates in the Business Bulletin.

(Reference – Business Bulletin 20 April 2023, submitted.)

#### **5. Major Junctions Review Update**

---

##### **a) Deputation – Edinburgh Bus Users Group**

The deputation expressed concern that bus stops had been described in the appendix to the Executive Director’s report as a hazard rather than an asset with the first default option appearing to be to relocate them. The deputation’s view was that this was contrary to the Council’s own street design guidance where it stated that bus stops should be located at or near road junctions or other pedestrian cycle routes to maximise route choices. This placement can help buses enter and exit the stop without being impeded.

The deputation requested members to consider increasing the level of engagement with bus users before making decisions on any planned changes to bus stops.

##### **b) Report by the Executive Director of Place**

An update was provided on the major junctions review including an overview of the methodology used to establish a prioritised list of 40 junctions across the city where short term early interventions could be introduced to improve safety and accessibility for those walking, wheeling and cycling.

A further 10 junctions had been identified for more substantive, longer term improvements as part of existing work programmes such as Active Travel Investment Programme, Edinburgh City Centre Transformation, Trams to Newhaven and the Local Development Plan Action Programme.

## **Motion**

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
  - 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.
  - 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
  - 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
- moved by Councillor Arthur, seconded by Councillor Graham

## **Amendment**

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
  - 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.
  - 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
  - 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
  - 5) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.
- moved by Councillor Aston, seconded by Councillor Kumar

In accordance with Standing Order 22(12), Amendment 1 was accepted as an addendum to the motion, as verbally adjusted in accordance with Standing Order 22(5).

## **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
- 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.

- 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
- 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
- 5) To agree that, going forward, consultation should be carried out with bus user groups before any planned changes to bus stops were made.
- 6) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.

(References – Transport and Environment Committee 12 November 2020 (item 17); report by the Executive Director of Place, submitted; written submission from SPOKES, submitted)

### **Declaration of Interest**

Councillor Miller made a transparency statement as a resident of a property at one of the junctions mentioned in the report.

## **6. Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24**

---

Approval was sought for the allocation of the roads and infrastructure capital budgets and programme of works for 2023/24. This included carriageways, footways, street lighting and traffic signals and structures.

The budget figures set out in the report included the approved budget for 2023/24 and an additional £11m capital investment to improve paths, pavements and roads.

### **Motion**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that the Roads and Infrastructure Investment Capital Delivery Budget (£21.781M) was set at its highest level since 2013/14 (£24.5m).
- 5) To note that the Roads and Infrastructure Investment Capital Delivery Budget had fluctuated considerably from year to year and this made it difficult to effectively plan and deliver improvements to our roads and pavements in the most efficient manner.
- 6) To note the proposed budget allocation was insufficient to adequately maintain the Council's bridge stock. It had been estimated that an additional £2.2m would be required in each future financial year.

This issue was compounded by rising construction costs, and acquisition of additional assets from new developments and Active Travel projects. Additional funding would be required in future to prevent further deterioration.

- 7) To agree that to inform the budget setting process that a 5 year funding requirement be reported for each budget subheading to Committee in September, and that updated information be included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. The plan should detail the level of funding needed to maintain the relevant assets at an acceptable standard.
  - 8) To note the mention of the Edinburgh Street Design Guidance in 4.23.
  - 9) To note the policy that EV charging points in Edinburgh were not installed on footpaths.
  - 10) To note that, however, feeder pillars housing the electrical connection to the grid were currently classed as “street furniture” and could be installed by statutory undertakers within the footway.
  - 11) To agree that the Edinburgh Street Design Guidance should be amended to make clear that feeder pillars for EV charging points should not be installed on public footpaths.
- moved by Councillor Arthur, seconded by Councillor Graham

#### **Amendment 1**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
  - 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
  - 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
  - 4) To note how the scale of the investment set out in the report was only made possible because of the additional £11 million allocated through the agreed Council budget for 2023/24.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

#### **Amendment 2**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that Edinburgh’s setted and cobbled streets were managed and budgeted for outwith the capital delivery priorities of the wider carriageway and footway scheme as noted in the report.

- 5) To further note that the poor condition of a setted street could cause significant disruption to residential amenity and public safety through the amplification of road traffic noise and the risk to those walking wheeling and cycling on an uneven surface.
  - 6) To understand that the Council's Setted Street Policy aimed to retain setts and cobbles where they currently existed, especially within the UNESCO World Heritage Site and Edinburgh's Conservation Areas.
  - 7) To further understand that whilst setted and cobbled streets contributed significantly to the city's heritage and setting, setted street repair was significantly more costly than a regular road repair, round topped cobbles could be a barrier for those cycling and some pedestrians, and that in areas where there was regular heavy traffic impact e.g buses setts could quickly deteriorate even after full reinstatement.
  - 8) To therefore request a report in one cycle outlining the current proposed work programme of setted street repair for 2023/2024, 2024/2025, 2026/2027, 2027/2028 and 2028/2029. The report should also include:
    - The current setted street policy as an appendix
    - The metrics used by officers to prioritise work on setted streets
    - The current annual budget allocation for setted street repair
    - Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.
- moved by Councillor Aston, seconded by Councillor Work

### **Amendment 3**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve to retain the current approach approach to carriageway renewals to ensure efficiency in delivering public realm, street design guidance, and active travel improvements in tandem, and reduce disruption but notes that the Council should return to its current approach in the next year and commits to delivering active travel and public realm improvements in tandem wherever possible.
- 4) To note that the methodology of prioritisation used to identify projects was approved in January 2016 and designed to "reflect and support the Council's Local Transport Strategy objectives" that are now seven years and two council administrations out of date.
- 5) To thank officers for prioritising investment in areas of higher footfall and cycle use.
- 6) To note, however, that while council transport policy had significantly evolved since 2016, most notably with the approval of the City Mobility Plan in 2021, the methodology had not been updated to reflect changing priorities.



- 7) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan action plans in time for the Capital Delivery Priorities for 2024/25.
  - 8) To ask officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may require TROs.
- moved by Councillor Bandel, seconded by Councillor Miller

In accordance with Standing Order 22(12), Amendments 1 and 2 in their entirety and Amendment 3, as verbally adjusted in accordance with Standing Order 22(15) were accepted as addendums to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that the Roads and Infrastructure Investment Capital Delivery Budget (£21.781M) was set at its highest level since 2013/14 (£24.5m).
- 5) To note that the Roads and Infrastructure Investment Capital Delivery Budget had fluctuated considerably from year to year and this made it difficult to effectively plan and deliver improvements to our roads and pavements in the most efficient manner.
- 6) To note the proposed budget allocation was insufficient to adequately maintain the Council's bridge stock. It had been estimated that an additional £2.2m would be required in each future financial year. This issue was compounded by rising construction costs, and acquisition of additional assets from new developments and Active Travel projects. Additional funding would be required in future to prevent further deterioration.
- 7) To agree that to inform the budget setting process that a 5 year funding requirement be reported for each budget subheading to Committee in September, and that updated information be included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. The plan should detail the level of funding needed to maintain the relevant assets at an acceptable standard.
- 8) To note the mention of the Edinburgh Street Design Guidance in 4.23.
- 9) To note the policy that EV charging points in Edinburgh were not installed on footpaths.

- 10) To note that, however, feeder pillars housing the electrical connection to the grid were currently classed as “street furniture” and could be installed by statutory undertakers within the footway.
- 11) To agree that the Edinburgh Street Design Guidance should be amended to make clear that feeder pillars for EV charging points should not be installed on public footpaths.
- 12) To note how the scale of the investment set out in the report was only made possible because of the additional £11 million allocated through the agreed Council budget for 2023/24.
- 13) To note that Edinburgh’s setted and cobbled streets were managed and budgeted for outwith the capital delivery priorities of the wider carriageway and footway scheme as noted in the report.
- 14) To further note that the poor condition of a setted street could cause significant disruption to residential amenity and public safety through the amplification of road traffic noise and the risk to those walking wheeling and cycling on an uneven surface.
- 15) To understand that the Council’s Setted Street Policy aimed to retain setts and cobbles where they currently existed, especially within the UNESCO World Heritage Site and Edinburgh’s Conservation Areas.
- 16) To further understand that whilst setted and cobbled streets contributed significantly to the city’s heritage and setting, setted street repair was significantly more costly than a regular road repair, round topped cobbles could be a barrier for those cycling and some pedestrians, and that in areas where there was regular heavy traffic impact e.g buses setts could quickly deteriorate even after full reinstatement.
- 17) To therefore request a report in one cycle outlining the current proposed work programme of setted street repair for 2023/2024, 2024/2025, 2026/2027, 2027/2028 and 2028/2029. The report should also include:
  - The current setted street policy as an appendix
  - The metrics used by officers to prioritise work on setted streets
  - The current annual budget allocation for setted street repair
  - Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.
- 18) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan action plans in time for the Capital Delivery Priorities for 2024/25.
- 19) Where possible, to ask officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may require TROs.
- 20) to agree that the actions requested be captured and reported back in a single report to Committee in September 2023 and that a workshop with elected members be held prior to that report being prepared.

(References – Act of Council No.3 of 23 February 2023; report by the Executive Director of Place, submitted)

## **7. Sustrans “Places for Everyone” Funding for Projects**

---

The Council had successfully secured a grant award through the Sustrans “Places for Everyone” Fund for 12 schemes across the city.

The grant award totalled £3.65m and would enable the progression of the 12 projects through the Royal Institute British Architects Stages 0-2 (Strategic Definition to Concept Design only).

### **Decision**

- 1) To note the successful applications submitted by the Council to Sustrans “Places for Everyone” Fund for initial development funding to progress twelve separate schemes.
- 2) To note that an award of £3.65m would allow twelve projects to progress through Stages 0-2 (Royal Institute British Architects – Strategic Definition to Concept Design Only).
- 3) To note that the twelve schemes now being progressed as described in paragraph 4.1 of the report by the Executive Director of Place.

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

## **8. 2022 Air Quality Annual Progress Report**

---

An update was provided on the most recently available ratified annual air quality monitoring data (2021), local pollutant trends and emerging issues in Edinburgh as required by the statutory Local Air Quality Management Framework.

### **Decision**

To note the statutory Air Quality Annual Progress Report which fulfilled the requirements of the Local Air Quality Management Framework.

(References – Transport and Environment Committee 8 December 2022 (item 10); report by the Executive Director of Place, submitted)

## **9. Street Cleansing Performance Report**

---

The six-monthly update on street cleanliness across the city was presented, together with progress being made in respect of the actions agreed by Committee on 6 October 2022.

An update was also provided on on-street and in-park recycling bins in response to a motion by Councillor Caldwell to Council in November 2022.

### **Motion**

- 1) To note the current street cleaning performance levels.
- 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell’s motion on on-street and in-park recycling bins.

- 3) To note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.
- moved by Councillor Arthur, seconded by Councillor Graham

### **Amendment**

- 1) To note the current street cleaning performance levels.
  - 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell's motion on on-street and in-park recycling bins.
  - 3) To note the substantial additional cleaning activity now made possible because of the extra £3 million agreed within the Council budget for 2023/24 and to note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the amendment was verbally adjusted in accordance with Standing Order 22(15) and accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the current street cleaning performance levels.
- 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell's motion on on-street and in-park recycling bins.
- 3) To note the substantial additional cleaning activity now made possible because of the extra £3 million agreed within the Council budget for 2023/24 which came on top of the improved performance being delivered by the Council's current waste and cleansing team and to note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.

(References – Transport and Environment Committee 6 October 2022 (item 4); report by the Executive Director of Place, submitted)

## 10. Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/ Gyle Ward 3)

---

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

### **Motion**

Committee notes:

- that Parkgrove Drive is a well-used walking and cycling route for pupils attending Clermiston Primary School
- that the recommended “quiet route” is less direct, less well-used and less clearly identified than a route including Parkgrove Drive

Committee further notes:

- that Parkgrove Drive is used regularly as a “rat run” by westbound drivers from Queensferry Road via Parkgrove Avenue to Drum Brae North
- the important role played by the supported 68 bus service
- the poor condition of the road surface and footway on this stretch of road, presenting dangers to both pedestrians and cyclists

Committee therefore calls for a report back to Committee in two cycles outlining options, while protecting the supported 68 bus service, to:

- make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils
  - reduce “rat running” in the area
  - improve the road and footway surface.”
- moved by Councillor Thornley, seconded by Councillor Hyslop

### **Amendment**

To approve the motion and add the words “if this can be justified within existing policies and budgets” to the end of the final bullet point and call for a report back to Committee in three cycles.

- moved by Councillor Arthur, seconded by Councillor Graham

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

### **Decision**

To approve the following adjusted motion by Councillor Thornley:

- 1) To note:
  - That Parkgrove Drive was a well-used walking and cycling route for pupils attending Clermiston Primary School .
  - that the recommended “quiet route” was less direct, less well-used and less clearly identified than a route including Parkgrove Drive.

- 2) To further note:
  - that Parkgrove Drive was used regularly as a “rat run” by westbound drivers from Queensferry Road via Parkgrove Avenue to Drum Brae North.
  - the important role played by the supported 68 bus service.
  - the poor condition of the road surface and footway on this stretch of road, presenting dangers to both pedestrians and cyclists.
- 3) To therefore call for a report back to Committee in three cycles outlining options, while protecting the supported 68 bus service, to:
  - make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils.
  - reduce “rat running” in the area.
  - improve the road and footway surface if this could be justified within existing policies and budgets.

## **11. Emergency Motion by Councillor Parker – Canaan Lane**

---

The Convener ruled that the following items, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to this matter.

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

### **Motion**

1. Notes that a TTRO has been in place for a road closure at Canaan Lane since 6<sup>th</sup> December 2021 to allow for a building development.
2. Notes that extensions to the original TTRO have been agreed on multiple occasions since the order was made, owing to delays to the building works.
3. Notes that the road closure has reduced rat running and had a positive impact on road safety, especially for children on their journey to school at the Royal Blind School, South Morningside Primary School and Canaan Lane Primary School; and that this feedback has been reflected in the consultation completed as part of the school travel survey, and shared by the Parent Council.
4. Notes that the school travel plan for South Morningside Primary School and Canaan Lane Primary is still in draft format but that retention of the road closure at Canaan Lane is a key factor under consideration in order to implement a “School Streets” scheme there on a permanent basis.
5. Recognises that the reopening of Canaan Lane to through traffic now runs the risk of the road becoming a rat run again, endangers young people on their journey to school and threatens the ability of the Council to implement an effective “School Streets” scheme there in the future. Further recognises that the reopening of Canaan Lane to through traffic causes road safety issues for residents in the street, especially whilst further building works are ongoing at Deanbank House.

6. Therefore, requests that as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised, and permanent alternatives are proposed and put in place as part of this work, in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with ward Cllrs to discuss this work, and to set out a timeline for longer term improvements in the area.

- moved by Councillor Parker, seconded by Councillor Munro

Members also considered written deputations from South Morningside Primary School Parent Council and Canaan Lane Primary School Parent Council supporting the terms of the motion.

### **Decision**

To approve the motion by Councillor Parker.

(References – written submissions from South Morningside Primary School Parent council and Canaan Lane Parent Council, submitted)

This page is intentionally left blank



# Work Programme

## Transport and Environment Committee

18 May 2023

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
Active Travel Investment Programme Update	Update for Committee on the Active Travel Investment Programme	Executive	Daisy Narayanan	Place	15 June 2023
Tram Extension	Action agreed by the Council on 9 February 2023	Executive	Daisy Narayanan	Place	15 June 2023
Electric Vehicle Charging Strategy	Business Case outlining the Council's approach to expanding charging infrastructure	Executive	Gavin Brown	Place	15 June 2023
Dalmahoy Junction – Update on Funding Options	Following Committee decision in December 2022 and update in Council Questions on 04.05.2023	Executive	Daisy Narayanan	Place	15 June 2023
Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Executive	Daisy Narayanan	Place	15 June 2023
Maintenance of Footways and Cycleways	Update following the actions agreed by Committee on 8 December 2022	Routine	Andy Williams	Place	15 June 2023

	Sciennes Primary Playground on Sciennes Road	In November 2022, Committee agreed that a summary update on progress would be presented to Committee in June 2023.	Routine	Daisy Narayanan	Place	15 June 2023
	Motion by Councillor Hyslop – School Bicycle Storage	Referral from Education, Children and Families Committee	Routine	Committee Services	Education and Children Services and Place	15 June 2023
	George Street and First New Town Operational Plan	Update report	Routine	Daisy Narayanan	Place	15 June 2023
	Kirkliston and Queensferry Traffic and Active Travel Study Update	Project update and update on the Kirkliston Junction signalling	Business Bulletin	Daisy Narayanan	Place	15 June 2023
	Tram to Newhaven Update	Regular project update	Business Bulletin	Hannah Ross	Place	15 June 2023
	School Travel Plan Update	Progress Update	Business Bulletin	Daisy Narayanan	Place	15 June 2023 12 October 2023 11 January 2024
	Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Update on Short, Medium and Longer Term Safety Improvements	Regular update on progress with the short and medium term interventions at the junction of	Business Bulletin	Daisy Narayanan	Place	15 June 2023

**17 August 2023**

	<b>Title / description</b>	<b>Purpose/Reason</b>	<b>Executive/ Routine</b>	<b>Lead Officer</b>	<b>Directorate</b>	<b>Expected Date</b>
	Pedestrian Crossing Prioritisation	Programme Update	Executive	Daisy Narayanan	Place	17 August 2023
	Motion by Councillor McFarlane – Low Emission Zone	Action agreed by Committee on 8 December 2022	Executive	Daisy Narayanan	Place	17 August 2023
	Response to motion by Councillor McFarlane – Tollcross Clock	Request from the Council on 24 November 2022 for a report in three cycles	Executive	Claire Miller Daisy Narayanan	Place	17 August 2023
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	17 August 2023
	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	17 August 2023
	Response to motion by Councillor Bandel – Mobility Analysis	Action agreed by Committee on 8 December 2022	Routine	Gavin Brown	Place	17 August 2023
	Place Directorate – Financial Monitoring and Annual Report	Quarterly and annual report	Routine	Susan Hamilton	Place	17 August 2023 16 November 2023 1 February 2024
	Active Travel Measures – Travelling Safely Update	Action from 11 November 2021 to report on the impact of changes on active travel and public transport across the area that includes Braid Road and Comiston Road and response on the comments made by Lothian Buses, also considering Waverley Bridge and Comiston	Routine	Daisy Narayanan	Place	17 August 2023

		Road.				
	Edinburgh Cycle Hire Scheme Update	Action from Committee on 2 February 2023	Business Bulletin	Daisy Narayanan	Place	17 August 2023

### **14 September 2023**

	<b>Title / description</b>	<b>Purpose/Reason</b>	<b>Executive/ Routine</b>	<b>Lead Officer</b>	<b>Directorate</b>	<b>Expected Date</b>
	Call for Action on Zebra Markings for Side Streets – Motion by Councillor Neil Ross	Research update	Executive	Daisy Narayanan	Place	14 September 2023
	Workplace Parking Levy	Action from 2 March 2023 to report back no later than September 2023 on the integrated impact assessment, investment plan, engagement and consultation plan.	Executive	Gareth Dixon	Place	14 September 2023
	Neighbourhood Environment Programme	Update on the Council's Neighbourhood Environment Programme (NEPs)	Executive	David Wilson	Place	14 September 2023
	Roads and Transport Infrastructure Investment	Actions from Committee on 20.04.2023 to report to Committee on the 5 year funding requirements and details on setted streets	Executive	Sean Gilchrist	Place	14 September 2023
	Transport Asset Management Plan Update	Update on Transport Asset Management Plan	Executive	Sean Gilchrist	Place	14 September 2023
	Road Safety Programme	Update on the Council's Road	Routine	Dave Sinclair	Place	14 September

		Safety schemes				2023
--	--	----------------	--	--	--	------

## **Future Plan**

	<b>Title / description</b>	<b>Purpose/Reason</b>	<b>Executive/ Routine</b>	<b>Lead Officer</b>	<b>Directorate</b>	<b>Expected Date</b>
	Circulation Plan Framework and Associated Action Plans	Programme Update	Executive	Daisy Narayanan	Place	12 October 2023
	Parking Action Plan	Update from October 2022 report	Executive	Gavin Brown	Place	12 October 2023
	Review of Stadium Parking	Update on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events	Executive	Gavin Brown	Place	12 October 2023
	Street Cleansing Performance Update	Bi-annual update	Routine	Andy Williams	Place	12 October 2023 7 March 2024
	Vision for Water Management	Follow up to report in January 2022	Routine	Stephen Knox	Place	12 October 2023
	Petition to Pedestrianise Elm Row	Action from Committee on 17 June 2021	Routine or Business Bulletin	Gavin Brown	Place	12 October 2023
	Major Junctions Review Update	Update on progress of junction design work agreed by Committee on 20.04.2023	Business Bulletin	Daisy Narayanan	Place	12 October 2023

	Public Utilities Annual Performance Report 2022/23	Annual update on the performance of public utilities	Routine	Gavin Brown	Place	16 November 2023
	Motion by Councillor Bandel – Bike Buses	Request from the Council on 24 November 2022 for an update in 12 months with up to date numbers on active school bike buses in Edinburgh.	Update	Daisy Narayanan	Place	16 November 2023
	City Mobility Plan	First Review	Executive	Daisy Narayanan	Place	16 November 2023 or 11 January 2024
	Air Quality Action Plan	Update on how the action plan can be updated to reflect any policy changes (such as the upcoming local development plan “City Plan 2030”, National Planning Framework 4, vehicle emission standards, and a re-convened steering group for the Salamander Street AQMA)	Update	Daisy Narayanan	Place	To be confirmed
	Workplace Parking Levy	Action from Committee on 02.03.2023 to complete the tasks set out in section 5 of the report with a view to public consultation being completed and the finding assessed by the end of February 2024.	Executive	Gareth Dixon	Place	7 March 2024

	Strategic Review of Parking – Abbeyhill Colonies	Action from Committee on 18.08.2022 to monitor and review, with public consultation, not later than 12 months after implementation of new parking restrictions. To report the findings back to Committee.	Executive	Gavin Brown	Place	7 March 2024
	Parking Contract	Action from Committee on 8 December 2022 to ensure that offices engage and brief group transport spokespeople during the process of tender and contract development for the new parking contract	Engagement	Gavin Brown	Place	By September 2024

**Regulatory Committee/Licensing Sub-Committee**

Following the changes agreed by the Council on 15 December 2022, the following reports will be presented to Regulatory Committee or Licensing Sub-Committee following the Easter recess.

Title / description		Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Redetermination Order – Meadows to George Street	Consideration of response to advertised redetermination order		Daisy Narayanan	Place	TBC
	Redetermination Order – West Edinburgh Link	Consideration of response to advertised redetermination order		Daisy Narayanan	Place	TBC
	Strategic Review of Parking – Outcome of Statutory Process for Phases 3 and 4	Following approval to commence the statutory process on 8 December 2022, the outcome of the statutory process will be reported to Licensing Sub-Committee		Gavin Brown	Place	TBC
	Brunstane Road Closure	Outcome of the Statutory Process		Cliff Hutt	Place	TBC
	Active Travel Measures – Travelling Safely Update	Conclusion of the ETRO consultation		Daisy Narayanan	Place	Post Summer Recess 2023



# Rolling Actions Log

## Transport and Environment Committee

18 May 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	04-10-18	<a href="#"><u>Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking</u></a>	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 <a href="mailto:daisy.narayanan@edinburgh.gov.uk"><u>daisy.narayanan@edinburgh.gov.uk</u></a>	May 2023		<b>Recommended for closure</b>  Report on agenda
2	18-03-19	<a href="#"><u>Neighbourhood Environment Programme and Community Grants Fund</u></a>  (referral from the	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	Executive Director of Place Lead Officer: David Wilson <a href="mailto:david.wilson@edinburgh.gov.uk"><u>david.wilson@edinburgh.gov.uk</u></a>	September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		South East Locality Committee)	improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.				
3	28-03-19	<a href="#">Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality</a>  (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 <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		It is proposed that this forms part of the development of a Circulation Plan Framework.
4	20-06-19	<a href="#">Public Transport Priority Action Plan Update</a>	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	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		A briefing on this will be provided in May.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval				
5	12-09-19	<a href="#"><u>Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy</u></a>	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 <a href="mailto:daisy.narayanan@edinburgh.gov.uk"><u>daisy.narayanan@edinburgh.gov.uk</u></a>	October 2023		
6	05-12-19	<a href="#"><u>Transport and Environment</u></a>	To agree to engage with the strategic context	Executive Director of Place Lead Officer: Daisy	October		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Committee Business Bulletin</a>	around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	2023		
7	05-12-19	<a href="#">Kirkliston and Queensferry Traffic and Active Travel Study</a>	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 <a href="mailto:david.sinclair@edinburgh.gov.uk">david.sinclair@edinburgh.gov.uk</a>	June 2023		An update was included in the Business Bulletin on <a href="#">31 March 2022</a> .  Previous update <a href="#">14 October 2021</a> .
8	05-12-19	<a href="#">Gilmore Place Driveway Parking Overhanging Footway – Response to Motion</a>	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 <a href="mailto:gavin.brown@edinburgh.gov.uk">gavin.brown@edinburgh.gov.uk</a>	Early 2024		<b><u>Update May 2023</u></b>  This will be reviewed again when the regulations for footway parking comes into effect.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Previous update - <a href="#">31 March 2022</a> . Committee agreed to keep this action open for a further update to be provided.
9	28-01-21	<a href="#">Strategic Review of Parking – Results Phase 1 Consultation and General Update</a>	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 <a href="mailto:gavin.brown@edinburgh.gov.uk">gavin.brown@edinburgh.gov.uk</a>	December 2024		
10	19-02-21	<a href="#">City Mobility Plan</a>	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 <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	January 2024		Update was provided to Committee in October 2021. Review cycle has review

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							scheduled for Autumn 2023.
11	22-04-21	<a href="#">Business Bulletin – Climate Risk Assessment</a>	To agree to provide a briefing note how on well the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell <a href="mailto:gareth.barwell@edinburgh.gov.uk">gareth.barwell@edinburgh.gov.uk</a>	August 2023		A number of updates on the Council's approach to Climate Change were reported to Policy and Sustainability Committee on <a href="#">17 November 2022</a> . The next report on this is scheduled for Policy and Sustainability Committee in August 2023.
12	22-04-21	<a href="#">Wardie Bay and Beach - Response to Motion</a>	Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a	Executive Director of Place Lead Officer: Steven Cuthill <a href="mailto:steven.cuthill@edinburgh.gov.uk">steven.cuthill@edinburgh.gov.uk</a>	Spring 2023		Links to action 63 (2). A letter has been submitted to SEPA.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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				<p>Previous updates</p> <p><a href="#">2 March 2023</a></p> <p><a href="#">2 February 2023</a></p> <p><a href="#">3 November 2022</a></p> <p><a href="#">31 March 2022</a></p> <p><a href="#">11 November 2021</a></p>
13	17-06-21	<a href="#">Petition for consideration - Pedestrianise Elm Row</a>	To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee.	Executive Director of Place Lead Officer: Gavin Brown <a href="mailto:gavin.brown@edinburgh.gov.uk">gavin.brown@edinburgh.gov.uk</a>	October 2023		<p>This will follow the extension of the tram line extension becoming operational.</p> <p>Previous update: <a href="#">31 March 2022.</a></p>
14	17-06-21	<a href="#">City Centre West to East Cycle Link and Street Improvements</a>	Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburg">daisy.narayanan@edinburg</a>	June 2023		It is proposed to report back to Committee on this project as

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#"><u>Project - Proposed design changes and Statutory Orders Update</u></a>	progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	<a href="https://www.h.gov.uk">h.gov.uk</a>			part of a review of active travel investment.
15	17-06-21	<a href="#"><u>Cammo Road – Trial Vehicle Prohibition (Road Closure)</u></a>	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 <a href="mailto:dave.sinclair@edinburgh.gov.uk">dave.sinclair@edinburgh.gov.uk</a>	Early 2024		An update is included in the Business Bulletin on 20 April 2023.  Previous Update  <a href="#"><u>3 November 2022</u></a> .
16	17-06-21	<a href="#"><u>Funding Third Sector Delivery Partner: Changeworks Resources for Life</u></a>	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 <a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>	June 2023		Officers are continuing to investigate options for reusing items.  Over the course of 2022, re-use containers will be reintroduced



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							at HWRCs for donations. Options to reuse items which have been collected as bulky uplifts are also being investigated.
17	11-11-21	<a href="#">Active Travel Measures – Travelling Safely Updates</a>	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 <a href="mailto:Daisy.narayanan@edinburgh.gov.uk">Daisy.narayanan@edinburgh.gov.uk</a>	August 2023		This will form part of the monitoring strategy for the Travelling Safely measures.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
18	27-01-22	<a href="#"><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></a>	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk"><u>daisy.narayanan@edinburgh.gov.uk</u></a>			Engagement with the school on the travel plan is ongoing. The next School Travel Plan Review update is due in June 2023.  Previous update: <a href="#"><u>8 December 2022.</u></a>
19	27-01-22	<a href="#"><u>Kirkliston Junction Reconfiguration</u></a>	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.	Executive Director of Place Lead Officer: Gavin Brown <a href="mailto:Gavin.brown@edinburgh.gov.uk"><u>Gavin.brown@edinburgh.gov.uk</u></a>			Detailed designs for the new signal system are still to be submitted for approval and therefore installation is currently expected early 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Monitoring will be undertaken once installation is complete.
20	27-01-22	<a href="#">Progress Report on the 'Vision for Water Management' and Operational Management of Roads Drainage Infrastructure</a>	<p>Open actions only:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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</li> </ol>	<p>Executive Director of Place Lead Officer: Cliff Hutt <a href="mailto:Cliff.hutt@edinburgh.gov.uk">Cliff.hutt@edinburgh.gov.uk</a></p>	October 2023		<p><b>Recommended for closure</b></p> <p>These actions were addressed in the Business Bulletin update to Committee on <a href="#">8 December 2022</a>. And in the response to Councillor Osler's motion on flooding on 18 May 2023.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>restrict the efficiency / effectiveness of the drainage networks that support our pavements, paths or roads.</p> <p>3. Expects that costed options to achieve the above would be available to inform the 2022/23 budget debate.</p> <p>4. 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>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
21	Council 17-03-22	<b>Motion by Councillor Douglas – Review of Stadium Parking</b>  <b>(See agenda)</b>	Extract of the motion:  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.	Executive Director of Place Lead officer: Gavin Brown <a href="mailto:Gavin.brown@edinburgh.gov.uk">Gavin.brown@edinburgh.gov.uk</a>	October 2023		<b><u>Update May 2023</u></b>  In progressing this in respect of events in stadiums, it has been identified that this issue also affects other events in the city. Therefore the report has been delayed until October 2023 to follow up on this.
22	31-03-22	<b>Petition by James Gillespie’s High School Eco Group – Motion by Councillor Miller</b>  <b>(see agenda)</b>	Extract of the motion:  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	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	June 2023		Previous update: <a href="#">8 December 2022</a> .  The next School Travel Plan Review update is due in June

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			review all School Travel Plans and the creation of the Road Safety Action Plan.				2023
23	31.03.22	<b>Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets</b>	<p>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.</p> <p>To agree that an update report be provided to Committee in six months on the outcomes of the study.</p>	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	September 2023		Previous updates: <a href="#">2 March 2023</a> ; <a href="#">6 October 2022</a>
24	Council 30-06-22	<b>Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for</b>	<p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles detailing the subsidy required to restore a bus service to the</p>	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		<p><b><u>Update May 2021</u></b></p> <p>A Business Bulletin update is provided in May 2023. This work will be progressed</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<b>Dumbiedykes</b> <b><u>(See agenda)</u></b>	<p>Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought.</p> <p>Report on the short term options for improving access for the Dumbiedykes community to their essential services recognising their calls over many years for improved regular scheduled bus access.</p> <p>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</p>				<p>alongside the development of the final Public Transport Action Plan.</p> <p>An update is included in the Business Bulletin for Committee on <a href="#">8 December 2022</a>.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.				
25A	18.08.22	<b>Business Bulletin – Petition on Station Road, Ratho Station</b>  <b><u>(See Agenda)</u></b>	To engage with Ward Members regarding the Petition on Station, Ratho Station.	Executive Director of Place Lead officer: Stacey Monteith-Skelton  <a href="mailto:stacey.monteith-skelton@edinburgh.gov.uk">stacey.monteith-skelton@edinburgh.gov.uk</a>	June 2023		This work is on-going. Next update due in June 2023.  Previous updates:
25B	08.12.22	<b>Rolling Actions Log – action 29 (Station Road, Ratho Station)</b>	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business	Executive Director of Place Lead officer: Stacey Monteith-Skelton  <a href="mailto:stacey.monteith-skelton@edinburgh.gov.uk">stacey.monteith-skelton@edinburgh.gov.uk</a>	June 2023		<a href="#">2 March 2023</a> ; <a href="#">2 February 2023</a> .



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			bulletin update can be provided to the February meeting of the committee				
26	18.08.22	<a href="#">Updated Pedestrian Crossing Prioritisation 2022/23</a>	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	August 2023		
			2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  A Business Bulletin update

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the prioritisation plan to be reported in a future Business Bulletin update.	<a href="http://h.gov.uk">h.gov.uk</a>			is included on 18.05.2023.
27	18.08.22	<a href="#">Strategic Review of Parking – Results of Phase 1 Traffic Order</a>	To agree that the process of monitoring and review within the Abbeyhill colonies should involve public consultation not later than twelve 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 the N6.	Executive Director of Place Lead officer: Gavin Brown <a href="mailto:Gavin.brown@edinburgh.gov.uk">Gavin.brown@edinburgh.gov.uk</a>	March 2024		
28	18.08.22	<a href="#">Active Travel Measures – Travelling Safely Update</a>	To note the points made by Lothian Buses at 4.1.4 of the report and asks that each is considered in the Travelling Safely Update Report and that solutions	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	August 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			are proposed where possible. This should also consider Waverley Bridge and Comiston Road.				
29	18.08.22	<a href="#">Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation</a>	1) To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	August 2023		This will be incorporated into reporting for the 20mph programme update
30	18.08.22	<a href="#">Motion by Councillor Macinnes – Severe Climate Change Impact (See Agenda)</a>	Officers to consider introducing a new standing section to all future committee reports stating the linkage to the Climate Strategy.	Executive Director of Corporate Services Lead Officer: Gavin King <a href="mailto:gavin.king@edinburgh.gov.uk">gavin.king@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  New report template agreed by Council May 2023
31	06.10.22	<a href="#">Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin</a>	Requests a short report for approval within 3 cycles that outlines a mechanism to resolve outstanding local conflict on bin hub positioning, including ward	Executive Director of Place Lead Officer: Andy Williams <a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  This is incorporated into the Communal

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Review Update)</a>	<p>members in attempting to identify suitable alternatives and allowing these to be progressed.</p> <p>Agree that the report also include data on effectiveness of the roll out of Phase 1 (as set out in Councillor Whyte's Motion agreed by Council in June 2022) to include an assessment of dumping and fly-tipping beside bin hubs.</p>				Bin Review update for Committee on 18 May 2023.
32	06.10.22	<a href="#">Cleaning Up Edinburgh – Motion by Councillor Whyte</a>	<p>1) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore, asks that Officers engage with Keep Scotland</p>	Executive Director of Place Lead Officer: Andy Williams <a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>	April 2023	20.04.23	<p><b>Closed April 2023</b></p> <p>An update on this was included in the Street Cleansing Performance Update report to Committee on</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Beautiful to understand what lessons can be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. An update on this should be provided as part of the next street cleansing report, including previous initiatives to reduce coffee cup usage				20.04.2023
			2) Agrees that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means	Executive Director of Place Lead Officer: Andy Williams <a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>	October 2023		<b><u>Update April 2023</u></b>  An update on this is included in the Street Cleansing Performance report on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2.				20.04.2023. However, it is anticipated that implementation will be from October 2023 onwards.
			3) Requests a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops	Executive Director of Place Lead Officer: Andy Williams <a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>	April 2023	20.04.23	<b>Closed April 2023</b>  An update on this was included in the Street Cleansing Performance report on 20.04.2023.
			4) Includes in the report on possible	Executive Director of Place Lead Officer: Andy Williams	April 2023	April 2023	<b>Closed April 2023</b>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			improvement through additional resource for budget consideration the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks	<a href="mailto:andy.williams@edinburgh.gov.uk">andy.williams@edinburgh.gov.uk</a>			An update on this was included in the Street Cleansing Performance report on 20.04.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
33	06.10.22	<a href="#">Asset transfer – Ex-City Development Assets</a>	To request an update on the adoption or transfer of assets in 3 cycles.	Executive Director of Place Lead Officer: Sean Gilchrist <a href="mailto:sean.gilchrist@edinburgh.gov.uk">sean.gilchrist@edinburgh.gov.uk</a>	May 2023		
34	06.10.22	<a href="#">Risk Based Approach to Road Safety Inspections - Update</a>	To request a briefing within 3 cycles on how to tighten up the operational guidance	Executive Director of Place Lead Officer: Sean Gilchrist <a href="mailto:sean.gilchrist@edinburgh.gov.uk">sean.gilchrist@edinburgh.gov.uk</a>	May 2023		
35	06-10-22	Motion by Councillor Aston – McGill’s takeover of First East Coast’s 20, 63 and 68 services  <a href="#">(See Agenda)</a>	Requests a briefing note to all elected members within three cycles detailing discussions between officers and the new operator and outlining what assurances have been given by McGill’s as to the continuation of the 20, 63 and 68 in the longer term and also on McGill’s plans to improve the sustainability and decarbonisation of their fleet.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:Daisy.narayanan@edinburgh.gov.uk">Daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b><u>Update May 2023</u></b>  An update on service 20 was provided in response to Council Question 20 on <a href="#">04.05.2023</a> .



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
36	27.10.22 (Council)	Motion by Councillor Hyslop - School Bicycle Storage  ( <a href="#">See agenda</a> )	Requests a report to be submitted to Education, Children and Families Committee, to be referred to Transport and Environment Committee within 3 cycles which outlines potential targets for increasing the uptake of cycling, scooting and skating to school in the City and strategies to meet them. The information to be detailed in the report was included in the approved motion.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	June 2023		
37	03.11.22	<a href="#">Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road</a>	Notes that the Sciennes School Parent Council and all four ward councillors welcome the commencement of the statutory process to close the section of Sciennes Road outside Sciennes Primary School permanently to motor	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			vehicles, principally to improve the safety and well-being of children and their families accessing the school and requests that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023;				
38	24.11.22	<a href="#">Motion by Councillor McFarlane – Tollcross Clock</a>	Extract of approved motion:  Requests a report in three cycles with the information to be included in the approved motion.	Executive Director of Place Lead officer: Claire Miller <a href="mailto:Claire.miller@edinburgh.gov.uk">Claire.miller@edinburgh.gov.uk</a>	September 2023		
39	08.12.22	<a href="#">Business Bulletin - Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for</a>	1. Considers that any proposals for a bus service for Willowbrae/Lady Nairn and Bus for Dumbiedykes that are considered by Committee at its meeting in February 2023 as part of a Public Transport Action	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  This was incorporated into the Council's budget proposals on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Dumbiedykes</a>	<p>Plan (that may well require further consultation) will come too late for any 2023/24 budget process and are, therefore, unlikely to be implementable in the near future.</p> <p>2. Therefore, agrees that the alternative option described in the paper of an accessible minibus service be worked up as a proper budget proposal for each area in order that this can be considered by political groups as part of the forthcoming budget setting process.</p> <p>(To share information on Dumbiedykes with Groups)</p>				22.02.2023.
40	08.12.22	<a href="#">Brunstane Road Closure (Progression to a Permanent Traffic</a>	1) Notes continued concerns raised by residents regarding road safety on	Executive Director of Place Lead officer: Stacey Monteith-Skelton	June 2023		This will be incorporated into a future update on the School

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<a href="#">Regulation Order</a> )	Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	<a href="mailto:stacey.monteith-skelton@edinburgh.gov.uk">stacey.monteith-skelton@edinburgh.gov.uk</a>			Travel Plan Update
			2) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is conducted with a	Executive Director of Place Lead officer: Cliff Hutt <a href="mailto:Cliff.hutt@edinburgh.gov.uk">Cliff.hutt@edinburgh.gov.uk</a>	May 2023		Council officers met with the BRRA representatives on 12 January to note their continued concerns. Officers agreed to review the signage and any further speed reduction

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			view towards increasing mitigations should evidence indicate that those are needed.				measures that could be installed.  Further work is being done to review the use of speed humps in the Coillesdene area; these plans are still being drafted.
41	08.12.22	<a href="#">Draft Road Safety Action Plan – Delivering City Mobility Plan</a>	Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
42	08.12.22	<a href="#">Maintenance of Footways and Cycleways</a>	<p>Requests officers to explore the possibility of</p> <ul style="list-style-type: none"> <li>• Providing a pathway and cycleway maintenance team for other localities</li> <li>• Employing this team to provide a more proactive approach to leaf sweeping during leafing season</li> <li>• Reallocating a share of road gritting resources to path and cycleway gritting along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023.</li> </ul>	<p>Executive Director of Place Lead officer: Andy Williams <a href="mailto:Andy.williams@edinburgh.gov.uk">Andy.williams@edinburgh.gov.uk</a></p>	June 2023		
43	08.12.22	<a href="#">School Travel Plan Review Update</a>	<p>Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward</p>	<p>Executive Director of Place Lead officer: Stacey Monteith-Skelton <a href="mailto:stacey.monteith-skelton@edinburgh.gov.uk">stacey.monteith-skelton@edinburgh.gov.uk</a></p>			<p>Update due June 2023</p> <p>Previous Update <a href="#">02.03.2023</a></p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			councillors upon completion.				
44	08.12.22	<b>Motion by Councillor McFarlane - Low Emission Zones</b>  ( <a href="#">see agenda</a> )	Extract of approved motion:  Requests officers explore the feasibility of removing commercially operating historic vehicles from the Low Emission Zone exemption whitelist, with a report within three cycles to the Transport & Environment Committee for decision.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  A Business Bulletin update is provided for Committee on 18.05.2023.
45	08.12.22	<b>Motion by Councillor Bandel - Mobility Analysis</b>  ( <a href="#">see agenda</a> )	1) Notes that the City of Edinburgh Council's new upgraded CCTV system is able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	August 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			at particular junctions and locations.				
			2) Notes that analysis of this data (e.g. traffic counts, analysis of pedestrian desire lines and modal analysis) has the potential to inform and improve the work of Transport and Environment Committee		August 2023		
			3) Requests a report on the scope of opportunities that this system can present and to identify those transport strategies and action plans which can be improved using this		August 2023		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			evidence base within three cycles.				
46	16.12.22 (Council)	<b>By Councillor Caldwell</b> - Planter-based protection on Leith Walk  ( <a href="#">see agenda</a> ) -	<p>Extract of approved motion</p> <p>1) To identify pavement parking 'hotspots' along Leith Walk as a matter of priority.</p> <p>2) To identify appropriate areas for planters to be installed between the cycle way and main carriageway, as well as moving any new signage poles which could be moved from the main pavement to the land between the cycle lane and main carriageway.</p> <p>3) The findings of this review are to be published in two cycles in the Transport and Environment Committee business bulletin, and whether</p>	Executive Director of Place Lead officer: Hannah Ross <a href="mailto:Hannah.ross@edinburgh.gov.uk">Hannah.ross@edinburgh.gov.uk</a>	May 2023		<p><b>Recommended for closure</b></p> <p>A Business Bulletin update is provided on 18.05.2023 and an update on the proposed actions has been added to the work programme</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			outcomes can be standardised for other areas where pavement parking is a known issue				
47	02.02.23	<a href="#">Update on Council Transport Arms Length Companies</a>	1) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>			To be followed up with Lothian Buses
			2) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	December 2023		This will be followed up in preparation for the next annual update to Committee
48	02.02.23	Motion by Councillor Lang - Flooding in Kirkliston  ( <a href="#">See agenda</a> )	Extract of motion:  Committee notes a petition has now been lodged with over 1,300 signatures calling on Edinburgh Council to prioritise funding for additional measures, including improved flood	Executive Director of Place Lead officer: Cliff Hutt <a href="mailto:Cliff.hutt@edinburgh.gov.uk">Cliff.hutt@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  A report on this is included on the agenda for Committee on 18.05.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>defences near the River Almond, to minimise flooding in Kirkliston and prevent further serious damage.</p> <p>Committee therefore requests a Report to the May Committee setting out short-term mitigations and long-term solutions which could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government and other agencies with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
49	02.02.23	Motion by Councillor Macinnes - Edinburgh Freight Conference  <b>(See agenda)</b>	Extract of motion:  1) Agrees the Freight Forum should be reconstituted and that group transport spokespeople should be invited along with Edinburgh business representatives.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  Action complete
			2) Agrees officers should continue to focus on agreeing the final OMP and provide an update to committee in May.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  An update on this is included in the Business Bulletin for Committee on 18.05.2023.
50	02.02.23	<a href="#">Business Bulletin – Motion by Councillor Miller – Driver Behaviour</a>	Committee asks that the “further discussions [...] ongoing on a wider campaign around driver behaviours” are briefed to	Executive Director of Place Lead officer: Hannah Ross <a href="mailto:Hannah.ross@edinburgh.gov.uk">Hannah.ross@edinburgh.gov.uk</a>	June 2023		<b><u>Update April 2023</u></b>  An update on the timescale for this will be

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			committee members and a report is provided for approval when recommendations have been developed.				included in the Rolling Action Log in May.
51	02.02.23	<a href="#">Public Transport Action Plan 2023 – Delivering the City Mobility Plan</a>	1) Agrees that TEC members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		
			2) Notes the decision of Full Council on the 30 June 2022 to carry out a review of community requirements for supported bus services across and report back in May.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Further notes that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review is still outstanding.				
			3) Requests officers to carry out the review as per the decision on 30th June 2022 and report back in May.	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a>	October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
52	02.02.23	<a href="#">Active Travel Action Plan 2023 – Delivering the City Mobility Plan</a>	<p>Piershill to Powderhall Railway Line</p> <p>Welcomes the ongoing aspiration of bringing the defunct Piershill to Powderhall railway line into use as an off-road walking and cycling, recognising the enormous benefits that this new link would bring to active travel between the North and the East of the city, connecting to the North Edinburgh Path Network.</p> <p>Regrets however that this outcome is not expected until after 2026 and recognises that Network Rail's approach is the obstacle.</p> <p>Directs officers to continue discussions with Network Rail and other relevant</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.uk">daisy.narayanan@edinburgh.gov.uk</a></p>	May 2023		<p><b>Recommended for closure</b></p> <p>A Business Bulletin update is included in the papers for Committee on 18.05.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			parties regarding the acquisition of the railway line by the City of Edinburgh Council and to report back through a Business Bulletin update in three cycles.				
53	02.02.23	<a href="#">Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling</a>	<p>1. Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2. Therefore agrees the</p>	Executive Director of Place Lead Officer: Cliff Hutt <a href="mailto:Cliff.hutt@edinburgh.gov.uk">Cliff.hutt@edinburgh.gov.uk</a>	January 2024		



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure;</p> <p>3. Therefore asks officers to submit a bid to Sustrans for a feasibility study and a detailed design which</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.</p> <p>4. Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a further report will be brought back to committee on options to</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>agree the way ahead.</p> <p>5. Further notes that diversion works will be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting</p>				
54	09.02.23 (Council)	<a href="#">Motion by Councillor McVey - Tram Extension</a>	<p>Extract of decision:</p> <p>Agrees a scoping report in four cycles to the Transport and Environment Committee on the issues and options that would need to be considered around the relatively short western extension to Newbridge and beyond with a view establishing the council's support in</p>	<p>Executive Director of Place Lead officer: Daisy Narayanan <a href="mailto:Daisy.narayanan@edinburgh.gov.uk">Daisy.narayanan@edinburgh.gov.uk</a></p>	June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			principle for this.				
55	09.02.23 (Council)	Motion By Councillor Lang - Surface Treatment of Carriageways  ( <a href="#">Council agenda</a> )	Extract of Decision:  Requests a report to TEC within 3 Cycles on the feasibility of assessing and testing 'sustainable road surfacing' in order to determine the viability and cost effectiveness of such technologies.	Executive Director of Place Lead officer: Cliff Hutt <a href="mailto:Cliff.hutt@edinburgh.gov.uk">Cliff.hutt@edinburgh.gov.uk</a>	May 2023		<b>Recommended for closure</b>  Report on agenda
56	02.03.23	<a href="#">Strategic Business Case for an Edinburgh Workplace Parking Levy</a>	1) Agrees to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade	Executive Director of Place Lead Officer: Gareth Dixon <a href="mailto:steven.cuthill@edinburgh.gov.uk">steven.cuthill@edinburgh.gov.uk</a>	September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			union movement, and agrees that these will be reported back to Committee no later than September.				
			2) agrees that the tasks set out in Section 5 of the report should be progressed with a view to a public consultation being completed and the finding assessed by the end of February 2024.	Executive Director of Place Lead Officer: Gareth Dixon <a href="mailto:steven.cuthill@edinburgh.gov.uk">steven.cuthill@edinburgh.gov.uk</a>	March 2024		
57	02.03.23	<a href="#">Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging</a>	1) That a further update will be provided to Committee prior to commencing procurement. That this update will provide reassurance that the procurement	Executive Director of Place Lead Officer: Gavin Brown <a href="mailto:gavin.brown@edinburgh.gov.uk">gavin.brown@edinburgh.gov.uk</a>	June 2023		<b><u>Update May 2023</u></b>  Due to committee June 2023  <b><u>Update April</u></b>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			process will be robust and timescales sufficient to encourage the best possible range of providers to take part.				<b><u>2023</u></b> A date for this update will be provided to Committee in May 2023
			2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points.				
			3) Committee asks for further updates on proactive action on misuse of EV bays including by parking attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			periods when attendants are off duty				
			4) Committee asks officers to explore additional areas for inclusion in a concession-type contract, such as lamppost charging where accessible and commercial charging for electric bus operators, and to engage with committee members to shape the contract scope				
			5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>to consider the following:</p> <ul style="list-style-type: none"> <li>• Removal of 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.</li> <li>• Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes.</li> <li>• 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</li> </ul>				



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>no longer rapid anymore – and calls for a further report regarding the implementation of this approach.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>				
56	20.04.23	<b>Major Junctions Review Update</b>	1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on	Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:daisy.narayanan@edinburgh.gov.luk">daisy.narayanan@edinburgh.gov.luk</a>	October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>existing junctions which may be further impacted by population change due to additional housing.</p> <p>2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.</p>				
57	20.04.23	<b>Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24</b>	<p>Extract from decision:</p> <p>1) To agree that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates.</p> <p>2) Requests a report</p>	<p>Executive Director of Place Lead Officer: Sean Gilchrist <a href="mailto:sean.gilchrist@edinburgh.gov.uk">sean.gilchrist@edinburgh.gov.uk</a></p>	September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>within one cycle outlining the current proposed work programme of setted street repair for 2023/24, 2024/25, 2026/27, 2027/28 and 2028/29.</p> <p>3) The report to also include</p> <ul style="list-style-type: none"> <li>• The current setted street policy as an appendix</li> <li>• The metrics used by officers to prioritise work on setted streets</li> <li>• The current annual budget allocation for setted street repair</li> <li>• Suggestions for improving the</li> </ul>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>longevity of settled street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.</p> <p>4) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.</p> <p>5) Where possible, to ask officers to schedule any</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.				
58	20.04.23	<b>Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)</b>	<p>Extract from motion with actions:</p> <p>To call for a report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> <li>• Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils</li> <li>• Reduce “rat running” in the area</li> <li>• Improve the road</li> </ul>	<p>Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:Daisy.narayanan@edinburgh.gov.uk">Daisy.narayanan@edinburgh.gov.uk</a></p>	June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and footway surface if this can be justified within existing policies and budgets.				
59	20.04.23	<b>Emergency Motion by Morningside Ward Councillors – Canaan Lane</b>	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan <a href="mailto:Daisy.narayanan@edinburgh.gov.uk">Daisy.narayanan@edinburgh.gov.uk</a></p>	May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			area.				

This page is intentionally left blank



# Business Bulletin

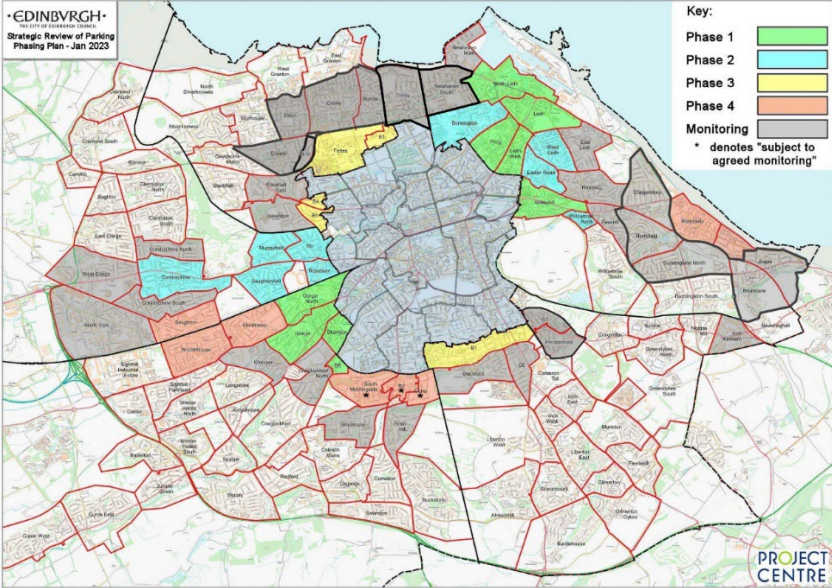
## Transport and Environment Committee

**10.00am, Thursday, 18 May 2023**

Dean of Guild Court Room - City Chambers

# Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston            Councillor Bandel            Councillor Cowdy            Councillor Dijkstra-Downie            Councillor Graham            Councillor Lang            Councillor McFarlane            Councillor Miller            Councillor Munro            Councillor Work</p>	<p><a href="#">Alison Coburn</a>            Operations Manager</p> <p><a href="#">Rachel Gentleman</a>            Committee Services</p> <p><a href="#">Taylor Ward</a>            Committee Services</p>

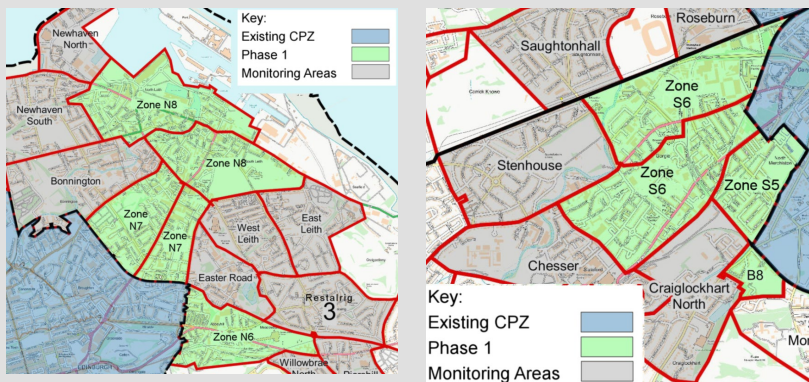
Recent news	Contact for further information
<p><b>Update on the Strategic Review of Parking</b></p> <p>This update relates to progress on the different Phases of the Review, as detailed on the following map:</p>  <p><b>Phase 1</b></p> <p>Implementation of Phase 1 is continuing in line with the anticipated programme, with work expected to be completed in the new northern zones, N7 (Leith</p>	<p><a href="#">Gavin Brown</a></p> <p><b>Wards Affected:</b></p> <p>4 – Forth            5 – Inverleith            6 – Corstorphine / Murrayfield            7 – Sighthill / Gorgie            9 – Fountainbridge / Craiglockhart            11 – City Centre            12 – Leith Walk            13 – Leith            14 – Craightinny / Duddingston            15 – Southside / Newington            17 – Portobello /</p>

Walk/Pilrig) and N8 (Leith/North Leith), by the end of June 2023.

Craigmillar

A recent briefing, sent to Ward Councillors and Community Councils, indicates that these new restrictions will go “live” at the end of June 2023, and that permits will be available for purchase by residents and eligible businesses as of 5 June 2023. A leaflet drop to all addresses within the new zones will provide information to residents and businesses.

Implementation is expected to commence in N6 (Abbeyhill) at the end of June, with Zones S5 (Shandon), S6 (Gorgie/Gorgie North) and S7 (Lockharton) expected to follow towards the end of the summer. The maps below help to illustrate the location and scale of the new parking zones within Phase 1.



## Phase 2

Phase 2 remains on hold, pending the results of monitoring the impact of Phase 1 and engagement with Community Councils.

Monitoring surveys are ongoing, with further work required once the new zones of Phase 1 are “live”.

## Phases 3 and 4

Further design work, reflecting the recommendations of the report to this Committee in September 2022, is currently under way, with a view to commencing the legal process to introduce controlled parking (in the B1, B3, B4 and B5 Priority Parking Areas, and in the Fettes and Portobello areas) in early autumn 2023.

The other areas identified as part of phase 4 will continue to be monitored and further updates will be provided to committee.

The Council’s website

(<https://www.edinburgh.gov.uk/parkingreview>) will continue

to be updated as the project progresses and further reports will also to be provided to future Transport and Environment Committees.

### **Powderhall Railway Line**

At its meeting on 2 February 2023, Committee requested a Business Bulletin update in three cycles on discussions with Network Rail and other relevant parties, regarding the acquisition of the Powderhall railway line to create an active travel link. Shortly following this, a feasibility study that was commissioned by the Council into this possibility was completed.

Although the railway line has been out of use for several years, since the decommissioning of the former Powderhall waste transfer station, it is still classified by Network Rail as a supplementary strategic freight site. There is also a long term lease in place with the former operator of the rail freight service to the waste transfer station.

Network Rail is in ongoing discussions with the freight operator on the potential to extinguish this lease, however it is currently unclear whether it will be possible to reach agreement or what the timescales for this might be.

Should these discussions be successfully concluded, Network Rail would then need to seek internal agreement that there is no future potential strategic freight use for the line and approval that the land can be disposed of.

Given the above, work to develop Concept Designs for a potential active travel link are on hold. This will be kept under review and work will recommence should there be significant progress regarding land acquisition.

[Daisy Narayanan](#)

Wards Affected:

### **Publication of the Forth Estuary Local Flood Risk Management Plan**

Local Flood Risk Management Plans (LFRMPs) are published under the Flood Risk Management (Scotland) Act 2009 and set out how and when actions to reduce the impact of flooding will be delivered. These actions are delivered in conjunction between local authorities, SEPA and Scottish Water.

LFRMPs only relate to actions identified under the Flood Risk Management Act legislation and do not cover all the projects and 'business as usual' activities undertaken by the Flood Prevention team, including 24/7 flood standby, reservoir management, pier maintenance, planning

[Stephen Knox](#)

Wards Affected: All

advisory service and strategic projects.

As Lead Local Authority for the 2022-2028 Local Flood Risk Management 'Cycle 2', Falkirk Council has now published the Local Flood Risk Management Plan for the Forth Estuary district, covering Edinburgh and all other local authority areas bordering the Firth of Forth.

The Plan is available to view on the [City of Edinburgh Council website](#).

The focus for the City of Edinburgh Council within this cycle includes:

- Further development of Surface Water Management Plans
- Maintenance of the existing flood defences on the Braid Burn and Water of Leith
- Maintenance of existing coastal defences
- Flood studies for the Braid Burn and Gogar Burn

### Funding

The Scottish Government allocates £42m/year of capital funding to Flood Prevention. 80% of this is set aside for large scale flood protection schemes across Scotland, and the remaining 20% is divided amongst local authorities. The 20% is allocated through the flood component of the Council's general capital grant to fund other actions to reduce flood risk, including those identified in Local Flood Risk Management Plans. This equates to £327,000 for the City of Edinburgh Council in 2023/24, although this is not directly allocated to the Flood Prevention team. Most of the current actions for Edinburgh are funded from the team's revenue budget allocation, although this will change with the recent allocation of £2m additional capital funding for flood protection measures.

With approximately £1bn worth of currently promoted schemes throughout Scotland, the 80% Scottish Government capital allocation for major works is under significant pressure and no flood protection schemes are anticipated in Edinburgh during the 2022 to 2028 Cycle 2 period. Further flood defences along the Water of Leith are noted in the Plan although subject to funding with no timescales for delivery. Other flood studies may identify other schemes to be promoted in future Cycles, again subject to funding.

## **Operational Management for City Mobility Plan and City Centre Transformation - update**

The Operational Management Plan (OMP) is a strand of the City Mobility Plan (CMP) and Edinburgh City Centre Transformation (ECCT), which will set out how coaches, tour buses, freight, servicing, deliveries, construction traffic and trade waste services will play their part in delivering those plans. It is being developed alongside other key placemaking and mobility-led strategies and action plans to ensure coordinated and holistic delivery of CMP objectives.

Supported by funding from Sustrans, Stantec have been appointed to support the development and delivery of the OMP. A 'road map' will be set out for the journey to achieve the ambitions described in the CMP and changes being delivered by CECT. 'Quick wins' on that journey are being identified and transition arrangements made to support Edinburgh operations during CMP and ECCT project delivery. City Tour Buses moved their start/finish location from St Andrew Square to Waterloo Place on 5 March as a trial transition arrangement, and lessons are being learned from that exercise.

The next Logistics & Freight Forum, hosted by SEStran, is on 30 May. The Logistics and Freight Forum has a wide ranging membership/invitee list from across all sectors of the industry (road, rail, air, sea), local authorities, academia, Scot Gov etc. Logistics & Freight within Edinburgh is directly impacted by regional and national arrangements, and engagement with the sector for Edinburgh specific issues will continue.

Regular updates will be provided in this Business Bulletin on 'quick wins', transition arrangements, operational management plan development and service sector engagement.

[Daisy Narayanan](#)

**Wards Affected:** All

## **Review of Community Requirements for Supported Bus Services**

This update has been prepared in response to a request from the Council on [30 June 2022](#) to contextualise supported bus arrangements across the city, considering alternative models of provision. While the Council requested a report on this, discussions are still on-going which need to be concluded before a substantive update can be provided.

While the original motion arose in response to pressure for services in the Lady Nairne/Meadowfield and Dumbiedykes communities, it was recognised that there

[Daisy Narayanan](#)

**Wards Affected:** All

are other communities where access to public transport can be difficult (particularly for the elderly or mobility impaired) and therefore an investigation of where these communities are, and their transport desires is required. It is likely that these communities will be in areas close to the main bus network serving the city, but road constraints, topography and relatively low passenger demand means that smaller vehicles may be more viable.

This means also reviewing the more traditional supported bus service, where larger operators are requested to tender for contracts. Alternatives utilising community transport providers, taxis or the Council's own fleet resource should be considered alongside the types of service, which could be Demand Responsive Transport (DRT) or registered and timetabled services.

### **Existing Supported Bus Services**

The Council currently supports four fully supported bus services, makes contributions to two service enhancements and makes two cross boundary service contributions.

These services and the areas they serve have been subject to review a number of times and community engagement was undertaken prior to the current contracts being tendered.

These services are currently being reviewed and it is intended that new contracts will be developed and tendered later this year. It is proposed that this work is undertaken and progressed separately to the above detailed community engagement as most of these services are still more suited to the more traditional larger bus operation, operating fixed timetables and connecting to interchange points.

The annual budget for supported bus services is approximately £1.5million and it is not anticipated that any funding will be saved in the retendering of existing contracts (while bus patronage remains below pre-pandemic levels and operating costs have increased significantly). Therefore, additional funding would need to be identified to take forward any new supported bus service routes.

## **Low Emission Zone (LEZ): Response to motion by Councillor McFarlane on historic vehicle impacts**

[George King](#)

On [8 December 2022](#), Committee approved a motion by Councillor McFarlane to explore the feasibility of removing commercially operating historic vehicles from the LEZ exemption 'whitelist'. Though a report was requested, the findings are provided in this business bulletin since no decision is required.

**Wards affected:** All

The LEZ was introduced on 31 May 2022 and the two-year grace period for all vehicles will end on 1 June 2024.

### **Historic vehicle impacts**

The Low Emission Zones (Emission Standards, Exemptions and Penalty Charges) (Scotland) Regulations 2021 sets out exemptions for certain classes of vehicles, including historic vehicles that meet the definition of "vehicle of historical interest": *[a] vehicle which is considered to be of historical interest to the United Kingdom and which—*

*(a) was manufactured, or registered, for the first time at least 30 years previously,*

*(b) is of a type no longer in production, and*

*(c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.*

Guidance relating to the meaning of 'substantial changes' is available on the [Department for Transport webpage](#).

All vehicles aged 30 and over will be automatically removed from the IT system's list of non-compliant vehicles i.e., 'whitelisted'. Should a particular vehicle be evidenced to not meet the legal definitions, then it may be removed from the LEZ whitelist. The total number of historic vehicles operating in Edinburgh city centre is unknown, though it is understood that most are privately owned by individuals.

At least three operators drive historic 1960s Routemaster buses within the LEZ commercially, offering journeys to paying tourist customers.

According to the regulations, these Routemaster buses meet the criteria for national LEZ exemption and may not be removed from the LEZ whitelist. Vehicles may only be



removed from the LEZ whitelist if clear evidence is provided that they do not meet the definition of a “vehicle of historical interest”.

Beyond LEZ regulations, Traffic Regulation Conditions (TRC) may be applied wholly to a class of vehicle (e.g. bus) to remove them from the “whitelist” if this is deemed justifiable and proportionate.

Each of the three known operators driving historic 1960s Routemaster buses within the LEZ commercially have valid ‘standard licenses’ to operate specified public service vehicles (PSVs) within the city centre. These licenses are issued and reviewed by the Traffic Commissioner for Scotland.

It is not possible to vary the licensing conditions of specified historic vehicles operating commercially within the LEZ, in respect to their emissions. Any TRC relating to emissions would have to apply to whole vehicles classes, i.e. all buses. All non-historic buses are covered by existing LEZ regulations and structures, with [97% of those buses already being LEZ compliant \(SEPA, 2022\)](#).

Applying a TRC to all buses operating in the LEZ is deemed disproportionate to impacts identified. On this basis, the Council will not proceed with seeking TRC action relating to buses in the LEZ, including historic buses.

Officers continue to have positive discussions with vehicle operators, including commercial historic vehicles, to support their journey to reducing their emissions impacts as soon as possible. This includes exploring funding options and feasibility of delivering low/zero emission retrofit solutions.

### **Trams to Newhaven Project**

The project remains on schedule to be operational by Spring 2023 and within the £207.3m budget approved by Council in March 2019. Testing and commissioning is continuing with the project currently undertaking a set of tests on performance and timetable. Separately, the project is continuing with public realm works along the route. Works are currently also underway at Iona Street where the Pilrig Wheels will be sited.

To note, works on the Picardy Place island site started during February 2023 and are scheduled to be completed by June 2023. While out with the remit of the Trams to

[Hannah Ross](#)

### **Wards Affected:**

- 11 – City Centre
- 12 – Leith Walk
- 13 – Leith

Newhaven project, the project's contractor SFN will be carrying out these works

### **Response to motion by Councillor Caldwell – Planter Based Protection on Leith Walk**

On [16 December 2022](#), the Council approved a motion by Councillor Caldwell titled Planter-based protection on Leith Walk which requested that parking 'hotspots' and appropriate areas for planters to be installed should be identified and the outcome reported to Transport and Environment Committee.

The Trams to Newhaven project team has observed instances of pavement parking on Leith Walk during completion of construction works and continues to observe it as the public realm works continue. While it appears that pavement parking may be reducing, there remain some areas where it is an issue. The team will continue to monitor this to see if any improvement is made as the remaining works are completed.

The buffer zone between the cycle way and the main carriageway is narrow or is necessarily wide to allow for car door opening and planters are therefore not an appropriate solution as they may be so light that they could be moved.

The design brief for the project was to remove clutter and the project is also mindful of the powers to prevent pavement parking due to come into force later this year. Therefore, arrangements will be made to ensure that:

1. Instances of pavement parking should be formally monitored in the coming weeks as the public realm works complete; and
2. This should be revisited at the end of the year to see if an enforcement approach could be successful (once the new legislation is in effect), or if signage poles or bollards should be installed.

[Hannah Ross](#)

#### **Wards Affected:**

12 – Leith Walk

### **Road Safety Improvement Fund Update**

In March 2022, the Scottish Government (SG) announced the creation of a new £17 million Road Safety Improvement Fund (RSIF). The Council was subsequently invited by Transport Scotland (TS) to submit a bid for £830k of funding from the Fund and this was submitted in July 2022. The funding had to be used within the 2022/23

[Daisy Narayanan](#)

**Wards Affected:** All

financial year.

On 18 August 2022, while considering a report on the Updated Pedestrian Crossing Prioritisation 2022/23, the Committee requested an update on the outcome of the funding bid and its impact on the delivery of the prioritisation plan in a future Business Bulletin.

In September 2022, TS advised that SG were undertaking an Emergency Budget Review, in response to budget pressures arising from the cost of living crisis, and that decisions on funding awards had been suspended until this process was complete.

TS subsequently advised that the amount of RSIF funding available nationally had been significantly reduced and Officers worked with TS to develop and submit a new bid for a reduced level of funding.

TS then advised that there would be no RSIF funding awarded in 2022/23, although the intention was that the fund would be available in 2023/24.

On 10 May 2023, TS held a briefing for Local Authorities on plans for RSIF funding for 2023/24. They advised that £7.5million of funding has been confirmed nationally, with potential for this amount to be increased following the submission of funding bids. Further details of the award process are expected to be sent to Local Authorities later this month.

This page is intentionally left blank

# Transport and Environment Committee

10.00am, Thursday, 18 May 2023

## Secure On-Street Cycle Parking project – Progress Report

Executive/routine  
Wards

Executive  
All

### 1. Recommendations

---

- 1.1 It is recommended that Transport and Environment Committee notes:
- 1.1.1 The progress on installing the secure on-street cycle parking units;
  - 1.1.2 That the project has been awarded total funding of £806,600 by the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland’s Cycle Storage Fund; and
  - 1.1.3 The installation of an additional 200 units as Phase 2, prioritising units based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.

**Paul Lawrence**

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: [daisy.narayanan@edinburgh.gov.uk](mailto:daisy.narayanan@edinburgh.gov.uk)

## Secure On-Street Cycle Parking project – Progress Report

### 2. Executive Summary

---

- 2.1 This report provides an update on the delivery of the Secure On-Street Parking project. This follows a request from Committee to examine potential changes to the scheme, including the potential to price the scheme at less than the cost of a residents' parking permit.
- 2.2 The Council is seeking to complete the installation of Phase 1 and install a further 200 units as part of Phase 2 during 2023/24 and 2024/25 to meet the growing demand. The project has received total grant awards of £806,600 from the Scottish Government via the Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.

### 3. Background

---

- 3.1 The Secure On-Street Cycle Parking project provides a secure, ground level location for storing cycles typically for residents who live in tenements or similar flats. The aim is to reduce the risk of theft and mitigate issues associated with resident's cycles being stored in tenement or flat stairwells therefore enabling more use of the cycles for everyday journeys. The project supports walking and cycling policies detailed in the Council's Active Travel Action Plan.
- 3.2 On [21 February 2012](#), the thenTransport, Infrastructure and Environment Committee approved a pilot project to trial the installation of secure on-street cycle parking for use by residents. The pilot commenced in August 2014 on Lonsdale Terrace, Warrender Park Terrace, South Oxford Street and Douglas Crescent. The units were fully utilised and significant waiting lists formed for each site.
- 3.3 On [1 November 2016](#), Transport and Environment Committee considered a report on the outcomes of the trial. It approved a further roll out of 10 to 15 new locations (20 to 30 units) per year over a three-year period.
- 3.4 On [4 October 2018](#), Transport and Environment Committee approved a doubling of the number of units to be rolled out (to 180 units in total with six spaces per unit), with delivery accelerated to take place over a two year period.

- 3.5 A five-year contract for supply, installation and maintenance of the 180 units (Phase 1) was awarded to Cyclehoop Ltd and commenced in January 2019. The units provided capacity for 1,080 cycles.
- 3.6 On [22 April 2021](#)v, Committee approved Phase 2 of the project, to target the installation of a further 200 units by end of year 2023/2024. This will provide an additional 1,200 spaces, more than doubling the number of cycle spaces available.
- 3.7 This report provides a project update and consideration of potential changes to the scheme as requested by Committee. This includes the potential to charge users of the cycle parking less than the cost of a residents' parking permit.

## 4. Main report

---

### Current Position

- 4.1 Within Phase 1, 108 units out of the total 180 are now installed. Two years after the first installation, occupancy rates are over 99% (644 users) with 1,586 people currently on the waiting list for a space.
- 4.2 There have been delays with installation of the remaining Phase 1 units, principally due to issues with merging the required Traffic Regulation Orders (TROs) for the Secure On-Street Cycle Parking project with those required for several larger projects (such as the Strategic Review of Parking (SRP), new Controlled Parking Zones (CPZ), changes to existing CPZs and the Communal Bin Review).
- 4.3 Impacted areas include Leith, Georgie/Dalry, parts of the city centre/ west end and Stockbridge. Progression of the required TROs was paused to enable the projects listed in 4.3 to complete the statutory legal process to avoid overlap in the measures being proposed in the orders.
- 4.4 The next installation is now programmed for May to June 2023 and will complete the majority of installation of Phase 1. The exception being four locations where the TRO process has not yet been completed and any locations that encounter issues on site during installation.
- 4.5 Phase 2 installation (the further 200 units) is targeted to commence by the end of the 2023/2024 financial year (the proposed locations are shown in Appendices 2 and 3).
- 4.6 There are currently requests for 371 possible new locations comprising 741 individuals. On average, six new requests from residents are received each week.

### Current Pricing

- 4.7 Users pay a monthly charge of £6 to the supplier to use the service, in addition to an £25 initial deposit. Annual cost is £72 (not including initial deposit). The supplier sets aside £1 per month for each filled space which, based on 80% occupancy of 180 units, to create an annual income of £10,368 for the Council. This income is ring-fenced to meet the cost of any major repairs not allowed for within the contract

and/or potential future expansion of the scheme. Appendix 1 allows comparison of this charge with current parking permit charges.

- 4.8 Units have been damaged in one deliberate attack which was an unsuccessful attempt to break into a hangar. Repair costs were within the monthly ring-fenced repair fund. There have also been a few incidences of graffiti however the cost of repair and graffiti removal costs have not yet exceeded the monthly contingency fund.
- 4.9 While a comparison with parking charges is understandable and legitimate, it is worth noting that the cycle hangers require much more intensive management (due to the provision of lockable storage) as well as a specific repair and maintenance service that is not needed for on-street car parking spaces. The fees for cycle parking do not cover the capital cost of the units.
- 4.10 Reducing the current cycle parking charge whilst retaining the current service would require a subsidy, for which there is currently no provision in the Council budget. A £1 monthly reduction could be delivered by removing the element of charge that goes towards repair/replacement of damaged units but this would mean no funding would be available for these services and over time units could become non-functional.
- 4.11 To date, only five complaints have been received about the magnitude of the cycle parking charges. These complaints have tended to compare the cost per square metre relative to permit parking for motor vehicles.
- 4.12 For the reasons above, it is considered essential to continue charging fees on the existing level to maintain and expand the existing system. The supplier contract is due to be renewed in January 2024, although a one year extension option is available. During contract renewal process the Council will explore options for reduced charge for units located in areas of multiple deprivation and for people receiving benefits. This could be cross-subsidised by slightly higher charges outwith areas of deprivation.

### **Future Installation**

- 4.13 A clause in the existing contract with Cyclehoop allows for additional purchases to be made until the end of the contract in January 2024.
- 4.14 The project has been awarded funding of £806,600 for Phase 2 by Scottish Government via Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund
- 4.15 To track future demand, a system has been established to log numbers of new requests and cross reference against a suggested location's position in the Scottish Index of Multiple Deprivation (SIMD). A priority weighting could be given to requests in lower decile areas of the SIMD.
- 4.16 Having reviewed the work involved to date in delivering the current roll out, it has been found that the required preparatory work (principally the TRO process) has taken longer than expected.



- 4.17 The Council have reached an agreement with the supplier to provide an unspecified number of adapted units that can hold cargo or adapted cycles to improve the accessibility and inclusiveness of the project. These can be swapped with standard hangars within the agreed budget. Smaller units are also available which can be placed in narrower spaces.
- 4.18 In 2022, the project received a Scottish Transport Award for Excellence in Walking, Public Realm and Cycling in partnership with Cyclehoop and Glasgow City Council.

## **5. Next Steps**

---

- 5.1 The next steps for the project are to:
- 5.1.1 Continue with completing installation of cycle storage units from Phase 1;
  - 5.1.2 Prioritise units based on population density, existing coverage, number of requests and SIMD decile for Phase 2; and
  - 5.1.3 Consider upgrading the applications process to collect data on where adapted storage units would be most useful.

## **6. Financial impact**

---

- 6.1 The cost of purchase and installation of the new units (£806,600) will be funded by the Scottish Governments via Sustrans Places for Everyone Fund and Cycling Scotland's Cycle Storage Fund.
- 6.2 Sustrans will fund 70% and Cycling Scotland will fund 30% respectively.
- 6.3 Design and officer management costs will be met 100% from Sustrans. Therefore, no funds will be allocated to this project from the Capital Budget.

## **7. Stakeholder/Community Impact**

---

- 7.1 For each location in the first pool of 180 hangars, letters were sent to all businesses/residents likely to be impacted directly, up to a maximum distance of 50m, and to ward members including the Community Council. The data indicated an average approval rate of 70%. Unpopular locations were highlighted and removed from the target list.
- 7.2 For future roll outs this non-statutory process is not considered to be required given that lessons have been learned on what kind of locations prove to be popular. The statutory consultation as part of the TRO process allows people at the targeted locations to object to installation locations.

## **8. Background reading/external references**

---

- 8.1 Transport and Environment Committee report on [4 October 2018](#).
- 8.2 Transport and Environment Committee report on [22 April 2021](#).

## **9. Appendices**

---

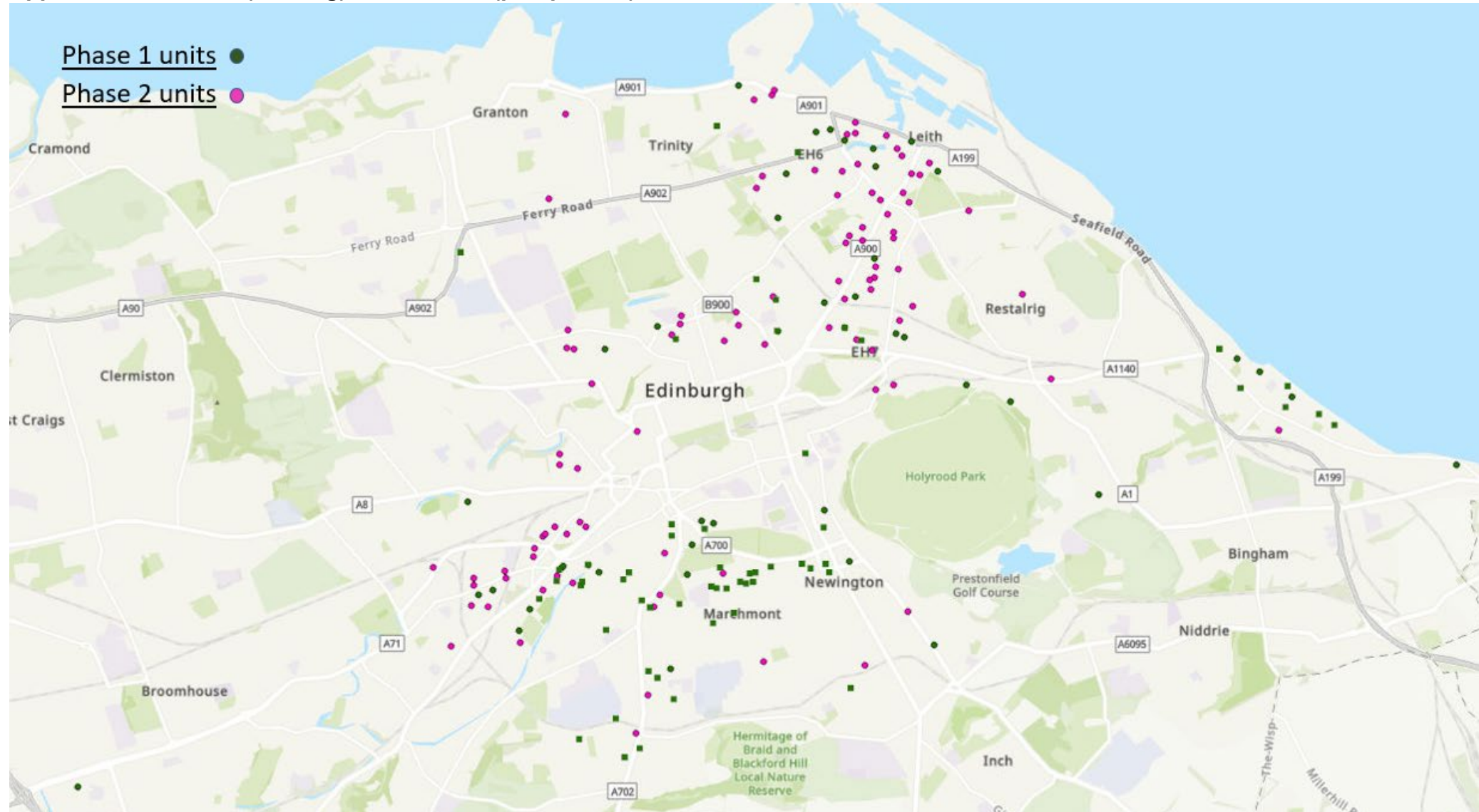
- 9.1 Appendix 1 - Existing Parking Charges.
- 9.2 Appendix 2 - Phase 1 (existing) and Phase 2 (prospective).
- 9.3 Appendix 3 - Phase 1 and 2 by SIMD.
- 9.4 Appendix 4 - Phase 1 and 2 by Population Density.
- 9.5 Appendix 5 - Phase 1 and 2 by Demand.
- 9.6 Appendix 6 - Phase 1 and 2 by Demand and Population Density.

## Appendix 1 – Existing Parking Charges

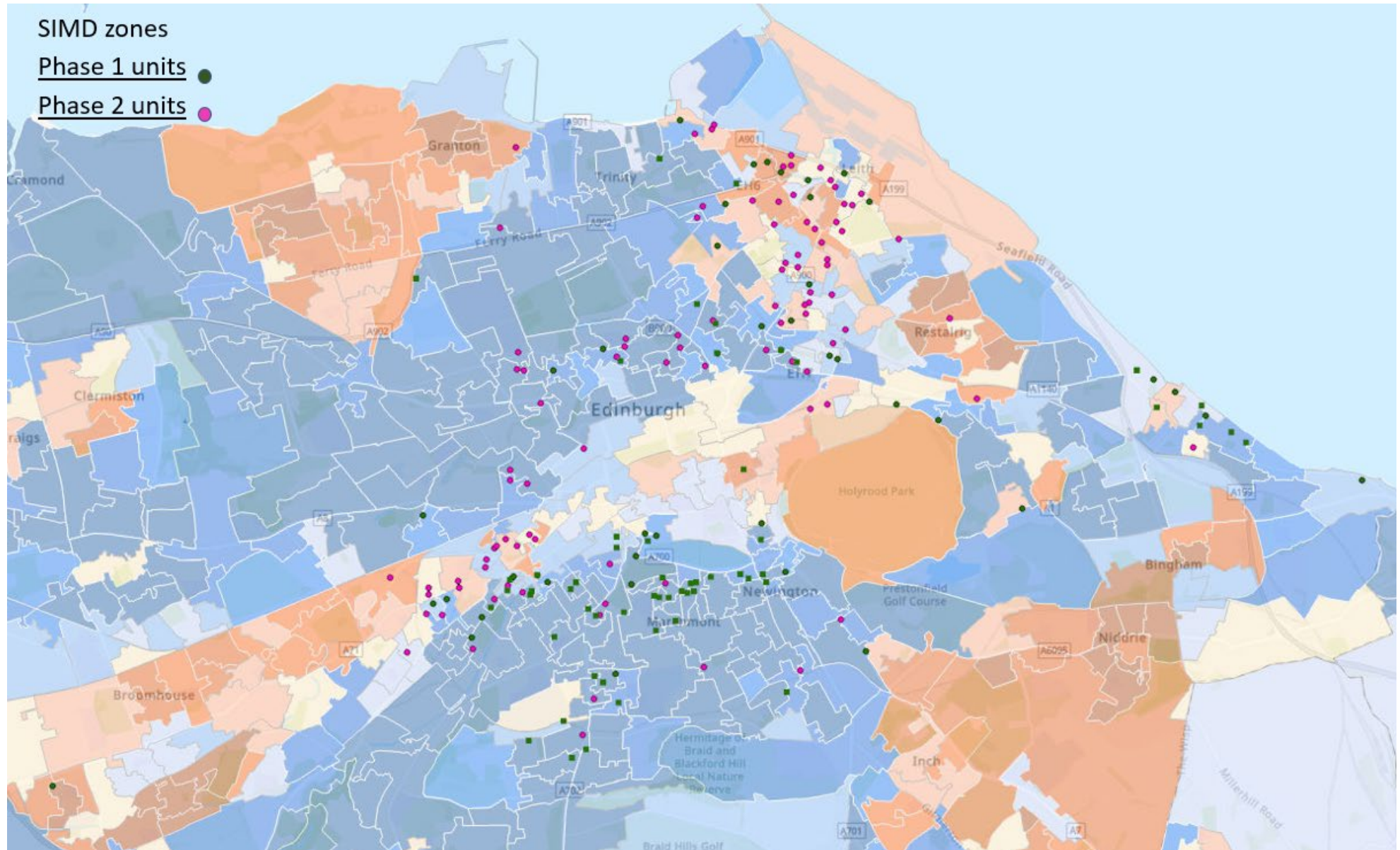
### Residents Permits - New Charges from 3 April 2023

		Bands	1	2	3	4	5	6	7
		Engine Size (cc)	0 to 1000	1001 to 1200	1201 to 1800	1801 to 2000	2001 to 2500	2501 to 3000	3001+
		CO <sub>2</sub> (g/km)	0 to 100	101 to 120	121 to 140	141 to 165	166 to 185	186 to 225	226+
Charges - Central Zones (1-4)	Permit 1	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £70.20	£55.80 £100.60 £167.60	£80.50 £145.20 £242.00	£98.20 £176.90 £294.90	£116.40 £209.70 £349.60	£153.00 £275.70 £459.50	£221.30 £398.80 £664.70
	Permit 2	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £84.30	£67.00 £120.70 £201.20	£100.70 £181.50 £302.50	£122.70 £221.20 £368.70	£145.50 £262.20 £437.00	£198.90 £358.40 £597.40	£287.70 £518.50 £864.10
Charges - All Other Zones (5-8, S1-S4 & N1-N5)	Permit 1	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £34.70	£27.20 £49.10 £81.90	£38.90 £70.20 £117.00	£47.20 £85.00 £141.70	£55.50 £100.10 £166.90	£72.10 £129.90 £216.50	£102.00 £183.80 £306.30
	Permit 2	3 Month Permit 6 Month Permit 12 Month Permit	Not Applicable Not Applicable £41.70	£32.70 £58.90 £98.30	£48.70 £87.70 £146.20	£59.00 £106.30 £177.10	£69.40 £125.10 £208.60	£93.70 £168.90 £281.50	£132.60 £238.90 £398.20

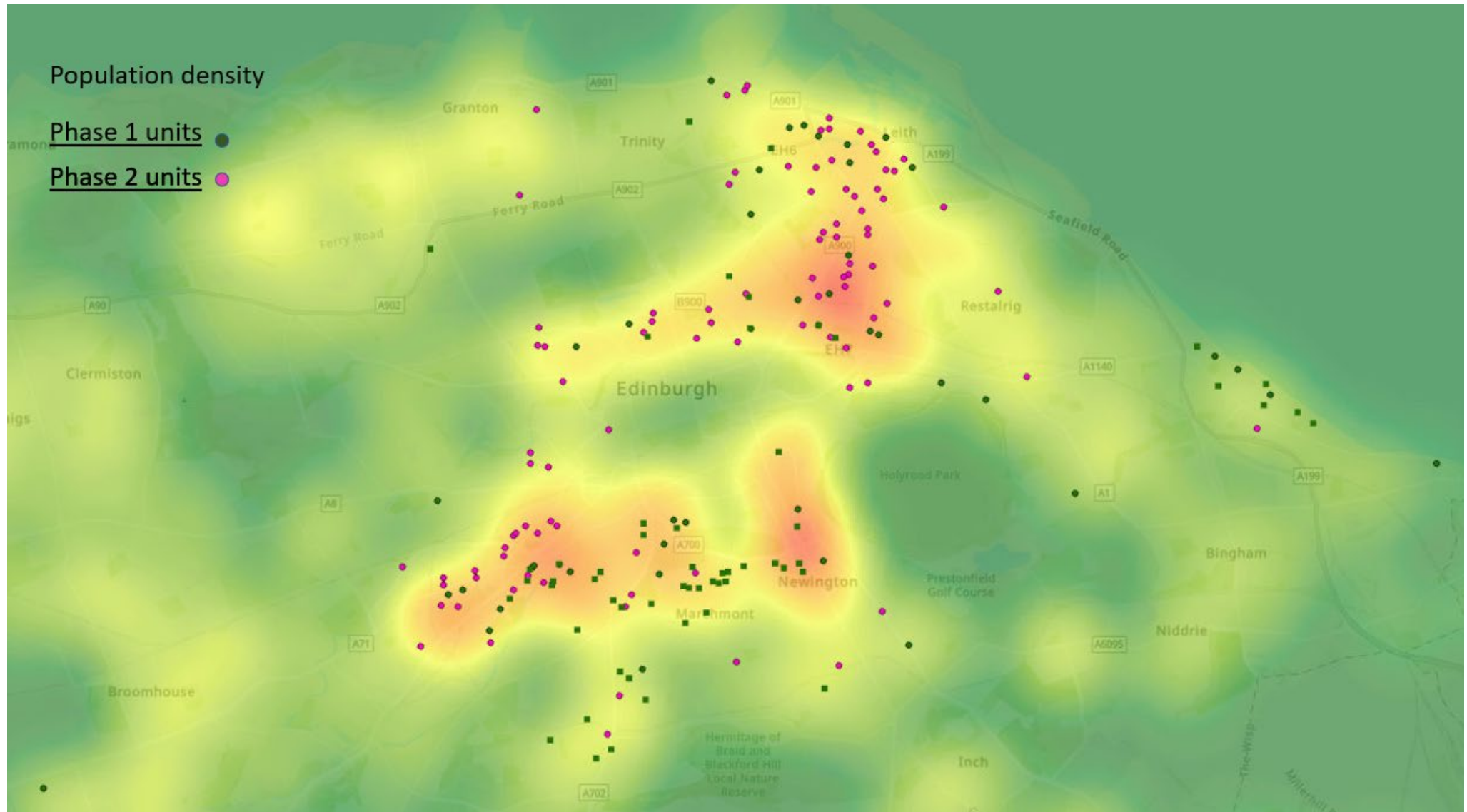
Appendix 2 - Phase 1 (existing) and Phase 2 (prospective)



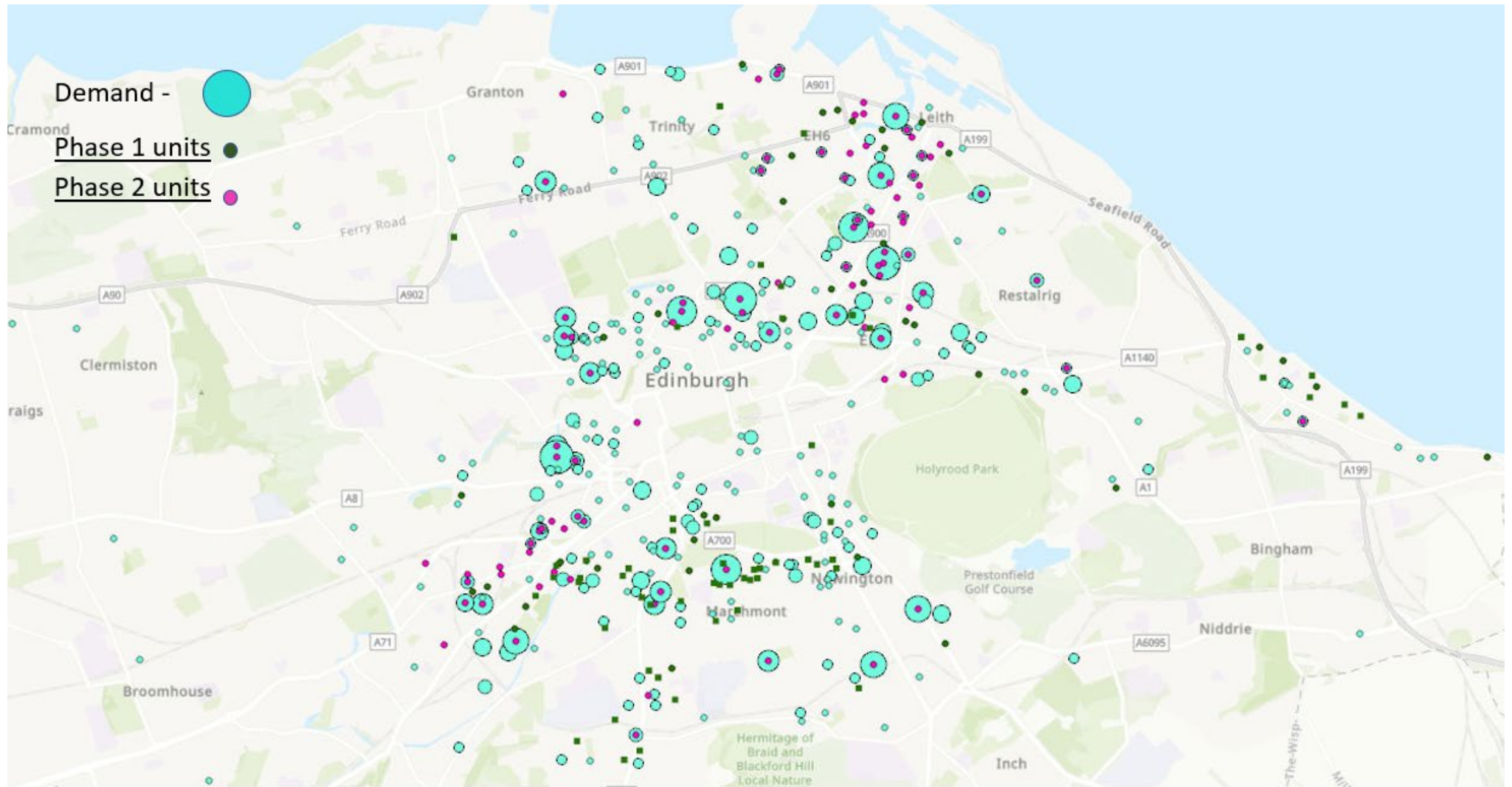
### Appendix 3 - Phase 1 and 2 by SIMD



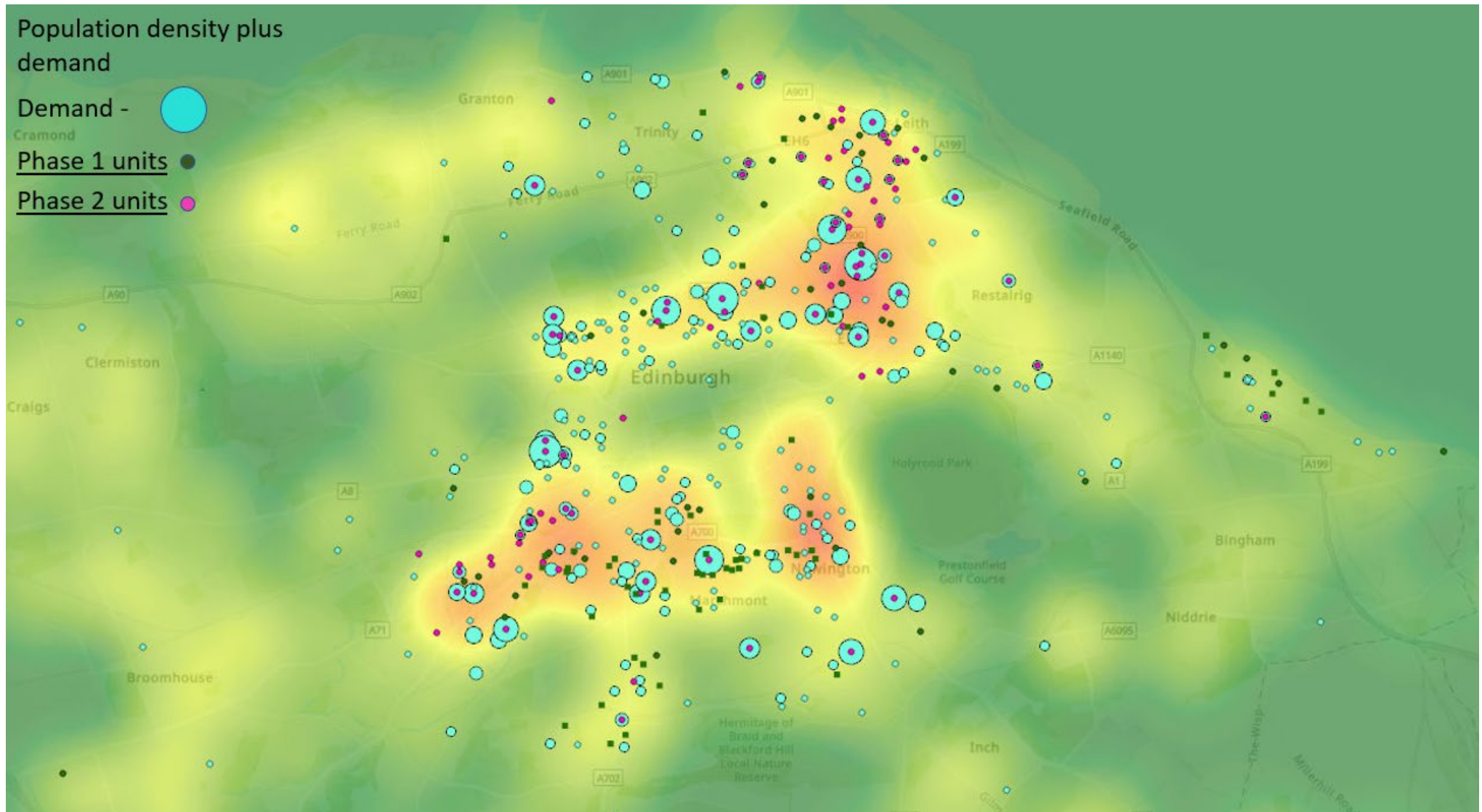
## Appendix 4 - Phase 1 and 2 by Population Density



## Appendix 5 - Phase 1 and 2 by Demand



## Appendix 6 - Phase 1 and 2 by Demand and Pop. Density





# Transport and Environment Committee

10.00am, Thursday, 18 May 2023

## Bus Partnership Fund - Strategic Business Case

<b>Executive Wards Council Commitments</b>	<b>Routine All</b>
--	------------------------

### 1. Recommendations

---

- 1.1 It is recommended that Committee note that:
  - 1.1.1 A Strategic Business Case for Bus Priority Measures along eight key corridors between the region and Edinburgh has been concluded. This identified a very strong case for bus priority interventions across all eight corridors with positive Benefit to Cost Ratios;
  - 1.1.2 Transport Scotland are currently reviewing the Strategic Business Case, as part of the gateway process.
  - 1.1.3 A grant award from Transport Scotland provides £1.05m for the next stages of the project;
  - 1.1.4 In order to deliver the next stages in the project, procurement of technical consultancy services is required and that this will be competitively tendered; and
  - 1.1.5 The next stages in the programme include significant public consultation exercises.

**Paul Lawrence**

Executive Director of Place

Contact: Daisy Narayanan Head of Placemaking and Mobility

E-mail: [daisy.narayanan@edinburgh.gov.uk](mailto:daisy.narayanan@edinburgh.gov.uk)

## Bus Partnership Fund - Strategic Business Case

### 2. Executive Summary

---

- 2.1 This report updates Committee on the production of the Strategic Business Case for Bus Priority Improvements on eight key transport corridors and notes that the project is expected to progress to the next stage of the programme immediately after a successful progression from the associated gateway review.

### 3. Background

---

- 3.1 To address the issue of increasing bus journey times and patronage decline, in 2019, the Scottish Government committed to providing a long-term investment totalling over £500m in the form of a [Bus Partnership Fund](#) (BPF). The desired outcomes of the BPF include:
- 3.1.1 Improve bus journey times and provide greater reliability, by prioritising bus over other types of traffic;
  - 3.1.2 Provide high-quality bus services which contribute to four priorities; to reduce inequality, take climate action, help deliver inclusive growth and improve health and well-being;
  - 3.1.3 To reduce congestion, through improved bus services;
  - 3.1.4 To fit with the partnership area's overall strategy for integrated transport, to encourage a modal shift from cars to more sustainable transport and reduce emissions; and
  - 3.1.5 To demonstrate partnership strength and commitment, including through 'match in kind' action and investment to further improve bus services, and working towards a [Bus Service Improvement Partnership](#) model.
- 3.2 The Edinburgh and South East Scotland City Region Deal (ESES CRD) was awarded £3.03m from the Scottish Government BPF in June 2021 for the delivery of the following:
- 3.2.1 Strategic Business Case (SBC) for Bus Priority Improvements on eight key corridors;
  - 3.2.2 Outline Business Case (subject to satisfactory SBC gateway review); and

3.2.3 Quick Win Bus Priority Measures (making permanent temporary schemes introduced during COVID).

- 3.3 On [3 November 2022](#), Committee received a wider update on the above.
- 3.4 The SBC has been developed through strong regional collaboration and has utilised the existing governance structures of the ESESCRD. The management and coordination of the SBC has been led by the City of Edinburgh Council.
- 3.5 To support the development and delivery of a UK Treasury Green Book compliant SBC, the Council appointed the multidisciplinary and specialist consultant Jacobs (UK) Ltd.

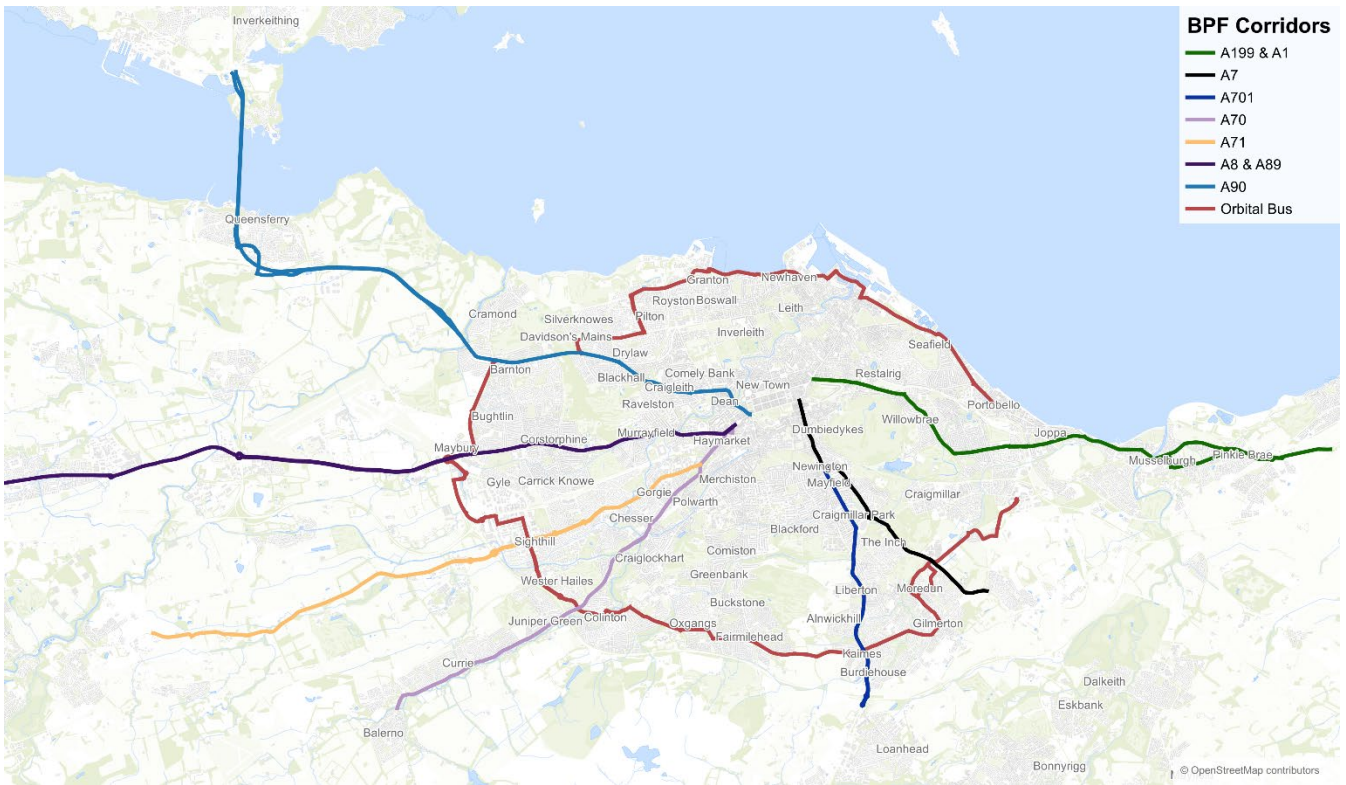
## 4. Main report

---

- 4.1 The SBC has highlighted limited public transport choices for cross-boundary trips, high amounts of congestion on the strategic road network and local corridors that buses use, which impacts on the attractiveness of public transport and results in a dominance of journeys by car across the region.
- 4.2 The scale and ambition of the proposals identified could help reduce bus journey times, improve reliability and increase the overall attractiveness the bus network across Edinburgh and South East Scotland. They also have the potential to significantly help towards taking action against climate change and reducing the number of kilometres made by car journeys.
- 4.3 The robust process to deliver the SBC has included the production of: a Case for Change, Transport Planning Objectives, Preliminary Options Appraisal and Detailed Options Appraisals. The Exec Summary is provided in Appendix 1 (the full report is available on request).

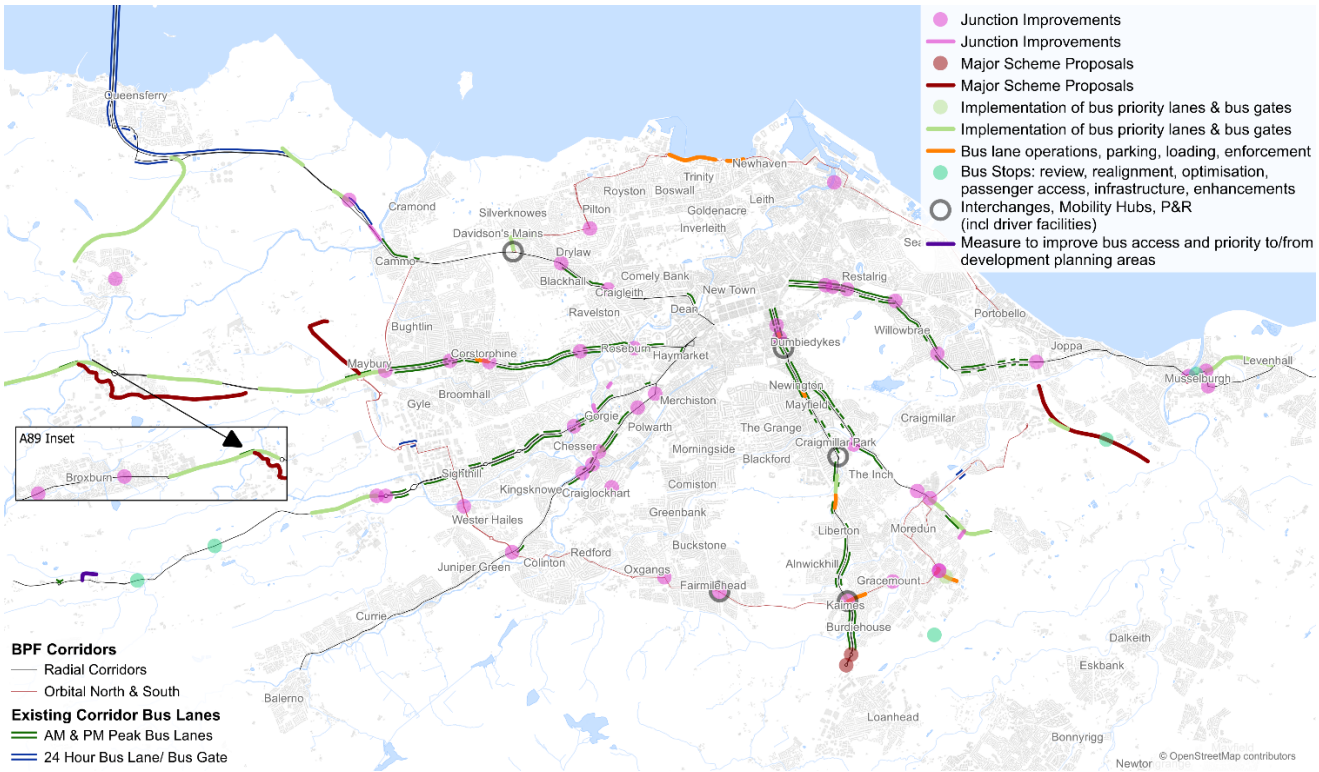
### **Corridors Assessed During SBC**

- 4.4 The SBC focussed on eight key corridors listed below and as presented in Figure 4.1.
- 4.4.1 A90 Forth Road Bridge to Edinburgh City Centre;
  - 4.4.2 A8 / A89 Broxburn to Edinburgh City Centre – developed through the West Edinburgh Transport Improvement Programme (WETIP) but captured at a strategic level;
  - 4.4.3 A71 Livingston to Edinburgh City Centre;
  - 4.4.4 A70 Balerno to Edinburgh City Centre;
  - 4.4.5 A701 Straiton to Newington;
  - 4.4.6 A7 Sheriffhall to Edinburgh City Centre;
  - 4.4.7 A1 and A199 Tranent Junction to Edinburgh City Centre; and
  - 4.4.8 Orbital north and south corridor within Edinburgh.



**Figure 4.1 SBC Corridors Examined**

4.5 Figure 4.2 below provides an indication of the types of intervention options that could potentially be delivered along each corridor.



**Figure 4.2 Intervention Options by Corridor**

## **Problems, Opportunities and Constraints**

- 4.6 Problems, opportunities and constraints have been identified through extensive engagement with local authorities, bus operators, bus user groups and community councils.
- 4.7 Over the last decade, bus patronage across Scotland has been declining, in part caused by longer bus journey times and increasing journey time unreliability. Within Edinburgh the reduction in passengers was less marked, but nevertheless patronage had plateaued.
- 4.8 Furthermore, COVID-19 had an immediate negative impact on the demand for bus travel. In response, Transport Scotland's Bus Priority Rapid Deployment Fund (BPRDF) delivered a package of quick-win interventions designed to improve bus priority at key hot-spot locations across the region. Passenger growth is now recovering, and initial data analysis shows the success of new priority measures in supporting passenger growth. Priority measures on the A1 corridor have been particularly successful with passenger volumes now 100% exceeding pre-COVID-19 levels.
- 4.9 The example above helps illustrate how investment in bus priority is a key action that can help encourage bus use. An additional package of ambitious bus priority improvements (delivered through the BPF) would provide an opportunity to further improve bus journey times and reliability, especially in comparison to car travel.
- 4.10 Generally, bus journey times in Edinburgh continue to increase as a result of congestion – by nearly 20% in the last 10 years on certain corridors. In the morning peak, major delays are typically at the first major upstream junction on the approach to the city (Barrton, Newbridge, Sheriffhall, The Jewel), evening peak delays tend to be closer to the city centre including Jock's Lodge, Morningside and Blackhall.
- 4.11 On-street parking and loading reduce effectiveness of bus priority. Roadworks also impact reliability and network resilience.
- 4.12 Limited city centre capacity has been identified as a constraint on future growth of bus services, with congestion on Queensferry Street and access to the bus station identified as key problems.
- 4.13 Decentralisation of key trip attractors, within and around Edinburgh, make it more challenging for attractors locations to be served by public transport. Investment in orbital services and associated infrastructure to reduce journey times for orbital movements is required to improve connectivity, support new development, and increase non-car mode shares for movements outside the city centre.
- 4.14 Opportunities include a growing city and region resulting in increased potential demand and heightened environmental awareness, encouraging a shift to sustainable modes.
- 4.15 A regional transport working group was established during the pandemic, and this successfully fostered excellent collaborative working between authorities, Transport Scotland and the bus operators. This partnership working continues in various forms and existing structures (in particular the Edinburgh Bus Alliance) provide

frequent opportunities to engage with bus operators to collaboratively develop the next stages of the project.

- 4.16 There is also opportunity to potentially expand Park and Ride and deliver new mobility hubs, where improved interchange between bus, tram, rail and active travel could also deliver passenger growth. There is also the potential to build upon other existing bus priority measures; including the new infrastructure installed during the pandemic.
- 4.17 Technology is a further key opportunity in terms of passenger information, flexible ticketing and bus priority through urban traffic control.
- 4.18 Constraints include historic street widths, which limit the opportunity for further bus lanes within Edinburgh.
- 4.19 There is strong competition for street space, with plans to further improve active travel provision as well as to deliver improved priority for buses and cater appropriately for other modes. City centre capacity is particularly challenging with a limited number of streets available for public transport, many bus stops at capacity and limited terminating capacity, particularly around the West End.

#### **Transport Planning Objectives**

- 4.20 Following consideration of the range of problems, opportunities and constraints, two Transport Planning Objectives (TPOs) have been identified to inform the preliminary and detailed appraisals (a necessary requirement of the business case process). These TPOs were developed collaboratively with bus operators and are as follows:
  - To reduce peak hour bus journey times on each corridor, as measured by bus companies' tracking data, by an average of 25% by 2029 compared to the baseline; and
  - To reduce peak hour bus journey time variability on each corridor, as measured by bus companies' tracking data, by an average of 50% by 2029 compared to the baseline.
- 4.21 Analysis to date suggests that a 10% reduction in journey time and a 25% reduction in journey time variability is possible based on identified BPF interventions. Non-infrastructure measures will also need to be delivered through match-in-kind initiatives (e.g. limited stop services, timetabling, smart ticketing) to help speed up services.
- 4.22 For the purposes of the strategic appraisal, interventions have been packaged into two categories (Package A and Package A+) and evaluated by corridor.
- 4.23 Package A are route corridor treatments comprising of a series of measures. The different types of interventions include:
  - Junction Improvements;
  - Bus Priority Lanes and Bus Gates;
  - Bus Lane operations, parking, loading and enforcement;
  - Bus Stop Enhancements;

- Interchanges, Mobility Hubs and Park and Ride; and
- Improve bus access and priority to/ from development planning areas.

4.24 Package A+ includes potential measures presented above in Package A with additional specific Major Scheme Proposals by corridor, which include:

- A1 – Hard Shoulder Running;
- A199 – Musselburgh Gyratory;
- A701 – Public Transport and Active Travel only route: Linked to the A701 Relief Road;
- A8/A89 – Harvest Road bus bypass of Newbridge Roundabout; and
- Orbital – Public Transport and Active Travel only link over the Fife Railway Line to connect Craigs Road and the Proposed Gogar Access Road.

4.25 The capital costs of potential infrastructure improvements have been calculated based on low and high estimates reflecting uncertainty (at SBC stage). Values have been estimated based on benchmarked costs for each of the option types, on a corridor basis (as presented in Figure 4.2), and by incorporating the assumptions set out in The Cost to Government section of the full SBC report; based on recent experience of the project team on the outturn costs of similar projects.

4.26 Table 4.1 below details the median estimates for the capital cost of the interventions. Note, as appropriate at this stage in the project, an optimism bias of 44% has been applied to the figures below.

	Package A	Package A+
	Median	Median
A90	£25.25m	£25.25m
A8 & A89	£57.05m	£118.6m
A71	£7.35m	£7.35m
A70	£16.95m	£16.95m
A701	£16m	£29.75m
A7	£10.8m	£10.8m
A1 & A199	£9.45m	£31.25m
Orbital	£6.7m	£6.7m
<b>All Corridors</b>	£149.55m	£246.65m

**Table 4.1 – BPF Corridor Option Median Cost Estimates (2022 Prices)**

4.27 Table 4.2 below summarises the overall Benefit Cost Ratio (BCR) for all corridors by Package. A breakdown of the estimated BCR for each individual corridor is provided in the Appendix 1.

	Package A		Package A+	
	Low Cost	High Cost	Low Cost	High Cost
Average for All Corridors	4.3	3.0	2.7	1.8

**Table 4.2 – Overall Benefit to Cost Ratio (BCR) for all Corridors by Package**

- 4.28 The economic appraisal of bus priority measures suggests that both packages demonstrate a strong case in terms of value for money and are anticipated to result in significant economic benefits for bus users across all eight corridors.

### **Further Appraisal and Outline Business Case**

- 4.29 At this SBC stage, a comprehensive assessment of all monetised costs and benefits is not required but will follow during the next stages in the project. However, analysis to date provides the confidence that the scheme benefits are expected to be greater than costs, and hence the project can be justified on value for money grounds.
- 4.30 Transport Scotland are currently reviewing the SBC and have already provided £1.05m towards the next stages in the project (as part of the original grant award).
- 4.31 In order to complete the next steps in the project, further appraisal work (which includes; Outline Business Cases, technical assessments and design development work) will be followed by a public consultation exercise.
- 4.32 A key area for consultation will focus on the corridor options. Public consultees will be provided a summary of the multi-criteria analysis and views will be sought prior to selection of a preferred corridor intervention. A Communications, Engagement and Public Consultation strategy will deliver a three-month public consultation.
- 4.33 Taking account of the time the consultation will take to prepare, conduct and analyse, it is anticipated that the work to complete the next stages in appraisal/OBC will take approximately 15-months.

### **A Ninth Corridor**

- 4.34 During the development of the SBC, discussions with stakeholders and bus operators (along with the evidence collected) highlighted the potential for bus priority interventions on the Morningside (A702) corridor. As part of the SBC gateway review with Transport Scotland, a request was made to add the A702 corridor to the scope of the OBC (forming a total of nine corridors to be assessed in the OBC). This request was approved, and therefore, the OBC will now examine nine corridors.

### **Park and Ride**

- 4.35 Park and Ride is recognised within [STPR2](#) as an interchange measure that can strongly support policy targets (such as the national aim to reduce car kilometres by 20%. Note: Edinburgh targets 30% reduction in car kilometres). Discussions with stakeholders and bus operators during the development of the SBC highlighted the importance of Park and Ride. As it currently stands, a significant enhancement of the South East Scotland's Park and Ride offer would not be funded as part of the scope of the BPF. However, the Council is seeking clarity from Transport Scotland on Park and Ride enhancement funding opportunities, and if these are being progressed through the STPR2 Delivery Plan or other routes.



## Quick Wins

- 4.36 Separate to development of the OBC, the upgrade and enhancement of the A90 Queue Management System and installation of a bus lane enforcement camera on the A70 are being proposed as Financial Year 2023/2024 Quick Wins.

## 5. Next Steps

---

- 5.1 Noting that the SBC has identified a very strong case for bus priority interventions, it will be presented to the ESESCRD Joint Committee on the 2 June 2023, recommending that works on the next stage of project commence at the earliest opportunity (i.e. following the successful progression of the gateway review).
- 5.2 As specialist consultancy support is required to undertake and complete the OBC, the intention is to procure the required consultancy support via a mini-competition on Lot 2 of the Scotland Excel Engineering and Technical Consultancy framework. To mitigate the procurement of consultancy support elongating the overall Programme, preparatory procurement activities have already commenced.
- 5.3 Subject to 5.2, appointment of the preferred consultant and initiating the inception of the OBC and the next stage will commence in due course. As an early deliverable, the consultant will be required to produce a Project Delivery Plan which will include a Communications, Consultation and Engagement Strategy.
- 5.4 Strong regional collaboration and the existing governance structures in place (ESESCRD and EBA) performed well to successfully deliver the SBC therefore, the Council, along with Regional Partners and bus operators, will continue to utilise these structures to develop and deliver the next stages of the project.
- 5.5 Committee will be kept updated on project progress in due course.

## 6. Financial impact

---

- 6.1 The cost to deliver the next stage of the BPF is funded through a Transport Scotland grant award. Current funding allocations are detailed below:
- £1.05m to deliver the OBC; and
  - £88,000 to cover Project Management costs.

## 7. Stakeholder/Community Impact

---

- 7.1 The input of stakeholders (including local residents, key stakeholder groups, businesses, interest groups, people with protected characteristics and the general public) will be critical in delivering the Bus Priority proposals.
- 7.2 Communications are already being delivered via the Council's website and social media and will be maintained during the next stage of project.

- 7.3 Furthermore, an extensive and detailed public consultation is a requirement of the OBC process.
- 7.4 The public consultation will be publicised on the Council's Consultation Hub to garner detailed feedback on the scheme.
- 7.5 An Integrated Impact Assessment (IIA) is being developed as part of the SBC process and will be maintained throughout the design process.
- 7.6 In preparing the OBC, the specialist consultants commissioned will undertake an Economic appraisal of the project; in line with UK Treasury Green Book guidelines. The outcomes of this work will be published as part of the full OBC and will confirm: the Cost-Benefit Analysis, the benefit to the economy, plus other economic and non-economic considerations (including; local job creation, sustainability, increased property values, any increased visitor spend, health, public safety and the urban environment).

## **8. Background reading/external references**

---

- 8.1 [City Mobility Plan](#)
- 8.2 [City Plan](#)
- 8.3 [Public Transport Action Plan](#)

## **9. Appendices**

---

- 9.1 Strategic Business Case – Executive Summary (the full SBC is available on request).

Edinburgh and South East Scotland Corridors  
Bus Partnership Fund

## Strategic Business Case Executive Summary

Edinburgh and South East Scotland City Region Deal

15 February 2023



## Edinburgh and South East Scotland Corridors Bus Partnership Fund Strategic Business Case Executive Summary

**Client name:** Edinburgh and South East Scotland City Region Deal  
**Project name:** Edinburgh and South East Scotland Corridors Bus Partnership Fund  
**Client reference:** CEC **Project no:** BESP0023  
**Revision no:** 1 **Project manager:** Grant Davidson  
**Date:** February 2023 **Prepared by:** Iain Esslemont / Tom Bisset  
**Doc status:** Draft **File name:** ESES Corridors BPF Strategic Business Case 150223 EXEC SUMMARY.docx

### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	15.02.23	Draft	IE / TB	LMZ	GD	ST

### Distribution of copies

Revision	Issue approved	Date issued	Issued to	Comments

---

#### Jacobs U.K. Limited

160 Dundee Street  
Edinburgh, EH11 1DQ  
United Kingdom

T +44 (0)131 659 1500  
F +44 (0)131 228 6177  
www.jacobs.com

---

Copyright Jacobs U.K. Limited © 2023.

All rights reserved. The concepts and information contained in this document are the property of the Jacobs group of companies. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. Jacobs, the Jacobs logo, and all other Jacobs trademarks are the property of Jacobs.

NOTICE: This document has been prepared exclusively for the use and benefit of Jacobs' client. Jacobs accepts no liability or responsibility for any use or reliance upon this document by any third party.

## Executive Summary

The Strategic Business Case has identified a very strong case for bus priority interventions across all eight corridors (in scope of the study) to improve bus journey times and reliability across the Edinburgh and South East Scotland City Region. These, in conjunction with wider policy and match-in-kind proposals, have the potential to significantly improve the attractiveness and efficiency of the bus network, helping meet national, regional and local climate change and car kilometre reduction targets.

### Scottish Government Bus Partnership Fund

In its 2019 Programme for Government, the Scottish Government committed to providing a long-term investment of over £500m in the form of a Bus Partnership Fund (BPF)<sup>1</sup>. To address the issue of increasing congestion and patronage decline, the BPF aims to deliver targeted bus priority measures on local and trunk roads. This formed part of Scotland's response to the climate emergency. The desired outcomes of the BPF are:

- To improve bus journey times and provide greater reliability, by prioritising bus over other types of traffic.
- To provide high-quality bus services which contribute to the four priorities of the NTS2 vision – to reduce inequality, take climate action, help deliver inclusive growth and improve health and well-being.
- To reduce congestion, through improved bus services.
- To fit with the partnership area's overall strategy for integrated transport, to encourage a modal shift from cars to more sustainable transport and reduce emissions.
- To demonstrate partnership strength and commitment, including through 'match in kind' action and investment to further improve bus services, and working towards a Bus Service Improvement Partnership model.
- For the lead local authority and its partners to deliver the proposed developments effectively, with local political buy-in.

The Edinburgh and South East Scotland City Region Deal (ESES CRD) was awarded £3.03m from the Scottish Government BPF in June 2021 for the delivery of the following:

- Strategic Business Case (SBC) for Bus Priority Improvements on key corridors;
- Outline Business Case (subject to satisfactory SBC gateway review); and
- Quick Win Bus Priority Measures (making permanent, temporary schemes introduced during COVID).

### Strategic Business Case Corridors

Jacobs (UK) Ltd has been appointed by the City of Edinburgh Council, on behalf of the ESES CRD and the Edinburgh Bus Alliance, to develop a Strategic Business Case (SBC) for bus priority on key corridors to, from and within Edinburgh. Subject to a satisfactory gateway review this would be a prelude to undertaking an Outline Business Case (OBC) for the agreed corridors.

The corridors in scope of the SBC are illustrated in the Figure 1 below. The extents of each corridor are:

- A90 Forth Road Bridge to Edinburgh City Centre
- A8 / A89 Broxburn to Edinburgh City Centre – developed through the West Edinburgh Transport Improvement Programme (WETIP) but captured at a strategic level
- A71 Livingston to Edinburgh City Centre
- A70 Balerno to Edinburgh City Centre
- A701 Straiton to Newington
- A7 Sheriffhall to Edinburgh City Centre
- A1 & A199 Tranent Junction to Edinburgh City Centre
- Orbital north and south corridors within Edinburgh

---

<sup>1</sup> <https://www.transport.gov.scot/public-transport/buses/bus-partnership-fund/>

Figure 1: Corridors within SBC scope

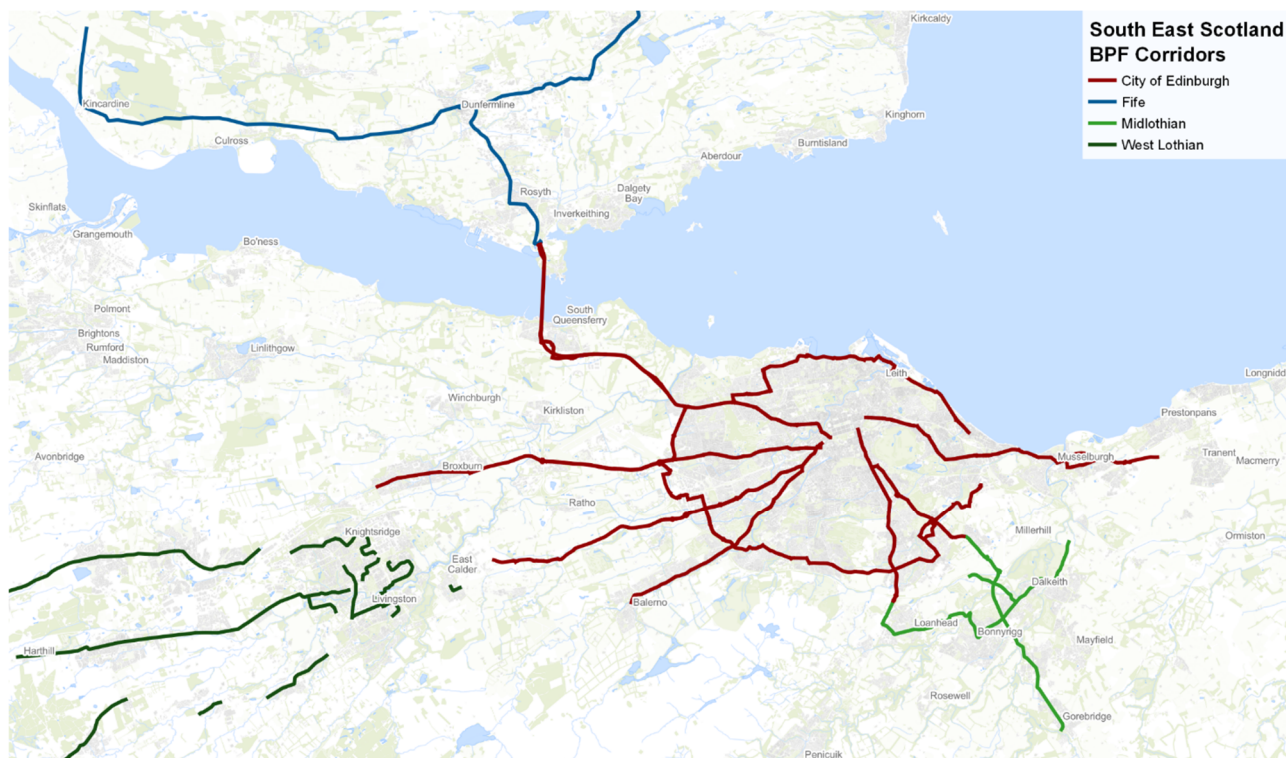


### Regional Coordination

The ESESCRD BPF Programme initiated the Edinburgh Bus Alliance (EBA) which is attended by all six Local Authorities (in the City Region Deal), Bus Operators, Bus Users Scotland and SEStran. The EBA and the ESESCRD Transport Appraisal Board (TAB) have been used as the key governance forums to oversee the completion of the SBC.

Close coordination has been maintained with West Lothian, Midlothian and Fife who are also delivering local BPF proposals (illustrated in Figure 2 below) through the EBA, TAB and BPF Project Managers forum chaired by SEStran.

Figure 2: ESESCRD BPF Corridors and Local BPF Corridors



## Bus Priority

Enabling improved bus priority is one of the actions that can help encourage bus use. The ESESCRD BPF package could deliver this outcome through improving bus reliability and journey times, especially in relation to car. Consequently, bus operators may benefit from a virtuous circle of increasing passenger revenue and a relative reduction in operating costs. This will improve network viability and, as a result:

- deliver a more sustainable, inclusive transport system, meeting local aspirations as well as local, regional and national policies; and
- reduce resulting air pollution and carbon emissions, by encouraging modal shift from the private car to the bus.

Improving bus reliability and journey times is a key objective of the EBA. The creation of this alliance will support the development of strong joint working arrangements between authorities and bus operators and, in due course, the effective creation of a Bus Service Improvement Partnership (BSIP) or a similar governance model.

## Strategic Business Case

The SBC demonstrates the Case for Change; why the investment is needed. It reviews potential options and provides sufficient confidence to decision-makers and stakeholders that the scheme(s) is(are) likely to be affordable and deliverable and can progress to the OBC stage.

## Strategic Dimension

The Case for Change and Preliminary Appraisal forms the key element of the Strategic Dimension of the SBC and is intended to demonstrate why the investment is required.

Problems and opportunities have been identified for each of the BPF corridors with the aim to understand why change is needed, where change is required and what changes will make a difference.

The Case for Change evidences the need for change through an extensive review of the policy context, relevant datasets (including bus operator data, and outputs from stakeholder engagement).

Bus journey time analysis has been undertaken on datasets that have been collected and provided to Jacobs by Lothian Buses. The baseline dataset adopted, covers a seven-day period in November 2019 with analysis completed on weekday data only (Monday 11<sup>th</sup> to Friday 15<sup>th</sup> November). More limited data from other operators has also been made available to validate the core analysis.

These datasets have all been used to assemble evidence of problems, opportunities and constraints that are relevant to each of the BPF corridors.

### **Problems, Opportunities and Constraints**

Problems, opportunities and constraints have been identified through extensive engagement with local authorities, bus operators, bus user groups and community councils.

Prior to the COVID-19 pandemic, across Scotland, bus patronage has been declining in recent years, in part caused by longer bus journey times and increasing journey time unreliability. Across the Edinburgh city region, the reduction in passengers was less marked, with growth on some corridors, particularly from Fife. Nevertheless, within Edinburgh, patronage had plateaued, partly as a result of increasing journey times and changing travel patterns.

COVID-19 had an immediate negative impact on the demand for bus travel. In response Transport Scotland's Bus Priority Rapid Deployment Fund (BPRDF) delivered a package of quick-win interventions designed to improve bus priority at key hot-spot locations across the region. Passenger growth is now recovering and initial data analysis shows the success of new priority measures in supporting passenger growth. Priority measures on the A1 corridor have been particularly successful with passenger volumes now exceeding 100% of pre-COVID-19 levels.

The example above helps illustrate how investment in bus priority is a key action that can help encourage bus use. An additional package of ambitious bus priority improvements (delivered through the BPF) would provide an opportunity to further improve bus journey times and reliability, especially in relation to car.

Generally, bus journey times continue to increase as a result of congestion – by nearly 20% in the last 10 years on certain corridors. In the morning peak, major delays are typically at the first major upstream junction on the approach to the city (Barnton, Newbridge, Sheriffhall, The Jewel), evening peak delays tend to be closer to the city centre including Jock's Lodge, Morningside and Blackhall.

On-street parking and loading reduce effectiveness of bus priority, roadworks also impact reliability and network resilience.

Limited city centre capacity has been identified as a constraint on future growth of bus services with congestion on Queensferry Street and access to the bus station identified as key problems.

Decentralisation of key trip attractors within and around Edinburgh makes these locations less accessible by public transport. Investment in orbital services and associated infrastructure to reduce journey times for these movements is required to improve connectivity, support new development, and increase non-car mode shares for movements outside the city centre

Other problems identified included increasing costs; non-core routes are becoming increasingly unsustainable - resulting in inequality of access and social exclusion. A key challenge is the need to invest in networks and vehicles while operating profitably with minimum subsidy.

Opportunities include a growing city and region and increased environmental awareness, encouraging a shift to sustainable modes. There is the potential to build upon some good existing bus priority, including new infrastructure delivered as part of the BPRDF, and the excellent collaborative working between authorities, Transport Scotland and the bus operators that helped deliver this. There is the potential to expand Park & Ride and deliver new mobility hubs where improved interchange between bus and active travel could also deliver passenger growth.

Technology is also a key opportunity, in terms of passenger information, flexible ticketing and bus priority through urban traffic control.

Constraints include historic street widths which limit the opportunity for further bus lanes within Edinburgh. There is strong competition for street space with plans to further improve active travel provision as well as deliver improved priority for buses and cater appropriately for other modes. City centre capacity is particularly



challenging with a limited number of streets available for public transport, many bus stops at capacity and limited terminating capacity, particularly around the West End.

### Transport Planning Objectives (TPOs)

Following consideration of the range of problems, opportunities and constraints that affect transport across all corridors, relevant local, regional and national policy, and the aspirations of stakeholders, two TPOs have been identified to inform the preliminary and detailed appraisals:

**1. To reduce peak hour<sup>2</sup> bus journey times on each corridor, as measured by bus companies' tracking data, by an average of 25% by 2029 compared to the baseline<sup>3</sup>.**

**2. To reduce peak hour<sup>2</sup> bus journey time variability on each corridor, as measured by bus companies' tracking data, by an average of 50% by 2029 compared to the baseline<sup>3</sup>.**

Analysis to date suggests that a 10% reduction in journey time and a 25% reduction in journey time variability is possible based on identified BPF interventions. Non-infrastructure measures will also need to be delivered through match-in-kind initiatives – e.g. limited stop services, timetabling, smart ticketing - to help speed up services.

### Economic Dimension

The purpose of the Economic Dimension is to undertake sufficient analysis and demonstrate that there is a realistic prospect of the scheme representing 'value for money' (VfM), and that further development of the scheme to OBC is justified.

The Economic Dimension summarises the option development process set out in the Case for Change, considering an initial long list of options, which have been assessed in the preliminary appraisal. The resulting short list of options has been packaged before detailed appraisal has been undertaken against the package of interventions for each corridor.

### Option Refinement and Packaging

Option generation and sifting has been informed by an engagement process with key stakeholders, including operators, user groups and local and regional authorities. Options have been combined into groupings defined by the type of intervention; ten groupings were developed to be assessed through the Preliminary Appraisal.

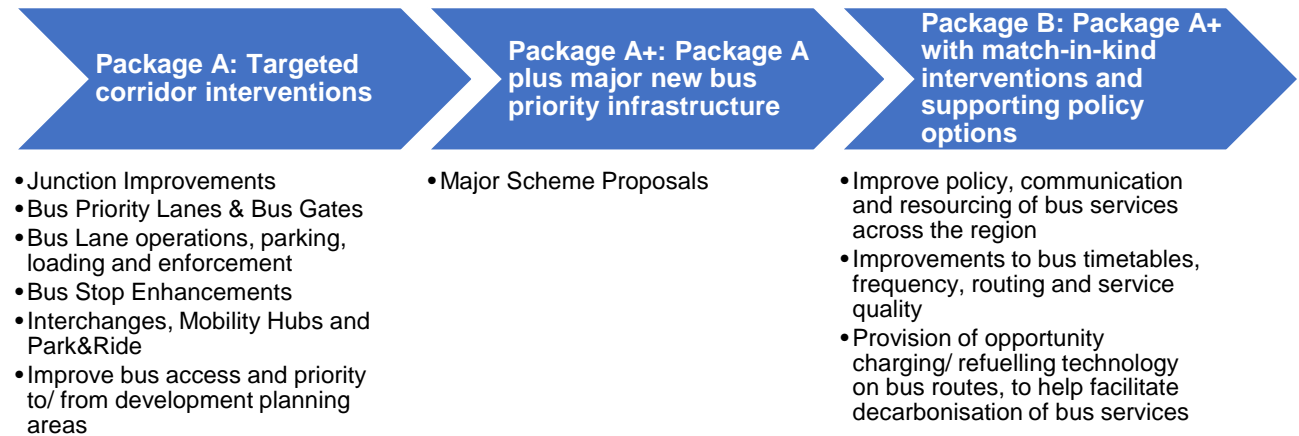
The Option Groupings that were considered in the Preliminary Options Appraisal were built up from individual options that had been generated for each of the corridors, plus the networkwide options. Options taken forward for further consideration have been grouped into three packages as shown in Figure 3.

---

<sup>2</sup> Monday to Friday AM 08:00-09:00, PM 17:00-18:00

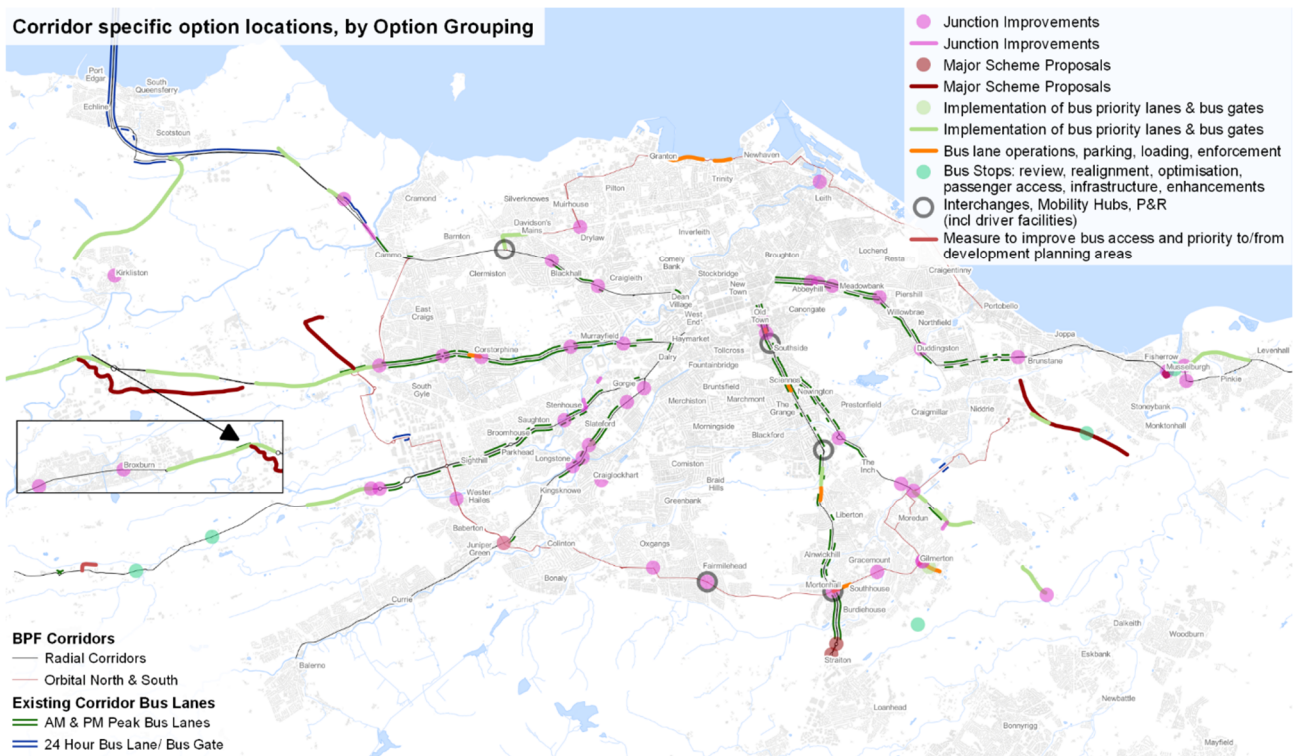
<sup>3</sup> Based on 2019 Bus Operator Data using 2022 Bus Operator Data as a sense check

Figure 3: Option Packages



Options with specific locations on each of the BPF corridors have been mapped by option grouping as illustrated in Figure 4.

Figure 4: Corridor specific option locations, by Option Grouping



**Approach to Appraisal**

At this SBC stage, a comprehensive assessment of all monetised costs and benefits is not required but will follow at the OBC stage. However, analysis to date provides the confidence that the scheme benefits are expected to be greater than costs, and hence the project can be justified on VfM grounds and further work to develop the proposal is warranted. We have set out a proportionate method for the assessment of the likely impacts from the proposed bus priority measures on each of the eight BPF corridors considered.

The average journey time savings calculated for the morning and evening peak have been used to undertake a proportionate appraisal of the bus priority measures proposed at this stage. The journey time data provided by Lothian Buses has been utilised where possible to calculate levels of journey time savings

along with evidence-based assumptions for some options. Journey time savings associated with the largely non-infrastructure, policy-type interventions in Package B have not been quantified.

### Cost to Government

The capital costs of infrastructure improvements have been calculated based on low and high estimates, reflecting uncertainty. Values have been estimated based on benchmarked costs for each of the option types, on a corridor basis, and by incorporating the assumptions set out in The Cost to Government section of the report, based on recent experience of the team on the outturn costs of similar projects:

This has derived the cost estimates for each corridor excluding optimism bias. An optimism bias value of 44% has been applied to these costs with resulting cost estimates shown in Table 1.

**Table 1: BPF Corridor Option Cost Estimates (2022 Prices)**

Corridor	Excluding Optimism Bias				Including Optimism Bias			
	Package A		Package A+		Package A		Package A+	
	Low	High	Low	High	Low	High	Low	High
A90	£11.8m	£23.3m	£11.8m	£23.3m	£17.0m	£33.5m	£17.0m	£33.5m
A8 & A89	£38.2m	£41.1m	£67.7m	£97.0m	£55.0m	£59.1m	£97.5m	£139.7m
A71	£4.4m	£5.8m	£4.4m	£5.8m	£6.3m	£8.4m	£6.3m	£8.4m
A70	£9.3m	£14.3m	£9.3m	£14.3m	£13.3m	£20.6m	£13.3m	£20.6m
A701	£8.8m	£13.4m	£16.9m	£24.4m	£12.6m	£19.4m	£24.4m	£35.1m
A7	£5.7m	£9.3m	£5.7m	£9.3m	£8.2m	£13.4m	£8.2m	£13.4m
A1 & A199	£5.1m	£8.1m	£19.2m	£24.3m	£7.3m	£11.6m	£27.6m	£34.9m
Orbital	£3.4m	£5.9m	£3.4m	£5.9m	£4.9m	£8.5m	£4.9m	£8.5m
<b>All Corridors</b>	<b>£86.7m</b>	<b>£121.2m</b>	<b>£138.4m</b>	<b>£204.3m</b>	<b>£124.6m</b>	<b>£174.5m</b>	<b>£199.2m</b>	<b>£294.1m</b>

### Value for Money

The economic appraisal of bus priority measures suggests that each of the packages are anticipated to result in significant economic benefits for bus users. At this stage of business case development packages predominantly provide a VfM category in the 'High' or above category for Package A. Higher cost major scheme proposals as part of Package A+ result in a lower VfM category for applicable corridors.

Benefit to cost ratios for each corridor and package assessed are given in Table 2 below.

**Table 2: Benefit to Cost Ratio (BCR) for Corridors and Infrastructure Packages**

Corridor	Package A (BCR)		Package A+ (BCR)	
	Low Cost	High Cost	Low Cost	High Cost
A90	3.4	1.7		
A8 & A89	2.2	2.0	1.2	0.9
A71	5.6	4.2		
A70	3.3	2.1		
A701	4.5	2.9	2.3	1.6
A7	7.7	4.7		
A1 & A199	12.8	8.0	3.5	2.8
Orbital	13.1	7.5		
<b>All Corridors</b>	<b>4.3</b>	<b>3.0</b>	<b>2.7</b>	<b>1.8</b>

### Summary

The interventions identified in the SBC are aligned with the BPF Grant Criteria, National policy (NTS2, STPR2, Climate Plan, NFP4), Regional policy (SEStran Regional Transport Strategy and CRD Regional Prosperity Framework) and local policy such as Edinburgh's City Mobility Plan (CMP) and Public Transport

Action Plan (PTAP). They consider integration with active travel and are aligned with the Circulation Plan and associated Streetspace Allocation Framework and the recently published Active Travel Action Plan (ATAP). Interventions are also consistent with neighbouring local authority BPF proposals, transport plans and wider policies.

The SBC appraisal indicates there would be significant economic benefits for bus users on all eight corridors if the proposed bus priority interventions were implemented. Each of the corridors assessed has a strong case in terms of value for money, including the corridors in the South and East (A1/A199, A7 & A701). Based on this, it is proposed that a single OBC is delivered during the next stage assessing all eight corridors as one holistic project. This enables an integrated approach for transport modelling (e.g., where orbital interfaces with arterial corridors), reporting and project management requirements.

## Transport and Environment Committee

10.00am, Thursday, 18 May 2023

### Communal Bin Review Update

Executive/routine Wards Council Commitments	Executive All
---	------------------

#### 1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Note the outcome of the performance monitoring for Phase 1 (Appendix 1);
  - 1.1.2 Note the progress of the Communal Bin Review project and delivery of Phases 2 and A;
  - 1.1.3 Approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2) and the revised framework for reviewing bin hub locations (Appendix 3);
  - 1.1.4 Note the outcome of the application to Zero Waste Scotland for additional funding to meet the increased project costs; and
  - 1.1.5 Approve the next stage of the World Heritage area trial to align non-recyclable waste capacity with the existing kerbside service and agree to receive a report within six months with final proposals for future waste collections in the area.

**Paul Lawrence**

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: [andy.williams@edinburgh.gov.uk](mailto:andy.williams@edinburgh.gov.uk) | Tel: 0131 469 5660

## Communal Bin Review Update

### 2. Executive Summary

---

- 2.1 This report provides an update on the delivery of the Communal Bin Review project and the implementation of increased collection schedules including the performance related to Phase 1 of the project (Appendix 1).
- 2.2 It also provides an update on the timelines for implementation and seeks approval to revise the timescale of the project to allow the roll-out to continue in the areas of Phase 3 and Phase 4 (as outlined in Appendix 2).
- 2.3 The report also addresses the request by Committee to outline a mechanism to resolve outstanding local conflict on bin hub positioning to identify suitable alternatives (Appendix 3) and highlights that the request for additional funding from the Recycling Infrastructure Fund (RIF) from Zero Waste Scotland was successful.

### 3. Background

---

- 3.1 On [27 February 2020](#), Transport and Environment Committee approved the approach to implementation of the communal bin review project. This included setting out the parameters and criteria to be used to determine the locations of each bin hub and the types of bins that would be used for non-recyclable waste, mixed recycling, food waste and glass.
- 3.2 On [31 March 2022](#), Transport and Environment Committee approved the work to be undertaken in the Edinburgh World Heritage area to address concerns raised by heritage bodies and community groups.
- 3.3 On [6 October 2022](#), Transport and Environment Committee approved a revised phasing and timeline for the implementation of the project. It also requested a short report that “outlines a mechanism to resolve outstanding local conflict on bin hub positioning, including ward members in attempting to identify suitable alternatives and allowing these to be progressed.
- 3.4 Regular updates on the project have been provided to Committee and are linked within the background reading section of this report.

## 4. Main report

---

### Implementation update: Phase 1

- 4.1 As of March 2022, on-street locations for Phase 1 have been implemented, the effectiveness of the changes has been monitored for the period January to March 2023 and the outcome is contained in Appendix 1.
- 4.2 In 2022/2023, for all recycling streams (mixed recycling, glass and food waste) there has been a citywide increase in materials collected (compared with period 2018/2019 and 2019/2020). In 2022/2023, the glass collected from on-street communal bins has increased from an average of 2,900 tonnes in 2019/20 to nearly 3,800 tonnes (which represents an increase of 30-35% on pre-pandemic levels).
- 4.3 Requests for service for overflowing communal bins (non-recyclable waste and mixed recycling) for the period January-March 2022/2023 have decreased, with a significant drop seen for communal mixed recycling of 85% compared to pre-pandemic levels. This demonstrates how the implementation of the project has addressed the lack of capacity for residents to recycle.
- 4.4 Dumping and fly tipping is an acknowledged issue in the city and it is recognised that this can be correlated to those areas of the high density housing that are serviced by communal bins. To tackle the fly tipping issues, enhanced collection resources, with bulk collection vehicle tracking of communal bin routes, was approved at Transport and Environment Committee on [20 April 2023](#).
- 4.5 The roll-out to off-street locations (e.g. developments where bins are stored in private car parks, and/or internal/external bin stores) was finalised in December 2022 with the delivery of over 150 food waste bins, more than 100 glass bins, and approx. 300 more recycling bins available to residents for recycling (either some of the non-recyclable waste and paper bins have been changed to mixed recycling or additional mixed recycling bins have been delivered). Residents received a letter and a guide. The letter contains a brief description of the changes and some top tips including how to book a bulky item uplift and how to order a caddy for food waste. The [guide](#) contains detailed information on how to recycle with the new service and it also helps to understand how to reduce and reuse waste.

### Implementation Update: Phase 2 and Phase A

- 4.6 Approximately 100 on-street bin hub locations have been introduced in Gorgie, Shandon, Roseburn and Corstorphine (part of Phase 2) to service around 4,300 households.

- 4.7 Approximately 90 on-street bin hub locations have been introduced in Newhaven, Trinity and Portobello (part of Phase A) to service over 2,500 households.
- 4.8 Overall, as part of the implementation of the new bin hubs within Phases 2 and A, nearly 200 side loading bins, which used to collect non-recyclable waste, have been removed. All on-street non-recyclable waste, mixed recycling, packaging and paper wheeled communal bins (mainly 1,280 litre bins) were removed and sent for refurbishment.
- 4.9 Over 750 new or refurbished non-recyclable waste and mixed recycling bins have been installed, together with deployment of 190 new or refurbished glass bins and 190 new food waste housing containers.
- 4.10 For all on-street non-recyclable waste and mixed recycling bins, the new increased collection frequency (every other day) was implemented by early March 2023.
- 4.11 The introduction of more on-street mixed recycling bins and the increased frequency of collection means more bin space is available for residents to recycle. Before the project roll out, residents had, on average, 60L per week per household. This has now increased, on average, to more than 150L per week per household, with the impact of reducing the risk of overflowing bins. This has been calculated using the number of bins, frequency of collection and number of properties serviced in the specific area before and after the roll out of the project.
- 4.12 In line with the legislative requirements in Scotland, each new bin hub is provided with all recyclable and non-recyclable streams, including glass and food waste, to support easier access to recycling facilities for residents.
- 4.13 The roll-out to off-street locations is progressing and is due to be finalised in Summer 2023.

### **Implementation Update: Phase 3**

- 4.14 Areas within Phase 3 of the project, including Hillside, Broughton, Inverleith and Marchmont, are within current Controlled Parking Zones (CPZs) S1-S4 and N1-N5. required a Traffic Regulation Order (TRO) process to amend the existing parking restrictions. TROs for these areas were advertised in Autumn 2021 and the objections have been discussed. The TROs were approved by the Transport and Environment Committee when it met on [1 September 2022](#).
- 4.15 To ensure the on-street line marking, signage and roadworks are carried out in a consistent approach, the implementation of approximately 410 new bin hub locations is planned to commence in late Summer 2023.



#### **Implementation Update: Phase 4**

- 4.16 Bin hub locations as part of Phase 4, including Stockbridge, Canonmills, Fountainbridge, Tollcross, Sciennes, Southside, St Leonard's, Newington and Prestonfield areas, require to go through the TRO process for the peripheral and central CPZ areas 3, 4, 5, 5A, 6, 7 and 8. The TRO process for Phase 4 began in April 2023.
- 4.17 It is anticipated that an enhanced process to gather residents' feedback on specific bin hub locations will be carried out during Summer 2023, prior to the statutory consultation as part of the TRO process.
- 4.18 This will allow the feedback gathered to support the finalisation of the bin hub locations. It is now anticipated that the TRO process will progress in September 2023, with implementation beginning in February 2024.
- 4.19 Depending on outcome of the TRO process, this may impact on the project timeline beyond March 2024. This will be continuously monitored and any changes will be reported to Committee in the next regular update.

#### **Implementation Update: Phase 5**

- 4.20 Phase 5 of the project was paused to allow a feasibility study of possible alternative waste collection solutions within the World Heritage Site (WHS) to be commissioned from the Association for Public Service (APSE). The outcome of this was due to be reported in December 2022. Unfortunately, due to unforeseen circumstances, APSE have had to delay the production of this report. It is anticipated that it will be available by the end of May 2023.
- 4.21 While the feasibility study was being undertaken, Council officers have been working closely with the New Town and Broughton Community Council (NTBCC) and street Residents Associations to undertake a pilot to improve the recycling rate in streets with gull proof sacks. Residents in 1,000 properties were issued with green gull proof sacks to replace their red boxes for the collection of dry mixed recycling, increasing the capacity available for recycling. All other waste collections remained the same. The pilot has been running since October 2022 and the local groups have been proactive in promoting and monitoring the impact of the trial.
- 4.22 The impact of the trial has been assessed via measurement of tonnages for both mixed recycling and non-recyclable waste, presentations rates and feedback from residents and operational staff. Residents have embraced the trial and the feedback have been very positive. Operational staff have also seen an improvement in the litter left as there is less likelihood of the waste being blown out of the gull proof sacks. The tonnage does not demonstrate a significant increase in the amount of recycling collected, despite increasing capacity from 44L to 85L. The trial has not shown a reduction in the non-recyclable waste collected.

4.23 It is recommended that the dry mixed recycling green gull proof sacks trial continues, however overall capacity should align with the existing policy for kerbside households (this currently serves circa 140,000 households). It is proposed to do this by maintaining a weekly collection frequency for residual waste and increasing collection frequency for mixed recycling from fortnightly to weekly. There will also be an additional focus on the recycling of food waste. The proposed weekly capacity for each material stream is set out in Table 1 below.

	Current Gull Proof Sacks capacity (Litres per household per week)	Current Kerbside capacity (Litres per household per week)	Proposed EWH trial (next stage) (Litres per household per week)
Non-recyclable	180	70	70
Dry mixed recycling	GPS trial 85	120	120
Glass	20	20	20
Food waste	23	23	23

Table 1: Comparison of capacity between kerbside properties and residents with gull proof sacks.

- 4.24 Subject to approval, and if the final stage of the trial proves successful, it is the view of Officers that this proposal could provide a sustainable waste and recycling solution for New Town area of the World Heritage Site.
- 4.25 The updated project implementation plan is detailed in Appendix 2. This will continue to be updated to take account of any changes which impact on the project until the conclusion of the final Phase of the roll-out.
- 4.26 NTBCC have been actively supporting the trial and have also commissioned their own Heritage Impact Assessment.

## 5. Next Steps

---

- 5.1 The project implementation will continue as outlined in the main report and in Appendix 2.

- 5.2 Committee will be aware that the introduction of the Scottish Government's Deposit Return Scheme has been delayed until March 2024. The implications of this commitment will be tracked throughout the lifecycle of the project. Elected Members should be aware that the DRS will remove recyclable material from the control of the Council and this will have a negative impact upon the Council's overall recycling performance. The extent of the impact will not be fully known until the DRS is fully bedded in.

## **6. Financial impact**

---

- 6.1 The Council has committed over £3.2m of capital investment to upgrade communal bins.
- 6.2 In addition, the project was successful in obtaining £7.7m from Zero Waste Scotland's [Recycling Improvement Fund](#) (RIF). Funding was granted for refurbishment of bins, corralling and associated roadworks, electric refuse vehicles, in-cab devices and bin sensors. Further information regarding the funding was provided in the Business Bulletin to Transport and Environment Committee on [27 January 2022](#).
- 6.3 Costs have, however, increased as a result of the global economic challenges which are feeding through to the costs associated with equipment and fuel in particular. The cost of bins and containers have increased by approximately 25-30%.
- 6.4 To off-set these costs, an application for additional funding from Zero Waste Scotland, under the RIF was submitted and additional funding of £792,000 has been secured for the roll out of the project.

## **7. Stakeholder/Community Impact**

---

- 7.1 All efforts are made to accommodate requests both from residents or Elected Members to move locations and between October 2022 and March 2023. Over 10 site meetings took place to discuss bin hub locations and alternatives. If an alternative location could be found which meets the service needs in terms of equality of access and safety, bin hubs have been moved or other amendments to the bin hubs have been made e.g. reduction of number of bins, reduction in size of bin.
- 7.2 In order to develop a mechanism to resolve outstanding local conflict on bin hub positioning, the revised process to review the bin hub locations has been proposed in Appendix 3.

- 7.3 The project team has sought feedback on this mechanism from the Access Panel in line with the Council's legal duty to account for equality, human rights and socioeconomic disadvantage implications when making decisions.
- 7.4 The Access Panel expressed concerns about asking residents with mobility disabilities to cross the road to dispose of their waste and recycling without proper accessible facilities (e.g. dropped kerbs) to do so.
- 7.5 To mitigate this impact, assisted collections could be promoted upon residents' requests and where applicable. If the revised process (Appendix 3) is approved, the project's integrated impact assessment will be revised accordingly to reflect this change.
- 7.6 For bin hub locations as part of Phase 4, the project team will engage with the public prior to the statutory TRO process. The feedback provided by members of the public on specific locations will be considered and accommodated where possible and in accordance with the project's review process (Appendix 3). This will support the determination of final bin hub locations that will undergo the statutory consultation TRO process.
- 7.7 The outline findings of an online and door knocking engagement with residents to gather feedback on the implementation Phase 1 is available as part of the performance monitoring in Appendix 1.

## **8. Background reading/external references**

---

- 8.1 Enhancing Communal Bin Collections - Transport and Environment Committee, [7 December 2017](#).
- 8.2 Enhancing Communal Bin Collections- Update following trial to implement every other day collections - Transport and Environment Committee, [9 August 2018](#).
- 8.3 Communal Bin Enhancement Update - Transport and Environment Committee, [20 June 2019](#).
- 8.4 Communal Bin Enhancement Update - Transport and Environment Committee, [5 December 2019](#).
- 8.5 Communal Bin Enhancement Update - Transport and Environment Committee, [27 February 2020](#).
- 8.6 Communal Bin Enhancement Update –Transport and Environment Committee, [20 November 2020](#).
- 8.7 Contract Award – Purchase and refurbishment of Communal Bins - Finance and Resource Committee, [4 March 2021](#).
- 8.8 Communal Bin Enhancement Update – Transport and Environment Committee, [22 April 2021](#).

- 8.9 Contract Award – Supply and Installation of Corralling for Bin Hubs and Associated Road Works – Finance and Resources Committee, [7 October 2021](#).
- 8.10 Waste and Cleansing Services Update - Transport and Environment Committee, [31 March 2022](#).
- 8.11 Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update) – Transport and Environment Committee, [6 October 2022](#).

## **9. Appendices**

---

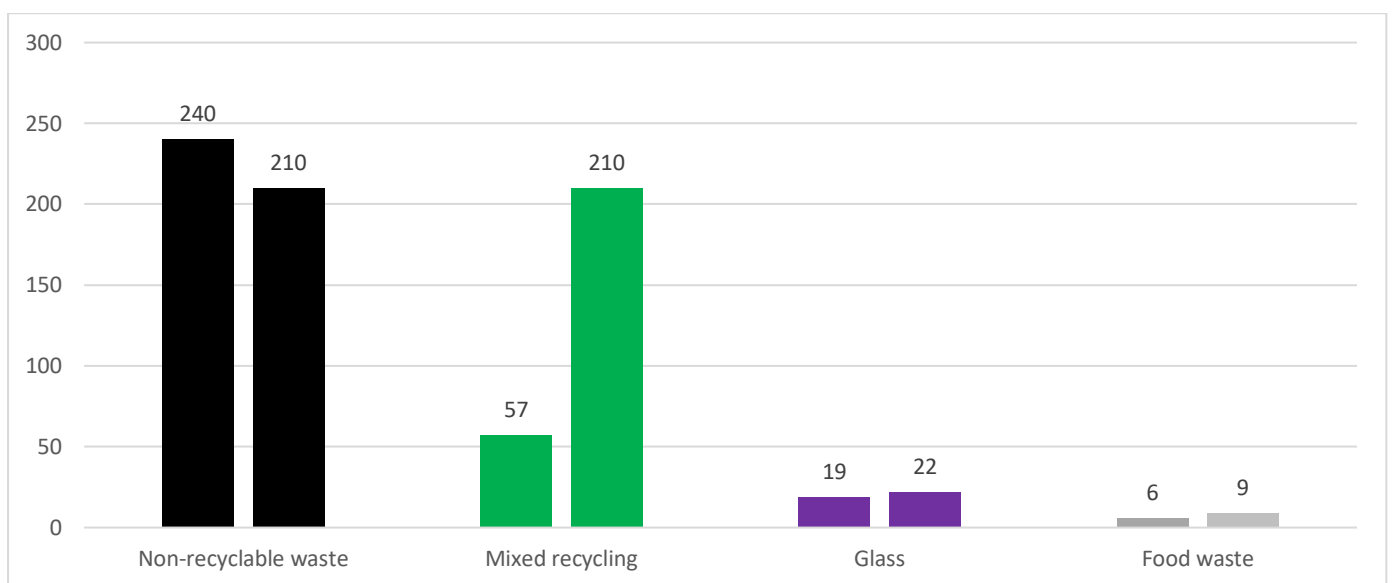
- 9.1 Appendix 1 – Performance Monitoring – Phase 1.
- 9.2 Appendix 2 – Phasing and Timeline.
- 9.3 Appendix 3 – Identification and review of bin hub locations.

## Appendix 1 – Performance Indicators

### **KPI 1- Capacity of each waste and recycling stream provided to residents in multi-occupancy and flatted properties before and after the project implementation.**

*Measure:* Litres per each recycling stream (recycling, glass and food waste) per household before and after the project is delivered.

Phase 1 capacity provided (L/week per property)	Before	After	Difference
Non-recyclable waste	240	210	-30
Mixed recycling	57	210	+153
Glass	19	22	+3
Food waste	6	9	+3



As anticipated the capacity provided per property for non-recyclable waste has decreased from on average 240L to 210L per week per property, while the capacity provided for recycling has increased on average from 57 to 210L per week per property.

This is in line with the Parameters and Criteria approved by Transport and Environment Committee in February 2020: *“The proposed minimum capacity for mixed recycling and non-recyclable waste is set at 140/170L per property per week.”*

The mixed recycling capacity represents a substantial increase of more than 150L per property compared to the pre-project capacity provided in most areas. This provides more space for residents to recycle addressing customer feedback requesting additional bins and complaints about bins overflowing.

The non-recyclable waste capacity is reduced to reflect this but it is still significantly more generous than would be provided under the kerbside service (70L per week per property), taking into account the particular characteristics of flatted properties (i.e. transient population, less ownership of a particular bin, lack of storage etc).

Those two factors combined enhance the ability for residents to recycle conveniently while reducing the risk of overflow of non-recyclable waste when there is less engagement in the service. While the Council can't compel people to use the recycling service this better supports those who make the positive choice to do so, while ensuring that sufficient capacity remains in place for those who do not.

More flexibility was designed into the service for glass and food waste taking into consideration the less bulky nature of these materials as well as the impact of the Deposit Return Scheme for drink containers. However, the aim was still to provide glass and food waste containers at each bin location and a slight

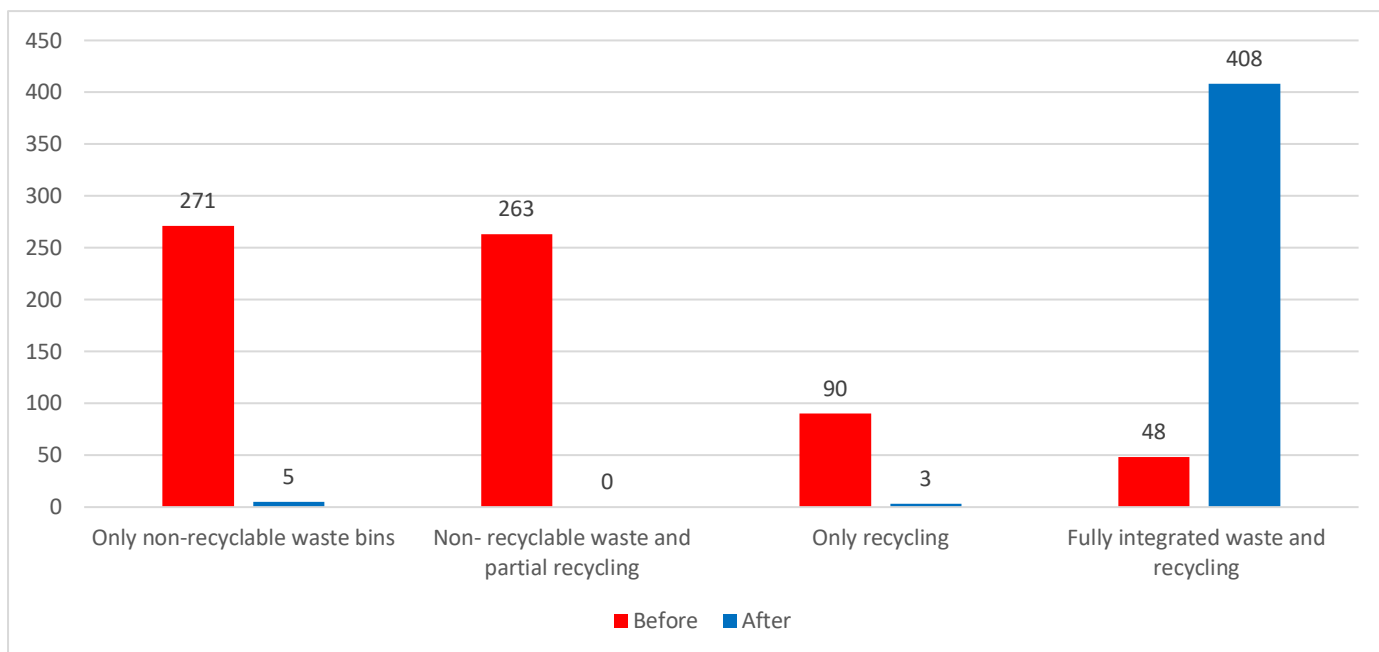
increase in capacity has been provided with on average additional 3L per week per property both for glass and food waste.

**KPI 2 - Number of locations with fully integrated waste and recycling service**

*Measure:*

- Number of locations with fully integrated waste and recycling facilities before and after the project is delivered.
- Number of locations with only non-recyclable waste bins before and after the project is delivered.

Phase 1 no. locations	Before	After	Difference
Fully integrated and recycling	48	408	+360



As expected, the number of bin locations provided with fully integrated waste and recycling services (or increased integration when fully integrated is not feasible) has increased and the number of communal bin locations with only non-recyclable waste bins has decreased. The improved co-location of recycling and non-recyclable bins has removed barriers that prevent residents from recycling.

**Recycling performance on mixed recycling, food waste and glass collection from communal bins before and after the project implementation.**

*Measure:* tonnes of recycling collected prior and after the project is delivered.

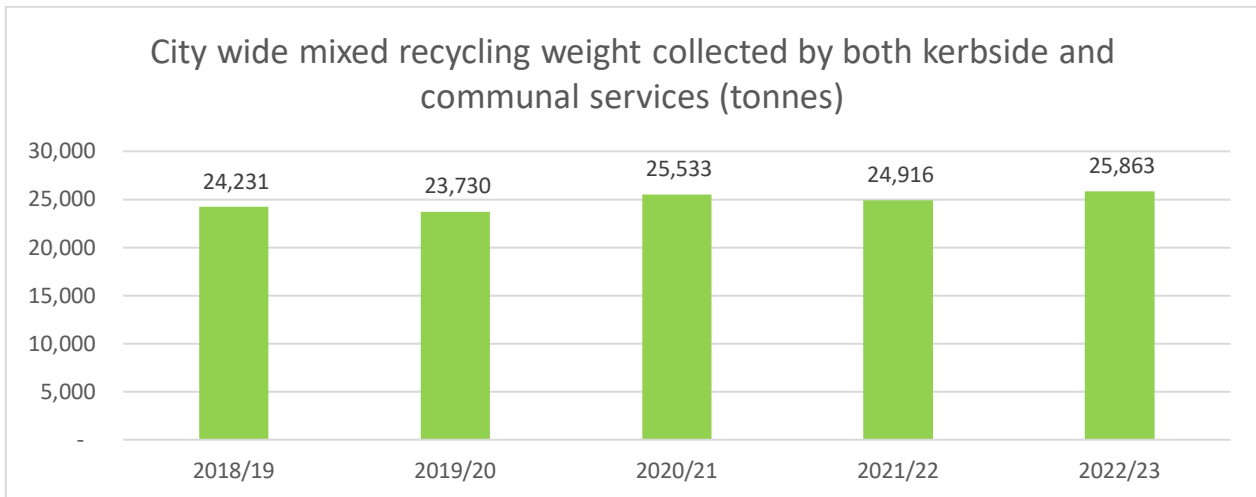
All the recycling streams, mixed recycling, glass and food waste have increased while the Covid-19 restrictions were in place, so this makes analysis of the data more challenging as these short term increases ease. It is likely however that there will be some long-term impact on tonnages as more people continue to work from home.

The tonnage performance for mixed recycling and food waste is measured at city wide level so and the communal bin review phase 1 is a relatively small part of the overall tonnage and more of an impact will be seen as the service rolls out.

**Mixed recycling**

*Measure:* tonnes of recycling collected prior to and after the project is delivered.

City wide mixed recycling weight collected by kerbside and communal services (tonnes)					
Stream	Jan – Mar 2019	Jan – Mar 2020	Jan – Mar 2021	Jan – Mar 2022	Jan – Mar 2023
Mixed recycling	24,231	23,730	25,533	24,916	25,863



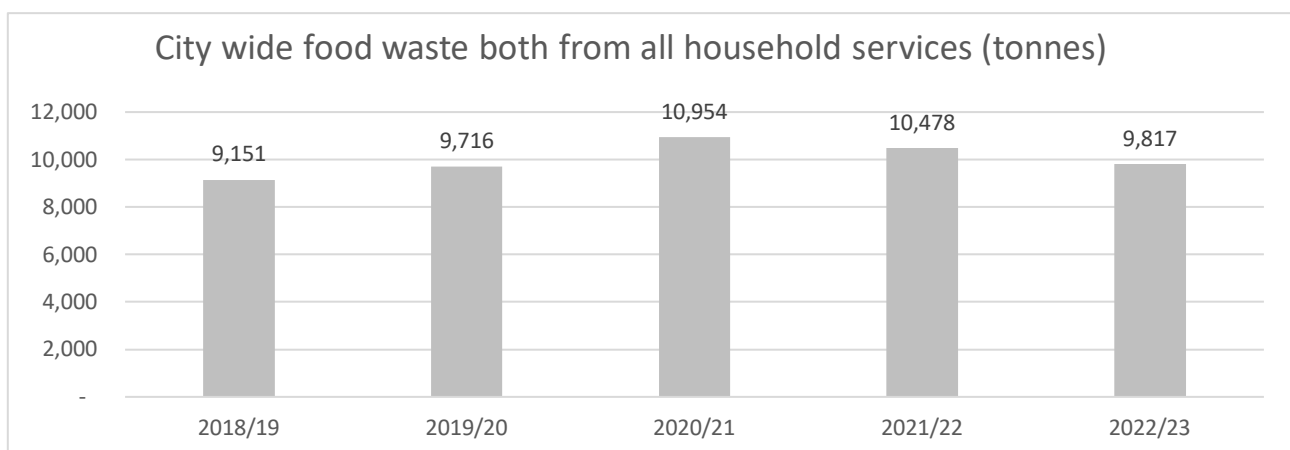
It has to be noted that the year 2021 and 2022 data has been heavily affected by the Covid-19 restrictions which has seen an increase in the use of mixed recycling services due to more people working from home, restrictions (less use of restaurants etc), and increase in home delivery.

It is likely however that there will be some long-term impact on tonnages as more people continue to work from home. It is possible to see from the table and the graphs that the tonnages for mixed recycling collected in 2022/23 have increased by between 7-10% compared to 2018/2019 and 2019/2020 and this can be attributed to long-term changes in residents' behaviour as well as the increasing accessibility of mixed recycling containers provided as part of the communal bin review project.

### Food waste

*Measure:* tonnes of recycling collected prior to and after the project is delivered.

City wide food waste weight collected for recycling from all household services (tonnes)					
Stream	Jan – Mar 2019	Jan – Mar 2020	Jan – Mar 2021	Jan – Mar 2022	Jan – Mar 2023
Food waste	9,151	9,716	10,954	10,478	9,817



It has to be noted that the year 2021 and 2022 data has been heavily affected by the Covid-19 restrictions which has seen an increase in the use of food waste service due to more people working from home and restrictions (less use of restaurants etc). This means that more food is consumed at home rather than at the workplace etc.

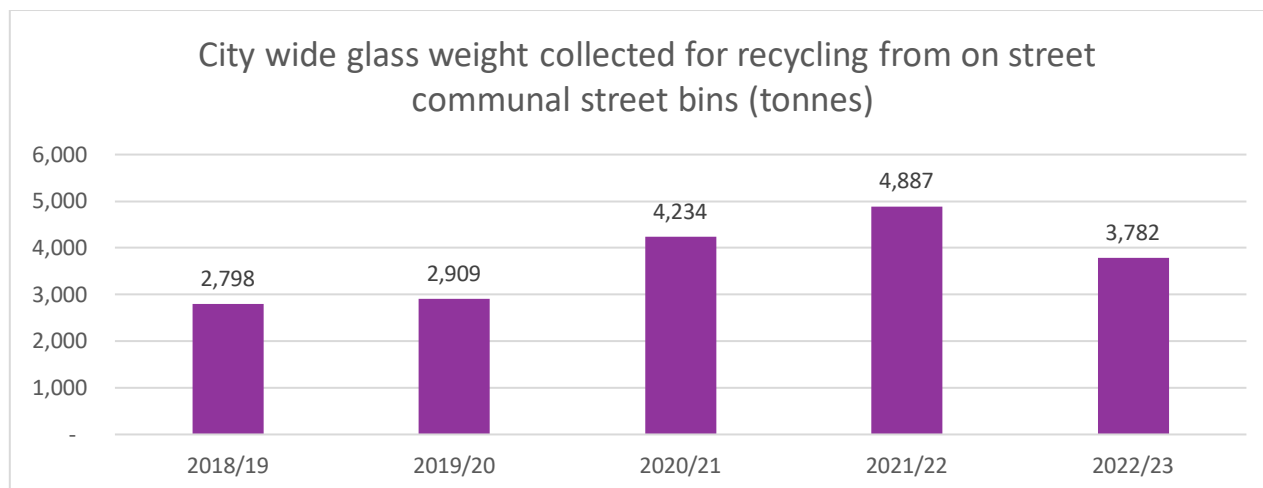
More recently, there has been a focus on the cost-of-living crisis which may lead people to change their habits and potentially produce less food waste. However, nationwide it has proven more difficult to engage people in food waste prevention and recycling, when compared to other materials.

### Glass



Measure: tonnes of glass collected prior to and after the project is delivered.

City wide glass weight collected for recycling from on street communal bins (tonnes)					
Stream	Jan – Mar 2019	Jan – Mar 2020	Jan – Mar 2021	Jan – Mar 2022	Jan – Mar 2023
Glass	2,798	2,909	4,234	4,887	3,782



It can be seen that that the year 2021 and 2022 data has been heavily affected by the Covid-19 restrictions which has seen an increase in the use of glass service due to restrictions in using restaurants and pubs. From the table and the graphs the tonnages of glass collected specifically from on-street communal bins in 2022/23 has increased by 30-35% compared to 2018/2019 and 2019/2020 and this can be attributed to long-term changes in residents behaviour as well as the increasing accessibility of the glass service provided as part of the communal bin review.

Overall providing an easier and more integrated waste and recycling service (mixed recycling, food waste and glass) in tenemental and flatted areas is anticipated to motivate residents to recycle more. The behavioural change towards recycling can be influenced by the service provided to residents but the magnitude of this behavioural change cannot be anticipated. It needs to be noted that the final decision to recycle or to not recycle is owned by residents.

This is also supported by the outcome of the city Waste Composition Analysis (WCA) carried out in 2022.

As part of Zero Waste Scotland's household waste composition analysis programme 2021-23, a waste compositional analysis was carried out for The City of Edinburgh Council in 2022. This was done by Alfred H Knight over a three-week period at the end of 2022. There were communal and kerbside samples taken from seven different locations.

The data from this analysis will be used mainly by Zero Waste Scotland, combined with sampling from other Council areas, to draw up a national picture which can be used to inform local authorities with evidence to evaluate and forecast their services.

Key findings of the WCA are as follows. It is expected that the Scotland wide results will follow a similar pattern, as they have previously.

### Residual waste composition

- The tonnage of recyclable material in the residual waste at first appears very high at more than 70% if plastic films are included. However not all materials are accepted in household recycling collections and some paper and cardboard is not recyclable due to contamination, etc.
- When these are excluded, the main material which is being missed is food (all categories of food combine to 27%).
- Other potential recyclables are spread across the categories and none is very high in themselves.
  - recyclable paper and cardboard represent 3% each.

- recyclable textiles (excluding carpet) are 5%.
- all metals combined are 4%.
- recyclable dense plastics are 6%
- plastic films are 8%.

Although the latter are not targeted for recycling, many of these could have been recycled through the retailer takeback system. These will be added to kerbside collections as part of the new producer responsibility system when that is introduced by 2027.

### **Mixed Recycling composition and contamination**

Contamination rates across all samples were higher than expected (from 10% to 34%) and seem generally higher than reported by Biffa in the region of 18-19%. This adds weight to the contention that the analysis should be treated as a general guide and may be slightly pessimistic for the city as a whole. Contamination was higher in the communal bin samples than in the kerbside samples, but we'd expect that as there is less ownership of a particular bin, and potentially demographic differences such as transience which would be expected to impact on performance. Overall contamination by material like food and nappies which would be problematic to remove is low.

Participation in recycling varies across the samples and people are better at recycling some materials than others. The narrative around this is often framed in terms of the local authority and what it is doing and should be doing. However, the wide performance variations within each single collection service, whether that be the mixed recycling, glass or food service underlines that the Council can provide the service but how it is used rests with the householder. This can be affected by a range of factors including lifestyle, and how this affects the types of waste produced as well as some genuine confusion. This is the case regardless of the type of service provided (kerbside or communal). Finally, because this analysis was taking place as part of a national project, and was designed to meet the needs of that, it needs to be acknowledged that this did constrain what could be delivered and the communal bin review was at an early stage and only covered one area.

### **PI 4 - Complaints about communal collection services, fly-tipping reports and street cleansing.**

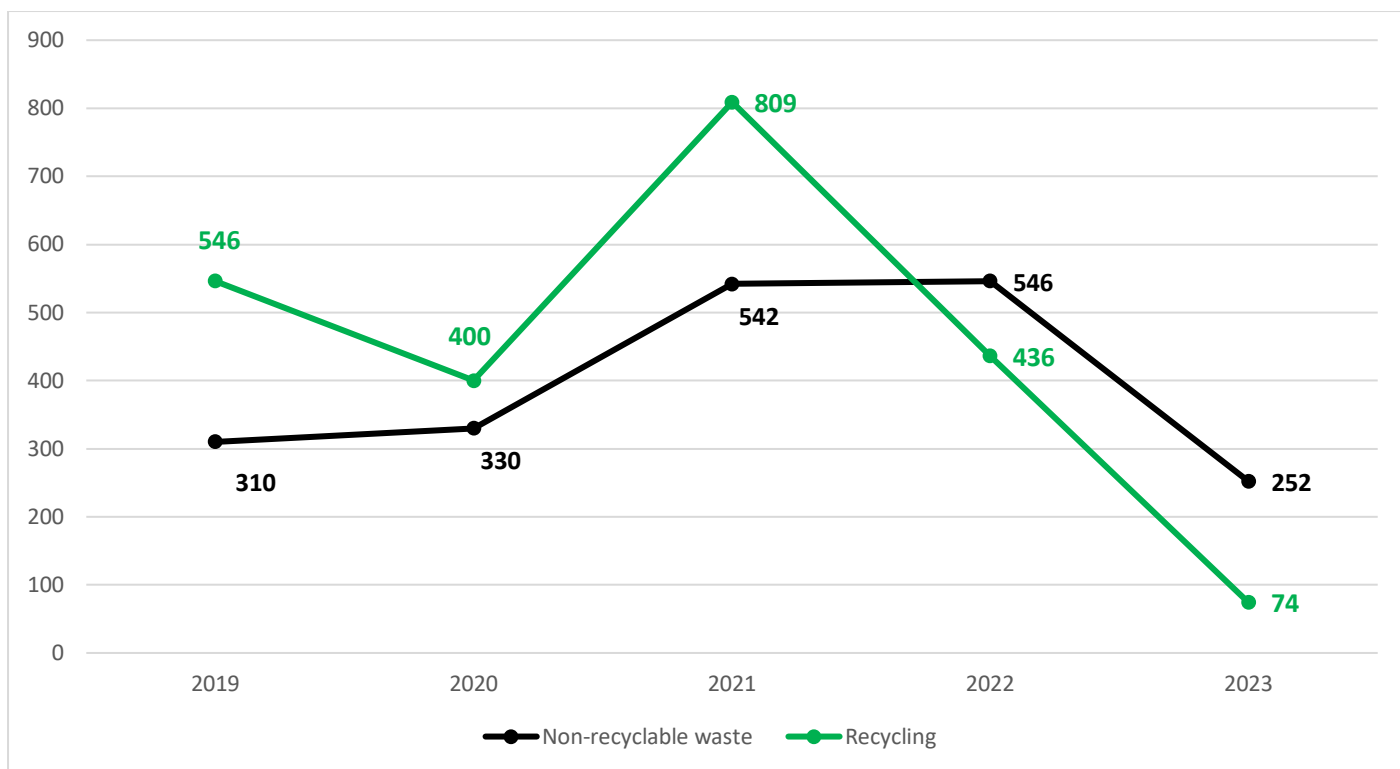
*Measure:* number of complaints received prior and after the project is delivered.

### **Requests for service for overflowing communal bins**

Information has been collated in relation to requests for service for full/overflowing communal bins for locations as part of Phase 1 of the Communal Bin Review (CBR) project for the period January to March for the years 2019, 2020, 2021, 2022 and 2023.

Request of service for overflowing communal bins – Phase 1 CBR					
Stream	Jan – Mar 2019	Jan – Mar 2020	Jan – Mar 2021	Jan – Mar 2022	Jan – Mar 2023
Non-recyclable	310	330	542	546	252
Recycling	546	400	809	436	74

Non-Recyclable includes requests for service for overflowing euro bins (i.e 1100/1280/660L bins) and side loading bins (1800/2400/3200L bins). Recycling includes request of service for overflowing packaging, mixed recycling and paper bins (i.e. 1100/1280/660L bins).



It has to be noted that the year 2021 and 2022 data has been heavily affected by the Covid-19 restrictions which has seen an increase in the use of communal bins due to more residents working from home, restrictions (less use of restaurants etc), and increase in home delivery.

It can be seen in the table and graph above that the request for service of overflowing bins has seen a decrease in 2023 compared to the previous 4 years.

The non-recyclable waste request for service in 2023 has decreased by more than 50% (from circa 540 to 252 for the same period of the year) compared to 2021 and 2022 and has decreased by almost 20% compared to 2019 and 2020 (from circa 320 requests for service to 252 for the same period of the year). The recycling request for service in 2023 has decreased by 85% from an average of 460 requests in 2019, 2020 and 2022 to 74 in the same period. Compared to the service requests for recycling bins in 2021 of up to 809 in the same period the decrease is even more visible with a decrease of 92%.

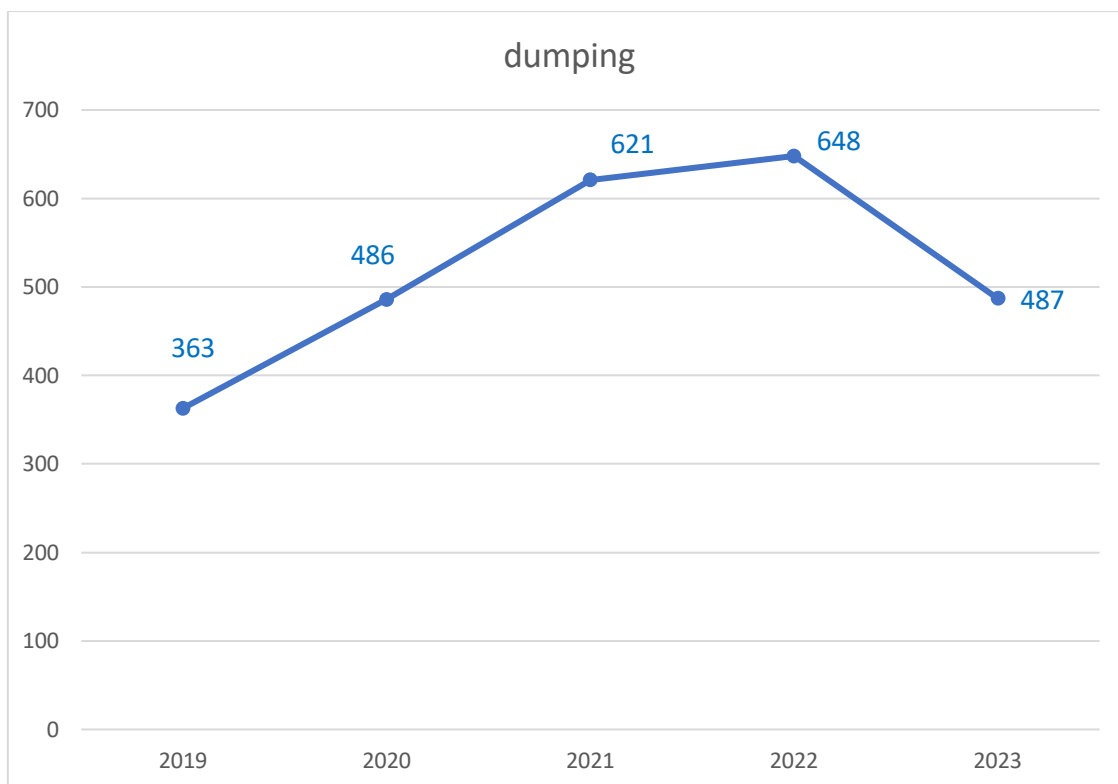
This shows how the project has addressed one of its main aims, to improve the waste and recycling service reliability. It was acknowledged there was a lack of public confidence in the communal collection system and the Council used to receive a relatively high number of service request from the public regarding full or overflowing bins.

This was also a key finding in the Changeworks Consultation undertaken in early 2018 with householders living in flats in Edinburgh who identified the overflowing bins as a barrier to recycling.

### Requests for service for dumping

Information has been collated in relation to requests for service for dumping within the area covered by the Phase 1 of the Communal Bin Review (CBR) project for the period January to March for the years 2019, 2020, 2021, 2022 and 2023.

Request of service for dumping – Phase 1 CBR					
	Jan – Mar 2019	Jan – Mar 2020	Jan – Mar 2021	Jan – Mar 2022	Jan – Mar 2023
Dumping	363	486	621	648	487



It can be seen from the map there is a decrease of nearly 25% for service requests for dumping comparing the data for 2023 with the previous 2 years, 2021 and 2022 (from circa 621 and 648 respectively from 2021 and 2022 to 487 in 2023 in the same period). However, there is an increment of ca. 13% of service requests if we compare the data from 2023 with 2019.

Dumping and fly tipping is an acknowledged issue in the city but is also a problem across the UK with an estimated £1m per week spent tackling this problem across the UK. In Edinburgh, it is not a citywide problem as per information provided within the Cleaning Up Edinburgh – Motion by Councillor Whyte report presented at Transport and Environment Committee in October 2022. It is recognised that the problems associated with dumping and fly-tipping can be closely correlated to those areas of the high density housing that are serviced by communal bins, but not necessarily related to the communal bin service itself.

To tackle the fly tipping issues, an enhanced dumping and fly-tipping collection resource, with bulk collection vehicle tracking communal bin routes was approved at Transport and Environment Committee on 20 April 2023 as part of the [Street Cleansing Performance Report](#). *“Four additional vehicles will be deployed and focus on high density areas served by communal bins where fly tipping is demonstrated to be more problematic than traditional kerbside areas. This will allow for a target Service Level Agreement of uplift within 48 hours of report to be achieved. £0.290m has been allocated for this and increases resources by 16 new roles.”*

### Resident’s feedback –phase 1

Changeworks undertook a survey on behalf of the Council to gain feedback from residents living in the Phase 1 area.

Feedback was gathered by a combination of an on-line survey (5 November to 18 December 2022) and door-knocking by Changework staff (March 2023). The on-line survey was promoted on posters placed in flat stairwells and at bin hubs in the area.

Changeworks highlighted that, from past experiences of conducting consultations, if residents were unhappy with the changes, they would have been more likely to share their opinions. If residents are not unhappy with the changes they may or may not be willing to take the time and effort of responding to a consultation.

It needs to be noted, as per previous experiences, that residents are likely to be more engaged during the implementation of the project and consequently this could lead to an increase in reporting issues more

frequently. This could lead to an increase of complaints/enquiries that would represent a positive outcome of the project with residents more engaged and keen to report and provide feedback.

Changeworks residents' engagement key findings are:

- Generally, residents agree that the bins are now kept more tidily in the street and access to recycling services has improved.
- Fewer people agreed that the number of overflowing bins has decreased or the streets were cleaner. However, the data shows that reports of overflowing bins have reduced considerably especially for mixed recycling ( as per PI 4 - requests for service for overflowing communal bins). Cleanliness of streets is impacted by a number of factors of which the communal bin service is only one and fly tipping is a separate issue. The communal bin service is not designed for the disposal of bulky items. The design of local cleansing services has been reviewed and changes are being made to these which will make that service more responsive to local demands and also tackle fly-tipping more quickly.
- Only 4% of the respondents did not know how to dispose of bulky waste and a further 2% said they would leave it beside the bin. This appears low compared to previous engagements and could suggest that communal bin review communications have helped to raise awareness of this. This is also supported by an increase in requests for special uplifts city wide by 60% since 2019.
- Residents report recycling more materials especially glass and food waste. This was a key objective of the project. More access to recycle these materials was a key finding in the Changeworks Consultation undertaken in early 2018 with householders living in flats in Edinburgh who requested *“more recycling bins to be installed in their area. The ratio of landfill bins to recycling bins were felt to be imbalanced. The installation of more bins would encourage positive recycling behaviours. (more glass and food bins were particularly called for)”*.
- No single method of communication predominated in terms of preference between for example letters/guides through the letter box, posters in the stairwell etc. It was noted that residents report no communication was provided and to ensure the letter/guide are delivered the project team add their own address to cross reference.
- The new food waste housing was reported as a particular improvement compared to the old style 500L food waste bins which *“was seen as unhygienic and unpleasant to use”* (Changeworks Consultation 2018). Food waste recycling was previously the least recycled material out of all materials surveyed. This was largely due to the design and access of food waste bins and a lack of awareness on why food waste recycling is beneficial.



## Appendix 2 – Communal Bin Review Project Implementation: Phasing and Timeline

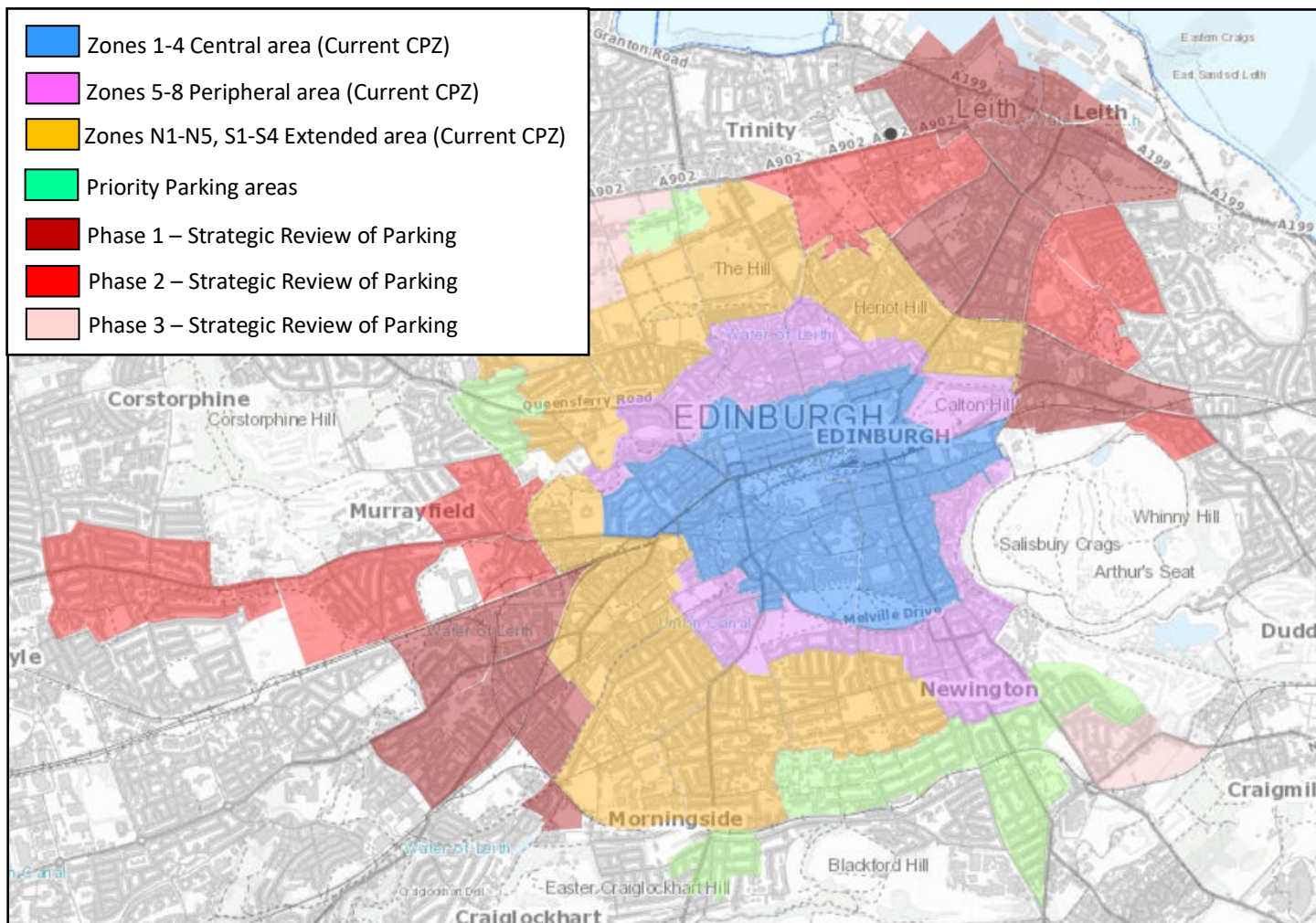
The phasing and the timeline for the project is under continuous assessment to ensure dependencies from other projects (e.g. Strategic Review of Parking) are included. The identification of the order for each phase to be rolled out depends on the need to secure Traffic Regulation Orders (TROs) in many of the areas where on-street waste and recycling bins are sited and are prevalent i.e. current Controlled Parking Zones (CPZs).

The Council's standard approach to siting communal bins at on-street locations in controlled parking areas has been to use Traffic Regulation Orders (TRO). This process is used to amend parking places to accommodate and correctly reflect bin locations. This approach ensures that each bin location can be subject to yellow line restrictions, allowing them to be correctly enforced. It also improves transparency, as the legal process for a TRO includes a formal consultation process where the Council is legally required to consider any relevant objections received in relation to traffic management and road safety issues.

The project will change and rationalise bin locations, resulting in fewer bin locations. Following the TRO process will allow any potential loss of parking to be minimised through allowing the return of some existing bin locations to be used as parking places and to make sure that parking places in the new locations are adjusted accordingly. The TRO process also ensures that the allocation of space, or the split in parking, is appropriate and usable.

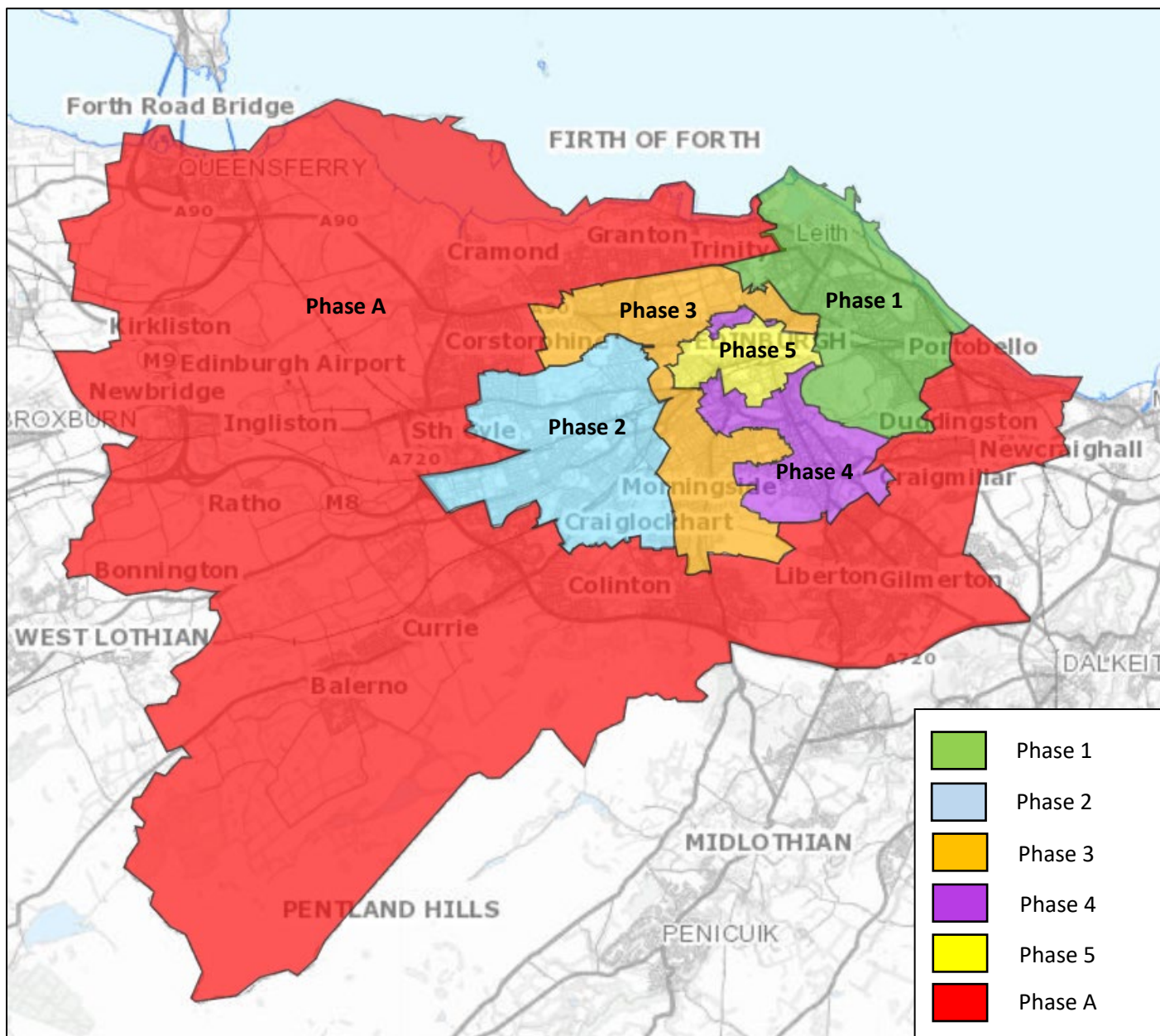
TROs are a process designed to encourage transparency, accountability and to ensure that affected stakeholders can become actively engaged in a process that legally requires Councils to consider their comments.

TROs are needed in the controlled parking zones (CPZ), 1-8, N1-N5, S1-S4 which include Southside, Marchmont, Bruntsfield, Merchiston, Fountainbridge, Dalry, West End, Comely Bank, Stockbridge, Canonmills, Broughton, Hillside and the City Centre.



The TRO process, which is required to change the road layout within existing controlled parking zones, takes a minimum of 6-12 months and up to 18 months to determine and implement changes. Considering the length

of the TRO process, which we anticipate being on average 9 months long the following maps and tables show the phases.



Map 2. CBR project phasing

Phase 1 – Leith, Leith Walk and Craigmillar area



The implementation of on street locations for phase 1 of the project was completed by August 2022. The outstanding off-street locations (i.e. developments where bins are stored in private car parks, and internal or external bin stores) have been implemented.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
1	December 2022	Phase 1 – CPZ review	Pilrig Leith Walk Leith North Leith Abbeyhill	18,400	12 - Leith Walk 13 - Leith 14 - Craigentinny/Duddingston
		Phase 2 – CPZ review	Bonnington Easter Road West Leith Willowbrae North	6,100	5 - Inverleith 12 - Leith Walk 13 - Leith 14 - Craigentinny/Duddingston
		Outwith Current and future CPZ	Craigentinny Leith	4,500	13 - Leith 14 - Craigentinny/Duddingston
			<b>Total</b>	<b>29,000</b>	

Table 1. Phase 1 number of properties

### Phase 2 – Gorgie, Roseburn and Corstorphine

The implementation of phase 2 on street locations was completed by April 2023. The off-street locations (i.e. developments where bins are stored in private car parks, and internal or external bin stores) are due to be implemented during Spring/Summer 2023.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
2	December 2022 – June 2023	Phase 1 – CPZ review	Gorgie Gorgie North Shandon	6,600	7- Sighthill/Gorgie 9 – Fountainbridge/Craiglockhart
		Phase 2 – CPZ review	Roseburn Corstorphine B9	1,500	6 – Corstorphine/Fairmilehead 6 – Corstorphine/Fairmilehead 6 – Corstorphine/Fairmilehead
		Outwith Current and future CPZ	Corstorphine Gorgie/Sighthill (except CPZ S4) Fountainbridge (except CPZ S4, 8)	3,300	6 – Corstorphine/Fairmilehead 7- Sighthill/Gorgie
			<b>Total</b>	<b>11,400</b>	

Table 2. Phase 2 number of properties

### Phase 3 – Broughton, Hillside, Inverleith and Marchmont

Areas within Phase 3 of the project are within current CPZs S1-S4 and N1-N5. These required a TRO process to amend the parking restrictions. TROs for these areas were advertised in Autumn 2021 and the objections have been discussed. The TROs were approved by the [Transport and Environment Committee on 1 September 2022](#).

The implementation of the new bin hub locations within CPZs S1-S4 and N1-N5 is anticipated to start September 2023. Off street locations are due to be implemented starting in July 2023.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
3	July 2023 – January 2024	Current CPZ – Extended area	S1 (Marchmont) S2 (Churchill) S3 (Merchiston) S4 (Dalry)	13,300	7- Sighthill/Gorgie 6 – Corstorphine/Fairmilehead 10 – Morningside 11- City Centre 15 – Southside
			N1 (Hillside and Broughton) N2 (Inverleith) N3 (Inverleith)	12,000	5 - Inverleith 11 – City Centre 12 – Leith Walk 14 – Craigentiny/Duddington
		Outwith Current and future CPZ	Remaining Morningside (except CPZ 8) Inverleith (except CPZ 5-5a)	2,600	5 - Inverleith 10 – Morningside
			<b>Total</b>	<b>27,900</b>	

Table 3. Phase 3 number of properties

#### Phase 4 – Southside, Newington, Prestonfield and some parts of Stockbridge and Canonmills

Areas within Phase 4 of the project which are within current CPZs 3, 4, 5, 6, 7 and 8 require a TRO process to amend the parking restriction. The TROs process for these areas started in April 2023 and is expected to be finalised Autumn 2023.

As outlined above the TRO process, which is required to change the road layout within existing controlled parking zones, takes a minimum of 6-12 months and up to 18 months to determine and implement changes. It is anticipated the average length for the TROs to be finalised will be 9 months. Consequently, the implementation stage for communal bin locations cannot start earlier than late Winter 2024.

Off street locations are due to be implemented at the same time of the off-street bin hub locations.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
4	January – June 2024	Current CPZ – Central Area	3 (Old Town and Southside) 4 (Fountainbridge)	5,100	9 – Fountainbridge/Craiglockhart 11- City Centre 15 – Southside
		Current CPZ – Peripheral Area	5 (Dean) 6 (Stockbridge and Canonmills) 7 (Dumbiedykes-Sciennes) 8 (Bruntsfield)	10,300	5- Inverleith 11 – City Centre 15 - Southside
		Outwith Current and future CPZ	Southside	2,000	15 - Southside
			<b>Total</b>	<b>17,400</b>	

Table 4. Phase 4 number of properties

## Phase 5 – World Heritage Site (WHS) – City Centre

Phase 5 includes on-street locations within the WHS and CPZs 1-6. The TRO process for this phase is currently paused while the Council undertakes a feasibility study of alternative solutions.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
5	On hold	Current CPZ – Central Area	1 (Westend) 1a (New Town) 2 (New Town) 3 (Old Town and Southside) 4 (Fountainbridge)	10,600	9 – Fountainbridge/Craiglockhart 11- City Centre 15 – Southside
		Current CPZ – Peripheral Area	5 (Dean) 6 (Stockbridge and Canonmills)	5,300	5- Inverleith 11 – City Centre 15 - Southside
			<b>Total</b>	<b>15,900</b>	

Table 5. Phase 5 number of properties

## Phase A

The majority of the areas included in phase A have a prevalence of off-street locations (i.e. private developments). Those locations can be assessed at any time and waste and recycling changes will be implemented on an on-going basis through the project implementation period.

Due to operational efficiencies, on street locations within Portobello, Newhaven and Trinity areas as part of Phase A were implemented by December 2022.

CBR Phase	Timescale	CPZ area (colour coded as per map 1)	Section	No. properties (approx.)	Ward affected
A	On-going during the project	Outwith Current and future CPZ	Forth Portobello/Craigmillar Liberton/Gilmerton Colinton/Fairmilehead Pentland Hills Drumbrae/Gyle Almond	25,500	1 – Almond 2 – Pentland Hills 3 – Drumbrae/Gyle 4 - Forth 8 – Colinton-Fairmilehead 16- Liberton/Gilmerton 17 – Portobello/Craigmillar
			<b>Total</b>	<b>25,500</b>	

Table 6. Phase A number of properties



## Appendix 3– Determination and review of a bin hub location process

**Step 1** - Identification of properties currently provided with communal bin service.



### Step 2 – Determination of bin hub locations

The criteria and parameters are used by an external company to determine the new bin hub locations along the street and create a proposal map for all the bin hubs in the area.

Criteria and parameters, as approved by Transport and Environment Committee February 2020, summary:

- **Capacity** to be provided to each property for waste and recycling
  - Non-recyclable waste = 140/170L per week per property
  - Mixed recycling = 140/170L per week per property
  - Glass = 5/20L per week per property
  - Food waste = 5-20L per week per property
- **Walking distance** – as far as possible bins will be sited within 50m of the property
- **Road safety requirements and streetscape**
  - Placing bins in locations where driver or pedestrian visibility is not affected – 10m away from any junctions and pedestrian crossings
  - Bins to be located on the carriageway and not the footway
  - Bin users should not be required to cross a road to dispose of their waste and recycling. Every effort should be made to provide bins on the same side of the road as the users' properties.
  - Bins should be located in such a way that the user is not required to stand in the flow of traffic in order to access the bin aperture
- Bins located in **parking** areas, as far as possible would need to be placed in a way to minimise



**Step 3** - Each proposed bin hub location is reviewed by the project team and operational colleagues to ensure parameters and criteria are met.

The draft bin hub locations are also shared internally with other teams (i.e. Disabled Person's Parking Place (DPPP), Electric Vehicle (EV) charging point, on-street bike hangers and road operations) to ensure there are no interactions or clashes with other projects.



**Step 4** - Public engagement - Each bin hub location is subject to either:

- Traffic Regulation Order (TRO) (if located within Controlled Parking Zone).
- Local engagement (if located outwith Controlled Parking Zones).



## Step 5 - Review of bin hub locations

Objections and comments provided by residents and groups during the TRO or the engagement process are collated and fully assessed against the review framework as per below.

### Review Framework

For bin hub locations to be reviewed and alternative locations progressed, either through a new TRO or local engagement, all the conditions below would need to be met for the bin hub location to be in the scope of the review.

- **Alternative** bin hub location proposed by minimum 1 member of the public
- **Capacity** to be provided to each property for waste and recycling
  - Non-recyclable waste = 140/170L per week per property
  - Mixed recycling = 140/170L per week per property
  - Glass = 5/20L per week per property
  - Food waste = 5-20 per week per property
- **Walking distance** – as far as possible bins will be sited within 50m of the property – relaxed up to 100m from the property furthest away from the bin hub service. The relaxation of the walking distance parameter cannot be used in conjunction with the relaxation on the crossing the road parameter.
- **Road safety requirements and streetscape**
  - Placing bins in locations where driver or pedestrian visibility is not affected – 10m away from any junctions and pedestrian crossings
  - Bins to be located on the carriageway and not the footway
  - Bin users should not be required to cross a road to dispose of their waste and recycling. Every effort should be made to provide bins on the same side of the road as the users' properties. Bin hub can be placed on the opposite side of the pavement as long as:
    - It is a 20mph road
    - Width of street to be maximum of 10.5m based on maximum unprotected walking crossing distance from kerb to kerb as per Edinburgh Street Design Guidance.
    - There is a clear line of sight of 25m based on the derived stopping sight distances (SSD) and visibility splays on a 20mph road.
    - No accident history involving vehicles with pedestrians or vehicles with other vehicles over a 25m radius from the proposed location.
    - Safe space to use bins – pavement wider than 1.5m (Absolute minimum width as per Edinburgh Street Design Guidance).

The relaxation of the crossing the road parameter cannot be used in conjunction with the relaxation of the walking distance parameter.

  - Bins should be located in such a way that the user is not required to stand in the flow of traffic in order to access the bin aperture
- The perceived impact is not transferred to another property (i.e. the proposed bin hub location is not in front of other properties)
- Bins located in **parking** areas, as far as possible, would need to be placed in a way to minimise any loss of parking spaces allowing for multiple sections of 5.5 metres of parking



**Step 6a:** when alternative specific bin hub location

- **cannot** be identified or
- it **does not** fit within the review framework
- **or** the alternative bin hub location affects other properties/residents

the original proposed bin hub is retained.

**Step 6b:** when an alternative specific bin hub

- **can** be identified and
- **fits** with the review framework and
- **does not** affect other properties/residents

the alternative bin hub location is progressed with relevant process either through a new TRO or local engagement.

### Phase 1, 2 and A

For locations as part of phase 1, 2, and A, the installation of bins and bull bars has been already carried out and the review of these bin hub locations is anticipated to be carried out in Autumn 2023.

### Phase 3

For locations as part of phase 3, the Traffic Regulation Orders were already approved in September 2021 and the road works and installation of bull bars, are planned to commence late Summer 2023. For locations which meet review framework the road works will be paused for the review to take place.

### Phase 4

For bin hub locations as part of phase 4, the project team will engage with residents before the statutory consultation as part of the Traffic Regulation Order (TRO) process to allow members of the public to provide feedback on the new bin hub locations proposals. The engagement process, anticipated to take place in Summer 2023, will include letters sent to all the properties that use the communal bin service or are in the proximity of the proposed bin hubs and as well as engagement events in the area to provide information on how to provide feedback and general information about the aims of the project. The feedback received will support the determination of the final bin hub locations in accordance with review framework as per the process above that then will be progressed as part of the TRO process.

After review for all bin hubs of phase 1 to 4 and A is completed, if road safety or accessibility concerns are raised post implementation or post approval of the TRO, the location will be revised accordingly. This mostly relates to changes on the road or pavement such as parking restrictions, road layouts or unaccounted risks or user behaviour.

This page is intentionally left blank



# Transport and Environment Committee

10.00am, Thursday, 18 May 2023

## Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond catchment

Executive/routine Wards Council Commitments	Routine Almond
---	-------------------

### 1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
  - 1.1.1 The actions in the published Local Flood Risk Management Plan and the prioritisation of flood studies across the Edinburgh area;
  - 1.1.2 The ongoing development of the Edinburgh Surface Water Management Plan and the importance of including opportunities into wider Council projects;
  - 1.1.3 That a River Almond Flood Study will take time to develop and is unlikely to identify a suitable flood scheme;
  - 1.1.4 That it is not currently feasible to attract Scottish Government funding for the development of a Kirkliston flood scheme through current Scottish Flood Risk Management funding arrangements;
  - 1.1.5 That the Breastmill location is in a historically high-risk flooding area and that mitigation and recovery is more appropriate than flood prevention; and
  - 1.1.6 The short-term and long-term actions identified in this report.

**Paul Lawrence**

Executive Director of Place

Contact: Gordon McOmish, Senior Engineer – Flood Prevention

E-mail: [gordon.mcomish@edinburgh.gov.uk](mailto:gordon.mcomish@edinburgh.gov.uk) | Tel: 07770 653417

## Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond catchment

### 2. Executive Summary

---

- 2.1 This report provides a response to the motion by Councillor Lang on [2 February 2023](#) outlining short-term mitigations and long-term solutions which could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.

### 3. Background

---

- 3.1 Substantial flooding occurred in Kirkliston on 30 December 2022, resulting in significant damage to three residential homes and outbuildings, a local business, a local children's nursery and the scout hut next to the Niddry Burn. Whilst flood gates substantially protected properties from the Niddry Burn, most flooding occurred from the River Almond.
- 3.2 It was reported that the flooding resulted in three of the four main roads in and out of Kirkliston becoming impassable for a number of hours, cutting off homes in the Gateside estate.
- 3.3 It was reported that flooding occurred to Edinburgh Airport main runway, the airport taxi drop-off area, and several local roads around the west of Edinburgh, including the access road into the airport. In the same event, Harvest Road and Cliftonhall Road in Newbridge were also impassable due to road flooding.
- 3.4 SEPA advised the 30 December 2023 event was the second highest on record for the River Almond, recorded at the Craigiehall gauge (downstream from Edinburgh Airport), 6mm lower than the highest level on record from 27 April 2000.

#### **Breastmill / B800 area**

- 3.5 The Breastmill area at the confluence of the Niddry Burn and River Almond is a known high risk flood area. Flooding to the properties occurred on four previous occasions and there were two near misses between 2000 and 2020, as well as unrecorded road flooding events.

- 3.6 SEPA Flood Maps identify the Breastmill area as High Risk of flooding and state *'Each year this area has a 10% chance of flooding'*.
- 3.7 Since 2003, the Council has undertaken several improvements in the area to provide additional flood protection from the Niddry Burn. These measures have included improvements to the banking and bunds, construction of a flood wall to the front of the former `Crannog' property (now the Orchard children's nursery); installation of a river sensor and installation of flood gates and barriers at private properties.
- 3.8 In 2006 a planning application was submitted for the `Crannog' property, for change of use from residential to a children's nursery. Flood risk at this time was not a main consideration as part of the planning process, however the Breastmill area had a known history of flooding.
- 3.9 In 2011 an application (11/04086/FUL) was submitted to extend the children's nursery building, which was determined as a mixed decision since it would *"result in an unacceptable threat to occupants due to the flood risk from the River Almond and Niddry Burn, which are close to the application site"*. The application was later granted on appeal with the condition that *"The applicant shall have regard to the additional measures recommended by the Council's Flood Prevention Officer in regard to concrete flooring, raised electrical sockets, water resistant coatings and other advice etc"*. This further highlights the known flood risk within the area).

#### **B9080 Stirling Road flooding**

- 3.10 Flooding has previously been experienced at the B9080 Stirling Road during extreme rainfall events where the road drainage has exceeded the designed capacity. It is known that the drainage is working as the water has cleared after the rainfall abated.
- 3.11 This has resulted in the road becoming impassable at the point where the road surface is lower than the Kirkliston Leisure Centre football pitch. There is also a dip in the road surface towards the motorway bridge.

## **4. Main report**

---

- 4.1 The Forth Estuary, Local Flood Risk Management Plan (2022-2028) (LFRMP) has been published (further detail on this is included in the business bulletin update to this Committee). For the Edinburgh area, this includes development of the Surface Water Management Plan and flood studies for the Gogar Burn and the Braid Burn. It is not intended that the River Almond study will be considered until the next cycle of the LFRMP (expected 2028-2034).
- 4.2 The actions in the LFRMP have been determined on a priority basis along with the available resources and funding. The Council may take additional actions within the six-year cycle that are not included in the plan.
- 4.3 Scottish Government funding is available for promoted flood schemes, however there is already a shortfall in this funding allocation for Cycle 1 of the LFRMP (2016-

2022), as well as a significant shortage for schemes in the actions for Cycle 2 (2022-2028). The promotion of any formal flood scheme takes time to develop (which can be several years) and is subject to cost/benefit ratios.

- 4.4 Without a full flood study on the Almond it is not possible to say where measures would be appropriate or what the impact on other areas might be. This study is not scheduled to commence until at least 2029 and could take three to five years to complete. However, it could commence earlier, depending on completion of other studies, resources and funding.
- 4.5 It is unlikely that the cost/benefit ratio determined from this study would justify flood protection measures solely for the buildings referenced in Paragraph 3.1. River flood protection schemes are incredibly expensive, and the monetary benefits need to outweigh the costs before LFRMP funding would be considered. The national guidance for promoting flood protection schemes primarily focusses on risk to properties rather than the surrounding road infrastructure.
- 4.6 The Edinburgh SWMP does include the Kirkliston area, with the B9080 identified as a known area of flood risk. The plan indicates this to be road flooding with no direct risk to properties.
- 4.7 Following flooding in 2000, the shingle island downstream of Maitland Bridge, Lochend Road, was dredged and has since naturally reformed. Since then, it has been established that dredging of watercourses has little impact on peak flows and is not a sustainable practice for management of flood risk. Dredging of the River Almond or the Niddry Burn would not meet current environmental requirements.
- 4.8 Road gullies and drainage systems are not designed to cope with high intensity storms and large volumes of water over a short duration, meaning their design capacity (as per national standards) is often exceeded, and they can become overwhelmed. Water will usually drain when the rain passes; confirming the gullies are performing adequately and additional cleaning will not bring further benefit.

#### **Immediate actions**

- 4.9 As a result of recent flooding events and as part of the Council's ongoing regular maintenance, the following actions have been completed:
  - 4.9.1 The earth bunding around the field entrances at the B800 and the Scout hut has been reinstated/augmented, plus bunding has been added to the cross-field ditch which was previously seen to surcharge during flood events;
  - 4.9.2 The fallen trees across the Niddry Burn, plus on Maitland Bridge, have been cleared, as well as tree and vegetation removal from the silt/pebble island downstream of the bridge; and
  - 4.9.3 Minor strengthening to the flood gates at Orchard Nursery has been completed. This will help protect against bow waves from traffic when the B800 is flooded from the Niddry Burn. The gates do not, however, offer any protection from the River Almond.

## 5. Next Steps

---

### Short term plans

5.1 In the short term, it is planned to:

- 5.1.1 Continue to develop the Edinburgh SWMP, which can be used to identify potential opportunities for reducing flood risk. It is intended that opportunities identified within the SWMP will be explored when other Council projects are taken forward (e.g. Roads, Parks, Active Travel). The SWMP is not a guarantee that projects will be undertaken;
- 5.1.2 Undertake a mini flood study, using the SWMP information, at the B9080 Stirling Road area. This will allow flooding mechanisms to be better understood and identify options for possible interventions to address the road flooding. Even if some interventions are identified, it is unlikely that all water could be removed, and it may be necessary to accept that at least some roads will always flood during heavy rain. This action will be funded as part of the Surface Water Enhancements programme as part of the additional capital funding allocation for flood management in 2023/2024 (which is the subject of a separate report to Committee), and will be undertaken within the 2023/2024 financial year; and
- 5.1.3 Consider early proposals for the development of the field to the south of Kirkliston, adjacent to the B800 at Breastmill cottages. Initial discussions with developers' consultants have highlighted potential improvements that could provide additional flood storage, reduce road flooding as well as reduce flood risk to the existing properties. Any development would be subject to planning permission and would require a detailed Flood Risk Assessment for the new development.

### Medium-Long term plans

5.2 In the medium to long term it is planned to:

- 5.2.1 Raise awareness of the SWMP and surface water flooding across internal stakeholders so that projects can include improvement measures. This is already happening and will continue to progress over the coming years;
- 5.2.2 Undertake flood catchment study of the River Almond and Niddry Burn to identify current flood risk and potential opportunities. This is unlikely to happen until after the current LFRMP Cycle ends in 2028;
- 5.2.3 Depending on results of the flood catchment study, consider potential mitigation measures to protect from flooding from the River Almond. This would follow the action in 5.2.22.3; and
- 5.2.4 Raise awareness to highlight there needs to be an acceptance that the area is very likely to flood again, and it is not possible to fully prevent this from

happening. Property owners should consider self-protection measures to prevent flood water from entering the buildings whilst flooding the surrounding area. There also needs to be an acceptance that roads will flood and can even convey water – it is unlikely that roads will ever be fully prevented from flooding. This action is also already happening but will continue to progress over the coming years as knowledge of flooding in Edinburgh increases through various projects.

## **6. Financial impact**

---

- 6.1 The immediate actions and ongoing development of the Edinburgh SWMP can be funded from the existing Flood Management Revenue Budget. The mini flood study can be funded from the additional Capital budget allocated for flood management measures.
- 6.2 The River Almond flood study is not included in the current LFRMP actions due to prioritisation of other flood studies, as well as the current resources and budgets. Additional resources could allow this to be progressed earlier, however this would need to consider other priorities and Consultant availability to undertake the study.
- 6.3 A flood study could cost in the region of £200,000 and take between 3-5 years to complete.
- 6.4 It should be noted that the flood study would need to be completed first, before determining if a flood scheme for Kirkliston would be appropriate and if the flood scheme funding would be possible.
- 6.5 There is already a significant shortfall in Scottish Government funding for developed and promoted flood protection schemes. At this time, it is unlikely that a flood scheme for Kirkliston would make the list of prioritised schemes. This is based on national guidance where flood schemes are based on the number of properties at risk from flooding, rather than surrounding infrastructure.
- 6.6 The mini flood study on the B9080 Stirling Road will be funded from the capital allocation for flood management through the Surface Water Enhancements Programme (as reported separately to Committee today).

## **7. Stakeholder/Community Impact**

---

- 7.1 Whilst acknowledging the effects that flooding causes residents around Kirkliston, and throughout Edinburgh, it is sometimes necessary to be realistic about what can be achieved, and continue to be informative and engaging, but also explain when difficult decisions need to be made.
- 7.2 No consultation on flooding has been carried out to date in the Kirkliston area. If a specific scheme or improvements are identified the relevant stakeholder engagement would be undertaken at this time.

- 7.3 Officer-level discussions have taken place with the Breastmill property owners. The Orchard Nursery owners have been advised to take advice from the Scottish Flood Forum as to what can be done to make the property more flood resilient.
- 7.4 The Council guidance for new development already includes factors for climate change and sustainable development. It has been demonstrated that new development can reduce the risk of flooding in adjacent areas. Retrofitting of existing property is more challenging, and therefore it is often necessary to accept that flooding will occur, and therefore implement measures to mitigate the effects of flooding, and facilitate a speedy recovery, rather than attempting to prevent it.

## **8. Background reading/external references**

---

- 8.1 The Forth Estuary, Local Flood Risk Management Plan (2022-2028) (LFRMP) has been published by Falkirk Council and also available on the Council's website.  
<https://www.edinburgh.gov.uk/flooding/local-flood-risk-management-plan>
- 8.2 Detail on advice and organisational responsibilities can be found at these links:
- 8.2.1 The Council - <https://www.edinburgh.gov.uk/flooding>
- 8.2.2 Scottish Flood Forum - <https://scottishfloodforum.org/>
- 8.2.3 SEPA - <https://www.sepa.org.uk/environment/water/flooding/>
- 8.2.4 Scottish Water - <https://www.scottishwater.co.uk/Your-Home/Your-Waste-Water/Sewer-flooding>

## **9. Appendices**

---

- 9.1 None.

This page is intentionally left blank



## Transport and Environment Committee

10.00am, Thursday, 18 May 2023

### Response to Motion by Councillor Osler - Flooding

Executive/routine Wards Council Commitments	Routine All
---	----------------

#### 1. Recommendations

---

- 1.1 It is recommended that Transport and Environment Committee notes:
  - 1.1.1 The five identified programmes of work and the projects initially prioritised for investment in 2023/2024; and
  - 1.1.2 That an update will be provided by way of Business Bulletin in May 2024.

**Paul Lawrence**

Executive Director of Place

Contact: Stephen Knox, Services Manager – Structures and Flood Management

E-mail: [stephen.knox@edinburgh.gov.uk](mailto:stephen.knox@edinburgh.gov.uk) | Tel: 0131 529 3587

## Response to Motion by Councillor Osler - Flooding

### 2. Executive Summary

---

- 2.1 This report identifies five programmes of work to be progressed utilising the additional £2m of capital funding allocated for flood prevention measures and with a plan for communications and engagement to be progressed as part of these programmes.

### 3. Background

---

- 3.1 The City of Edinburgh Council declared a Climate Emergency in 2019, setting an ambitious target for the city to become net zero by 2030. The most significant climate impacts for Edinburgh include coastal erosion and surface water flooding.
- 3.2 As a result of the construction of the Water of Leith and Braid Burn Flood Protection schemes, the city is well protected from major fluvial flooding from our major watercourses, however fluvial flooding is also acknowledged as a significant climate impact.
- 3.3 This report is in response to a motion by Councillor Osler at Council on [16 March 2023](#) and sets out currently identified priorities and potential sources of funding, and how the extra £2m could be best spent to alleviate flooding concerns within the city.

### 4. Main report

---

#### Programme and Project Identification

- 4.1 The projects selected for investment in 2023/2024 were initially chosen following a workshop held with Scottish Water and SEPA on 8 March 2023, under the Edinburgh and Lothians Strategic Drainage Partnership banner. Various projects were listed based on historic flooding incidents, known high-risk areas and ongoing projects with potential opportunities for enhancement.
- 4.2 Individual meetings were then held to explore additional projects and determine:
- 4.2.1 Does the project fall within a Strategic Green Blue Network area?

- 4.2.2 Does the project fall within a priority Surface Water Management Plan (SWMP) catchment?
- 4.2.3 Is there an opportunity for matched funding?
- 4.2.4 Can it be delivered in 2023/2024?
- 4.2.5 Is there an existing project team in place with resources to deliver enhancements?
- 4.3 The above criteria encompass numerous sub-criteria. For example, selection of Strategic Green Blue Network Areas included consideration of protected areas, deprivation, paths and cycleways, biodiversity, ecosystem services, flood risk, river networks and green space. Priority Surface Water Management Plan (SWMP) Catchments also considered economic damages from flooding, and sustainable drainage opportunities.
- 4.4 Projects were then costed. It was not feasible to fully cost all projects in detail within the timescales for this report, but estimates were made based on previous experience and in the case of existing projects, considered any estimates which had already been determined.
- 4.5 It was acknowledged that it was not feasible to efficiently spend £2m over 10 months and so a two-year programme was developed, with approximate spend being allocated to both 2023/2024 and 2024/2025 financial years. This was done in a 'rolling wave' approach, with more detail and more confidence over 2023/2024 projects. The programmes may need to be extended into a third year depending on the outcome of study work, and progress of ongoing projects.
- 4.6 These projects are complex and require a lot of early analysis to ascertain the right solution before any design or construction can be undertaken. This includes not passing a flooding problem on to another location.
- 4.7 During this exercise five key themes emerged and this formed five programmes of work to be taken forward:
  - 4.7.1 Coastal Enhancements;
  - 4.7.2 Surface Water Enhancements;
  - 4.7.3 Parks Sustainable Drainage Enhancements;
  - 4.7.4 Craigleith Catchment Study; and
  - 4.7.5 River Natural Flood Management.
- 4.8 Programmes have been identified to give some flexibility in spend, but also as a framework for which could be used to plan for flood management in future years if regular capital funding is allocated.
- 4.9 Based on the estimated spend over the entire duration of the programmes (including estimated spend not detailed in this report), a nominal allocation of funding was made to each of the five programmes. This has been allocated to guide future project selection within the programmes and may be adjusted throughout the two-year programmes based on other emerging projects.

## Staff Resources

- 4.10 The Council's Flood Prevention team has a total of seven posts: comprising a Senior Engineer (Team Leader), two Engineers, one Graduate Engineer and three Transport Technicians. There are currently three vacancies, at a time when the engineering recruitment market is challenging, and Local Authorities across Scotland are struggling to recruit experienced staff into existing Council salary grades and retain these staff as they gain experience.
- 4.11 A new strategic flood risk management team is planned; however it is expected to take at least 12 months to recruit the staff for this team, and additional time for it to become fully efficient. This team will be responsible for progressing future projects like those identified within this report. Recurring capital budget allocation for this type of work will support additional recruitment to improve the delivery efficiency of these projects in subsequent years, and less reliance on external consultants.
- 4.12 The forecast spend for 2023/2024 is based on current staff resources, with the forecast spend in 2024/2025 optimistically relying on filling all vacant posts. It may be necessary to extend the programme into a third year. As this is capital funding, Finance have been confirmed that it is possible to slip any unspent budget into subsequent years.
- 4.13 In January 2022, Committee noted the intention to create a multi-disciplinary team and suggested that this should include provision for regular road sweeping and gully cleaning to minimise build-up of detritus. The responsibility for these activities' rests with Street Cleansing and Road Operations respectively.
- 4.14 A summary of the £2m allocation split and forecast expenditure within 2023/2024 is shown in Figure 1 and Figure 2 respectively.

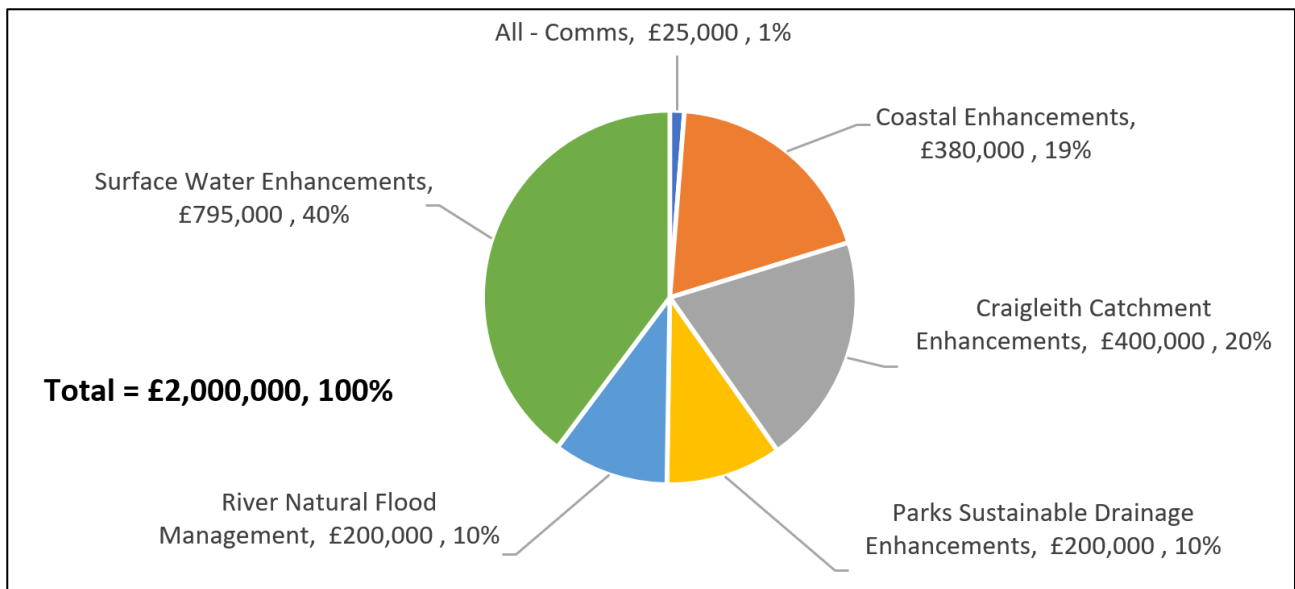


Figure 1 - Allocation split by Programme

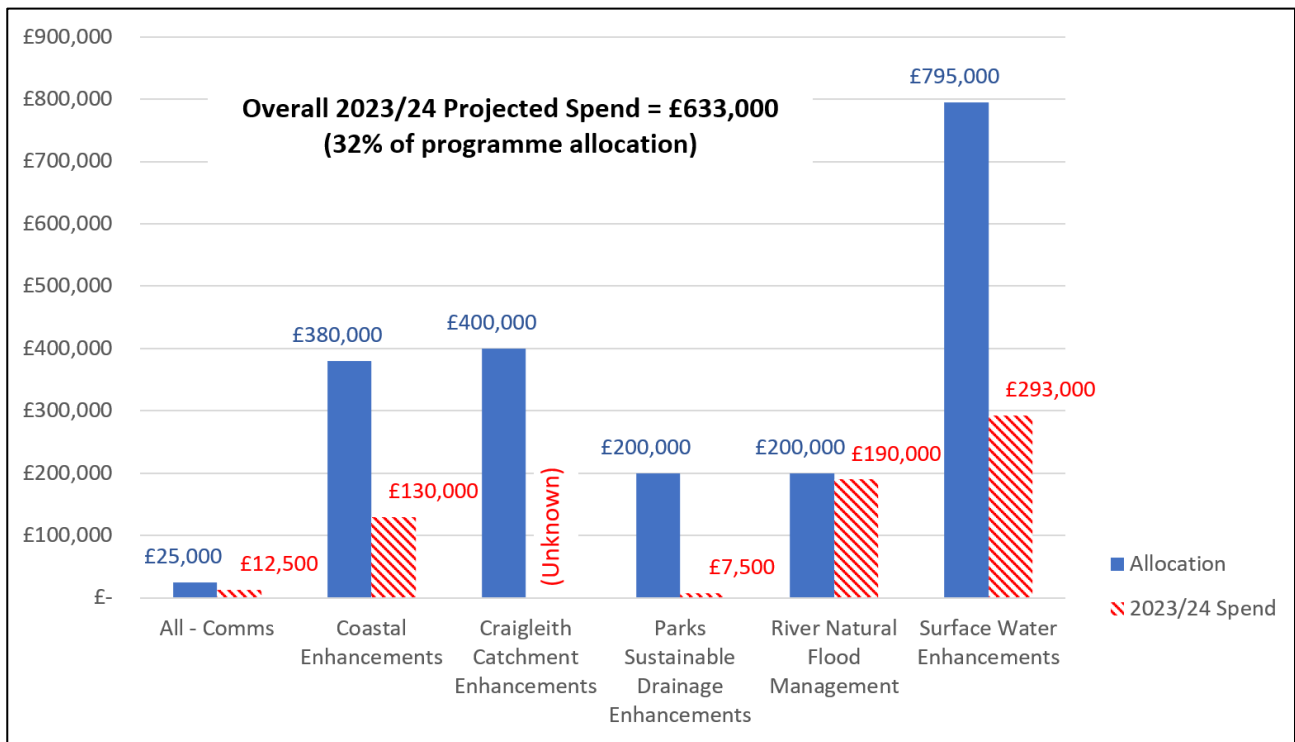


Figure 2 - Forecast 2023/24 spend by Programme

4.15 The following sections detail the ongoing work, potential sources of funding, and signpost the relevant appendices for additional detail on proposed projects within each programme.

### Programme 1 - Coastal Enhancements

- 4.16 Edinburgh’s coastline mostly comprises hard-engineered defences such as sea walls and revetments, and as a result, has served Edinburgh well in protecting against coastal flooding and erosion. However, there are concerns that climate change could lead to more widespread coastal flooding or erosion resulting from a combination of rising sea levels, increased frequency of storm surges, and rougher sea conditions.
- 4.17 The Council is in the initial stages of developing a Shoreline Management Plan (SMP). This will consider the existing coastal assets together with predicted sea level rise climate projections and develop a plan which will help inform the Council’s coastal strategy. This strategy will define where to “hold”, “advance” or “retreat” the shoreline – and therefore inform the ongoing maintenance of our coastal assets, and inform future development along the coast. Scottish Government grant funding has been allocated to undertake this study, although there is no indication for future funding to progress and recommendations within the plan or strategy. As the SMP progresses, other coastal consolidation works may be identified for inclusion within this programme.
- 4.18 One of Edinburgh’s most important coastal defences is Portobello Beach. Beaches perform an invaluable role in dissipating wave energy and therefore reducing

coastal surges which otherwise cause flooding. Through a natural process called longshore drift, sand moves along coastlines. At Portobello, Council-maintained groynes prevent excessive sand movement from East to West. Inspections undertaken after Storm Arwen damaged Groyne No.4 in November 2021 highlighted that all groynes require full refurbishment.

- 4.19 To a lesser extent, Longcraig Pier, Queensferry also protects movement of sand away from Whitehouse Bay beach and is also in need of consolidation. The Coastal Enhancements Programme would initially encompass these two projects, as detailed in Appendix 1. Works along the coast are strictly regulated, and the timeframes identified for these programmes are subject to SEPA and Marine Scotland licencing.

### **Programme 2 - Surface Water Enhancements**

- 4.20 There are 20,000 homes in Edinburgh at a medium risk of surface water flooding, according to SEPA's National Flood Risk Assessment undertaken in 2018. Whilst Edinburgh's mainly-Victorian sewage network has served the city well, intense storms now being experienced as a result of Climate Change often overwhelm these systems. As a result, surface water flooding is becoming more common, and this is incredibly distressing for residents affected by it.
- 4.21 The Council has a very limited remit when it comes to surface water flooding, and it is generally for residents to take appropriate steps to protect themselves from flooding. This is particularly relevant when storm intensity exceeds all design standard requirements for roads, highway drainage, or sewer infrastructure. Many of the projects proposed are going above and beyond the Council's statutory remit for protecting properties from flooding.
- 4.22 The Council has strict guidance for new developments and as a result, development usually mitigates flood risk. Retrofitting existing infrastructure is much more disruptive, and expensive, and needs to take cognisance of the fact that locally reducing flood risk can increase it elsewhere.
- 4.23 The Council and Scottish Water have been working collaboratively on various initiatives – both strategy/guidance and implementing enhanced sustainable drainage within projects. However, until the allocation of this additional £2m of capital funding, there has not been a reliable source of funding to allow a programme of work to be developed. Furthermore, as this is usually not within the Council's remit, staff resources are not available to progress it. Despite this, successful funding applications have been made for previous and ongoing surface water projects, and contributions have been received from Sustrans, Edinburgh World Heritage, Nature Restoration Fund and SEPA.
- 4.24 The Council is in the process of developing its initial SWMPs, which highlight areas most affected by surface water flooding, and potential for interventions.
- 4.25 The Surface Water Enhancements Programme would initially encompass the projects allocated in Appendix 2. These include projects for which the feasibility/design has already commenced, together with locations which have been

identified as potential, but unconfirmed opportunities. The following steps would be undertaken for each location, with new locations being added in time:

- 4.25.1 Location identified due to historic flood events, positioned within a priority SWMP area, and based on officer experience there is an initial indication that cost-effective measures may be appropriate to reduce flood risk. To keep the programme manageable, no more than eight projects will be under consideration at any time;
- 4.25.2 A mini-flood study will be undertaken to model the effects of possible interventions. If required, a topographical and/or drainage survey will be undertaken;
- 4.25.3 A qualitative cost-benefit assessment will be undertaken to determine if the measures necessary to reduce flood risk are cost effective. As the programme develops, a quantitative approach may be taken in future; and
- 4.25.4 If funding is available a schematic design will be developed, and works will be considered; first exploring any existing ongoing or upcoming projects in which the scope could be enhanced. If no existing projects are available, one of two options will be chosen depending on available staff and funding resources, and qualitative cost-benefit assessment. Either detailed design and works will be undertaken independently, or the schematic design will remain 'on the shelf' for incorporation within another upcoming project.

4.26 Appendix 2 details an example at Mid Liberton which has been used as a proof-of-concept for this prioritisation approach.

### **Programme 3 - Parks Sustainable Drainage Enhancements**

- 4.27 Through the Thriving Green Spaces project, and other workstreams, the Council is creating a new vision for the city's green spaces. These projects set out with an original focus on health and wellbeing, active travel, biodiversity, recreation and social cohesion, but in recent years parks have been identified as key opportunities for storing water. An existing example in Edinburgh is Inch Park, which is a fully functioning park for the majority of the time but also serves as flood storage as part of the Braid Burn flood protection scheme.
- 4.28 All Council green spaces projects must take cognisance of the water vision, and many projects are being progressed with some excellent sustainable drainage proposals embedded from the beginning. Often these proposals are focused on reducing localised flooding within the green space, rather than necessarily looking beyond the boundary of the park to explore what opportunities there are for conveying surface water from neighbouring hard standing areas (e.g. roads), into the green area where storm water can be attenuated and then released when the rainfall subsides. There are some excellent examples of this elsewhere in the UK, for example the [Sidmouth Amphitheatre](#) which protects 64 properties in Devon from flooding by intercepting flows on an adjacent road and redirecting them into an amphitheatre space which doubles up as a functional performance space.

- 4.29 The Parks Sustainable Drainage Enhancements Programme would identify existing parks projects which have got existing funding and staff resource, and where there are opportunities to intercept adjacent surface water which currently flows into the combined sewer network. A contribution would then be made towards the relevant projects for the additional costs in designing and constructing the additional infrastructure. Where possible, any contributions would be matched against other funding sources. Recent funding for these types of projects has been received from National Heritage Lottery Fund and National Trust 'Future Parks Accelerator' programme, Greenspace Scotland 'Nature Restoration In Parks' programme and NatureScot 'Nature Restoration' programme.
- 4.30 In exceptional circumstances, the programme would also fund existing projects where there is localised flooding within the park itself, and the scope of the Parks project does not include addressing this. This would only be considered where great benefits can be gained from a small financial investment, and where the flooded region of park provides a thoroughfare to pedestrians with no obvious diversion route, as the focus on the programme will be reducing flooding to properties and essential access routes.
- 4.31 The Parks Sustainable Drainage Enhancements Programme would initially encompass the projects allocated in Appendix 3. Appendix also details an example of where Scottish Water have identified an opportunity to disconnect surface water from the combined sewer network. This is the type of project that would be favourable for investment from this programme.

#### **Programme 4 - Craigleith Catchment Study**

- 4.32 In conjunction with Scottish Water and through the SWMPs, the Council have identified three priority areas in Edinburgh where areas affected by flooding also offer opportunities for improvement. The first of these is the Craigleith catchment, and a catchment-wide study is underway entitled the Craigleith 'Thriving Green Blue Neighbourhood' project. This project is currently funded to RIBA Stage 2.
- 4.33 Whilst there are numerous workstreams and opportunities within the existing catchment-wide study, it is currently unclear what the next stages of this project will be, or whether these will be capital in nature. All planning work to date has been revenue in nature and so a capital project will have to be identified and scoped before any funding could be allocated.
- 4.34 Acknowledging the importance of the project and the area, a nominal allocation of funding has been made, but no spend forecast at this time. Appendix 4 details some of the workstreams which may benefit from funding.

#### **Programme 5 – River Natural Flood Management**

- 4.35 Natural Flood Management (NFM) is focusing on natural measures to reduce flood risk. Typical NFM measures include large-scale meandering, tree planting and other measures to restore or mimic the natural functions of rivers, floodplains and the wider catchment. Due to the urban character of much of Edinburgh, NFM opportunities are rare, however as part of the Niddrie Burn flood study undertaken



in 2020, a report into possible NFM measures along that watercourse was completed.

- 4.36 Whilst there aren't currently any plans to deliver any of the Niddrie Burn NFM measures identified within that report, due to the timescales that would be required to progress them, other local NFM opportunities have been identified along the Burdiehouse Burn and Water of Leith, as summarised in Appendix 5, and these are ready for construction within this financial year.
- 4.37 These works will take proactive steps to prevent further erosion of the riverbank whilst introducing habitat improvement and increased biodiversity. Protecting the bank will also safeguard valuable riverside paths, and in the case of the Burdiehouse Burn example, subsequently private gardens and properties.
- 4.38 As with all programmes of work identified in this report, the funding allocated to this programme will be used to demonstrate the types of projects that can be delivered, but regular funding allocation is required to develop a rolling programme to continue this type of work over the next five years.

### **Communications**

- 4.39 To support all of these programmes of work, comprehensive and inclusive communication is required, and this supports the Council's Local Flood Risk Management Plan (LFRMP) Cycle 2 action "*Community engagement is to continue to be carried out in the area by the responsible authorities to raise awareness of flood risk*". Through the Edinburgh and Lothians Strategic Drainage Partnership, Scottish Water and the Council have committed to investing a total of £0.1m on communication for joint projects falling within the scope of the partnership (£0.05m each on a matched arrangement). There is no timeframe for this commitment, and it is currently to be contained within the budgets of existing projects.
- 4.40 Some of the communications work will be revenue in nature, but with the allocation of an additional £2m, it is anticipated that around half of the Council's investment will now be relating to capital-funded projects. The following are typical examples which may form part of either revenue or capital projects:
- 4.40.1 Promote the work of the Council in the public (e.g. advertising vinyls) and professional (e.g. presenting at industry events) domain;
  - 4.40.2 Encourage Council projects to incorporate sustainable drainage within designs (e.g. SuDS factsheets); and
  - 4.40.3 Encourage and support public consultation for projects (e.g. by creating a consultation toolkit).
- 4.41 By committing to this investment, the Council can attract matched funding from Scottish Water through their equivalent commitment.

## **5. Next Steps**

---

- 5.1 Officers will now progress the projects identified for investment within 2023/2024.

- 5.2 An update will be provided to Committee by way of a Business Bulletin in May 2024. This will summarise spend to date and provide an updated forecast for upcoming projects.

## 6. Financial impact

---

### Capital Expenditure

- 6.1 The Capital costs associated with progressing the projects identified within this report can be fully contained within the additional allocation for flood prevention measures.
- 6.2 The estimated costs of the five programmes are:
- 6.2.1 Coastal Enhancements - allocation of £0.380m and a forecast spend of £0.130m in 2023/2024;
  - 6.2.2 Surface Water Enhancements - £0.795m and a forecast spend of £0.293m in 2023/2024;
  - 6.2.3 Parks Sustainable Drainage Enhancements - allocation of £0.200m and a forecast spend of £0.0075 in 2023/2024;
  - 6.2.4 The Craigleith Catchment Study - allocation of £0.400m and forecast spend in 2023/24 unknown;
  - 6.2.5 River Natural Flood Management – allocation of £0.200m and forecast spend of £0.190m in 2023/2024.
  - 6.2.6 £0.025m to support communications and engagement.
- 6.3 Where forecast costs have been noted against projects, these are solely indicative and will be developed during detailed design and costing. Programmes will be continuously refined over the coming two to three years.
- 6.4 The forecast spend for 2023/2024 is £0.633m. The optimistic upper-bound forecast spend for 2024/2025 is £1.367m although this depends on sufficient staff resources being available, and so it is likely that some of this forecast will slip into 2025/2026. Regular updates will be provided to finance to inform the overall budgeting and forecast process.

### Maintenance

- 6.5 Many of the projects identified to be progressed include the construction of new sustainable drainage in the form of new green/blue infrastructure. As with all Council capital projects which introduce new or more complex infrastructure to our city, this requires maintenance. To give an indication of the scale of additional revenue funding required, if 50% of the projects involve new infrastructure; 75% of these projects are either new infrastructure, or infrastructure which is more complex to maintain; and this new or enhanced infrastructure lasts for 50 years, the net present value of annual revenue investment required to maintain these assets is  $£2m \times 50\% \times 75\% / 50 \text{ years} = £0.015m$  per year. Whilst a crude estimation, this

highlights the scale of additional revenue budget which will be required to ensure any new measures remain operating effectively. There is currently insufficient revenue funding to sustainably maintain new capital infrastructure.

### **Future funding**

- 6.6 Whilst not detailed in this report, the workshop and follow-up meetings used to identify suitable for projects for this additional funding identified projects totalling over £4m. This is far from an exhaustive list, and there are numerous instances of historic flooding in the city which will not even be considered within these programmes. This list does not consider any major flood protection schemes – funding arrangements for these are detailed further in the business bulletin update presented to this Committee, and as an example, the scale of the flood protection measures which would likely be required for the River Almond are considered further in a separate report to this Committee entitled ‘Flooding in Kirkliston and the wider Almond catchment – Response to Motion by Councillor Lang’.
- 6.7 A regular allocation of capital funding is required to continuously identify and solve flooding issues around Edinburgh. Without this regular funding allocation, it is difficult to recruit suitable qualified and experienced staff to progress projects. Revenue funding must also be allocated to ensure any enhancements are adequately maintained and operate effectively.

## **7. Stakeholder/Community Impact**

---

- 7.1 Stakeholder and community consultation will be undertaken as required by each project within the five programmes, commensurate with the scale and complexity of each. Extensive stakeholder consultation has already been undertaken for many of the projects identified.
- 7.2 The programmes of work seek to address some of the primary effects of Climate Change in Edinburgh. Care will be taken to ensure that the benefits in reducing flooding are not offset by introducing significant carbon emissions through construction activities.
- 7.3 Projects to mitigate surface water flooding will continue to be progressed under the banner of the Edinburgh and Lothians Strategic Drainage Partnership, realising the benefits this partnership will bring to funding opportunities and collaborative working.

## **8. Background reading/external references**

---

- 8.1 None.

## **9. Appendices**

---

- 9.1 Appendix 1 – Coastal Enhancements.

- 9.2 Appendix 2 – Surface Water Enhancements.
- 9.3 Appendix 3 – Parks Sustainable Enhancements.
- 9.4 Appendix 4 – Craigleith Catchment Study.
- 9.5 Appendix 5 – River Natural Flood Management.

## Appendix 1 – Coastal Enhancements

	<b>Allocation</b>		<b>Forecast 23/24 spend</b>
	£380,000		£130,000
	19%		

### 2023/24 Projects

Project name and brief description	2023/24 design spend	2023/24 Construction spend	Future spend
<b>Longcraig Pier:</b> masonry repairs to pier end to retain pier as both coastal flood prevention and amenity for Sea Scouts.	£0	£80,000	n/a
<b>Portobello Groynes:</b> full refurbishment of all groynes; to prevent longshore drift of Portobello Beach – essential coastal flood prevention measure	£5,000	£45,000	£250,000 in 2024/25

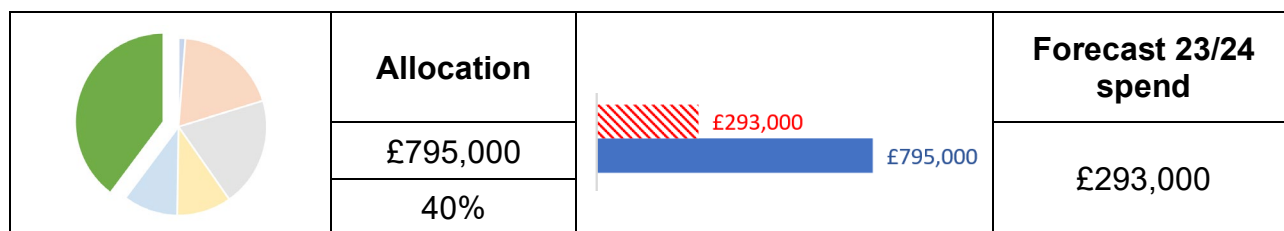


Figure 3 - Exploratory works to damaged Portobello Groyne No. 4 following Storm Arwen

All Coastal Enhancements projects will be delivered by the Flood Prevention team with existing staff resource. No additional ongoing Revenue spend.

No matched funding anticipated.

## Appendix 2 – Surface Water Enhancements



### 2023/24 Projects

Project name and brief description	2023/24 design spend	2023/24 Construction spend	Future spend
<b>Orchard Park Swale:</b> repurposing of the north-west edge of the park to sustainably drain surface water from Orchard Drive whilst improving placemaking ( <b>this project could also be part of the Craigleith Catchment Enhancements, or the Parks Sustainable Drainage Enhancements programmes, and may move to one of those</b> )	£10,000	£140,000	£400,000 in 2024/25*
<b>Easter Drylaw Drive:</b> investigations and mini flood study to identify possible alleviation measures to address flooding in extreme rainfall events	£20,000	£0	Construction works TBC
<b>North Gyle:</b> investigations and mini flood study to identify possible alleviation measures to address flooding in extreme rainfall events	£15,000	£0	Construction works TBC
<b>Royal Crescent:</b> investigations and development of existing World Heritage Site flood study to identify possible alleviation measures to address flooding in extreme rainfall events	£10,000	£0	Construction works TBC
<b>Kirkliston:</b> investigations and mini flood study to identify possible alleviation measures to address road flooding and culvert blockage and The Glebe in extreme rainfall events	£20,000	£0	Construction works TBC
<b>Priestfield / Prestonfield:</b> investment in Roads capital renewal project programmed for 2024/25, to provide enhanced SuDS measures. Will include raingardens and tree pits with a focus on improving biodiversity as well as reducing flood risk.	£3,000	£0	£75,000
<b>Mid Liberton / Goods Corner:</b> investment in Roads capital renewal project programmed for 2023/24. Additional measures will include construction of raised table at entrance to Mid Liberton and re-grading of road around Goods	£0	£75,000	£0

<p>Corner to direct excess surface water to the Braid Burn. Mini flood study completed with outline design of flood measures ready for incorporation in roads design scope. Enhanced biodiversity alongside Nether Liberton Lane.</p>			
---	--	--	--

\* Early estimate based on Atkins SuDS Studio Costing Model – refinement required.

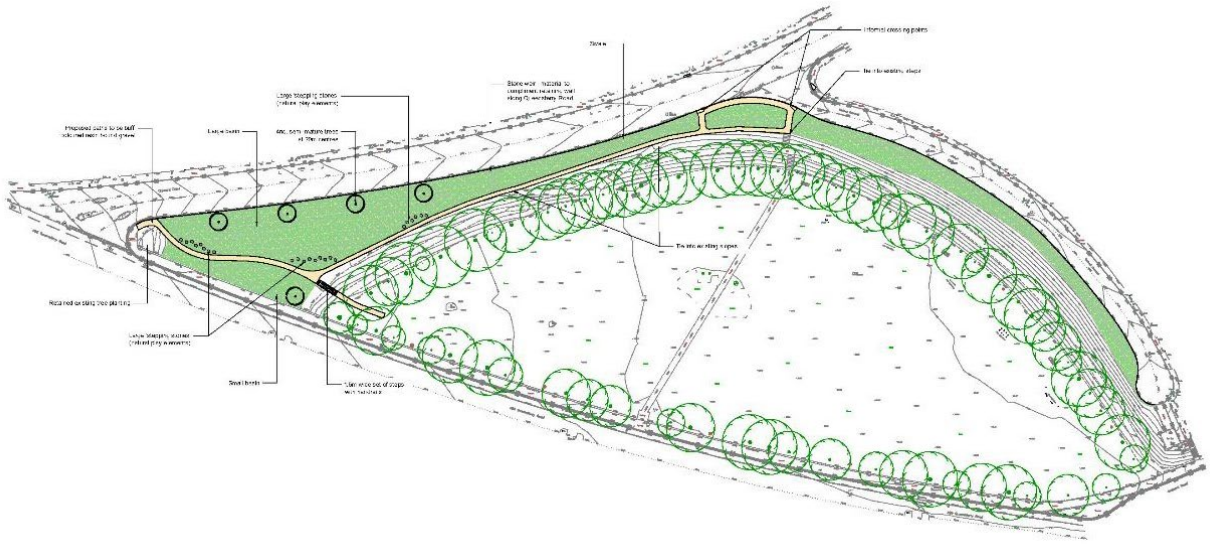


Figure 4 - excerpt from design for the Orchard Park swale

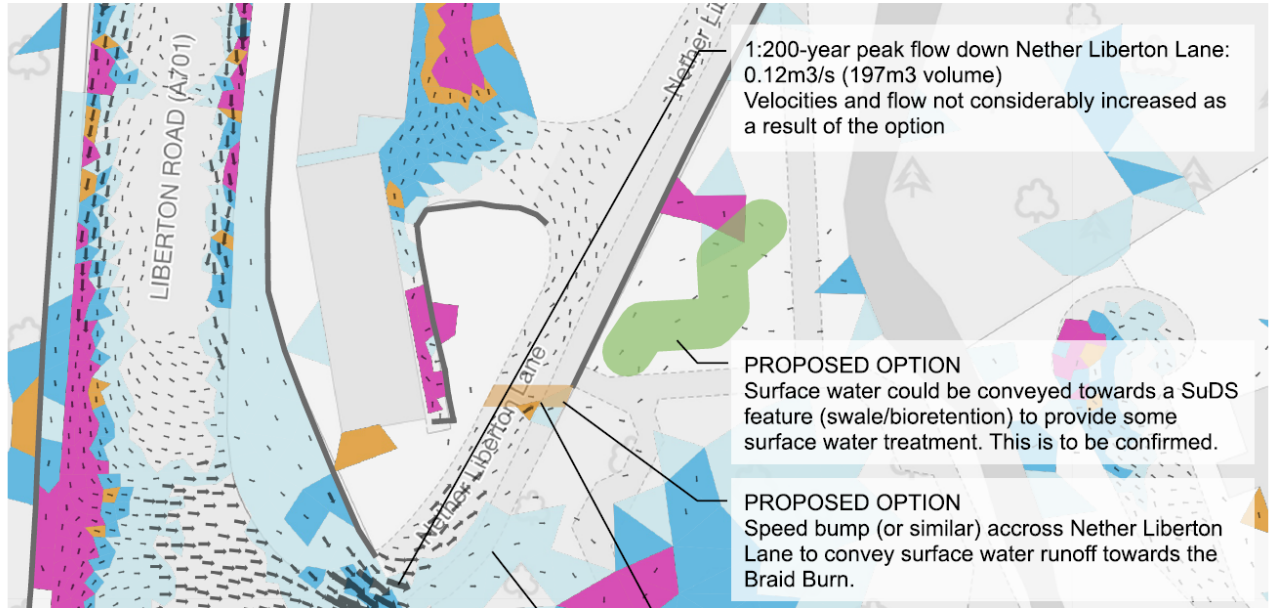


Figure 5 - excerpt from mini flood study and schematic design at Goods Corner

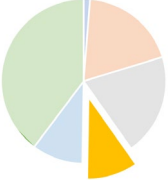

Design/investigation work required as part of the Surface Water Enhancements Programme will be delivered by a range of teams including Flood Prevention, Planning and Transport Contracts & Design (TCD), with support from external consultants. Much of the construction spend will be delivered by the TCD team as part of the Carriageways and Footways Capital programme, but this will be supplemented by other projects delivered out with that programme.

Green/blue infrastructure within the Priestfield / Presonfield project will require additional revenue funding for future maintenance by the Council's Parks team.

Minimal matched funding anticipated.



### Appendix 3 – Parks Sustainable Drainage Enhancements

	<b>Allocation</b>		<b>Forecast 23/24 spend</b>
	£200,000		£7,500
	10%		£200,000

#### 2023/24 Projects

Project name and brief description	2023/24 design spend	2023/24 Construction spend	Future spend
<b>3 Parks in Leith:</b> exploring options for incorporating swales within existing projects to improve biodiversity and reduce flood risk	£5,000	£0	TBC
<b>West Pilton Park:</b> potential disconnection of an adjacent surface water drainage system which discharges to the combined sewer. Attenuation within park and reduction of localised park flooding, as part of current masterplan	£2,500	£0	TBC

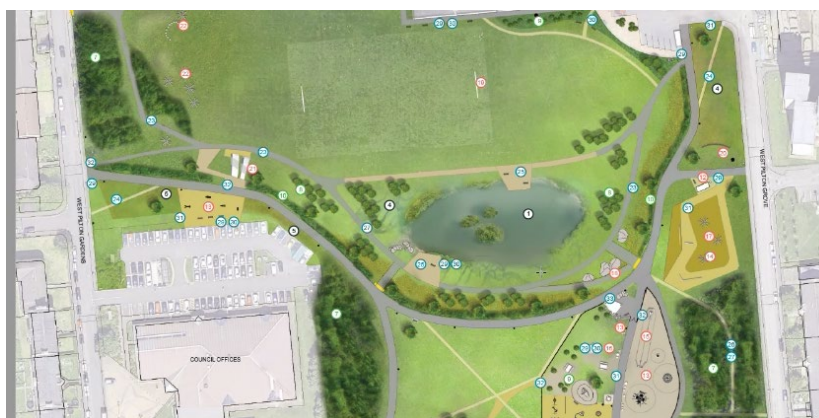


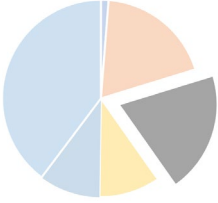

Figure 6 - excerpt from West Pilton park draft masterplan

All work required as part of the Parks Sustainable Drainage Enhancements Programme will be delivered by the Parks team in partnership with external consultants.

Green/blue infrastructure within all projects will require additional revenue funding for future maintenance by the Council’s Parks team.

This programme of work will develop significantly over the coming year but it is anticipated that match funding will be available from various sources for many of the projects within.

## Appendix 4 – Craigleith Catchment Enhancements

	<b>Allocation</b>	<p>(Unknown)</p>  <p>£400,000</p>	<b>Forecast 23/24 spend</b>
	£400,000		Unknown
	20%		

### Potential Projects – to be confirmed

Project name and brief description
<p><b>Orchard Park redevelopment:</b> The Orchard Park swale identified within the Surface Water Enhancements Programme is an intermediate step to a possible redevelopment of the park and daylighting of the culvert which runs beneath. There are technical challenges due to the culvert depth but this is a key opportune area of green space within the catchment.</p>
<p><b>Develop the Thriving Green Blue Neighbourhood project to RIBA Stage 3:</b> This project is being undertaken collaboratively between the Council, Scottish Water and consultants Atkins. It is currently at RIBA Stage 2, supported by Sustrans funding. It is unclear what funding arrangements will be available to develop it to Stage 3 and beyond, and staff resources are currently unavailable for doing so.</p>
<p><b>Craigleith Active Travel Routes:</b> Some key Active Travel routes have been identified as part of the Thriving Green Blue Neighbourhood project. Subject to Sustrans funding and additional Council staff resources, there is an opportunity to accelerate this aspect to construction stage. Council matched funding will be required.</p>
<p><b>Craigleith Retail Park:</b> Through the Edinburgh &amp; Lothians Strategic Drainage Partnership, Scottish Water (primarily) have been discussing opportunities for improving the space surrounding Craigleith Retail Park, which would also involve disconnection of surface water from the combined sewer network. However care must be taken not to increase flood risk downstream by simply moving this water to the watercourses.</p>

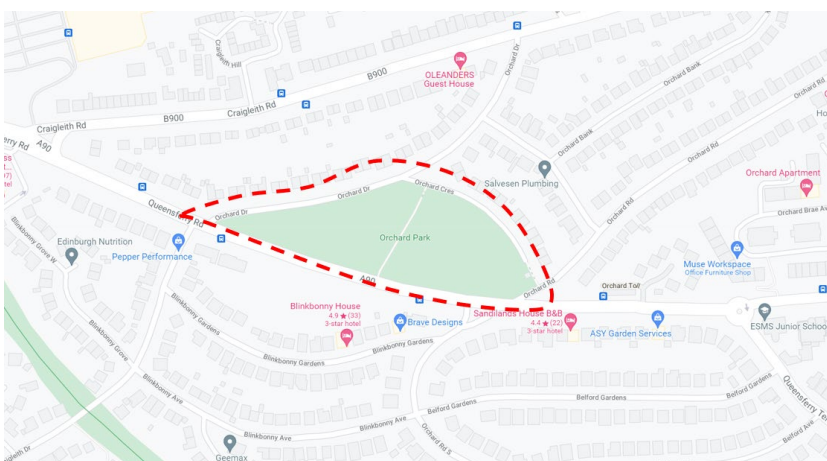


Figure 7 - Orchard Park

It is likely that most work delivered as part of the Craigleith Catchment Enhancements Programme will be delivered by the Flood Prevention and Planning teams in partnership with external consultants.

Green/blue infrastructure within all projects will require additional revenue funding for future maintenance by the Council's Parks team, and possibly others depending on emerging project details.

This programme of work will develop significantly over the coming year but it is anticipated that match funding will be available from various sources for many of the projects within. Craigleith Retail Park is an example where a combination of private and public financing could be used to achieve joint benefits.

#### Craigleith Hill Avenue

From recent deputations, Committee will be aware of historic flooding in properties at the eastern end of this street. There has been excellent engagement from NHS Lothian staff at Western General Hospital who are finalising CCTV and manhole surveys within the hospital grounds to develop a hydraulic model of the site. This will be integrated into the Craigleith catchment-wide model under development by Scottish Water to explore potential solutions for reducing flooding from the Craigleith Burn during extreme rainfall events. This is an example of an ongoing project which might become part of the programme in future years, however is currently being progressed out with.

## Appendix 5 – River Natural Flood Management

	<b>Allocation</b>	£190,000 £200,000	<b>Forecast 23/24 spend</b>
	£200,000		£190,000
	10%		

### 2023/24 Projects

Project name and brief description	2023/24 design spend	2023/24 Construction spend	Future spend
<b>Water of Leith - Roseburn Cliff flood alleviation and embankment improvement:</b> Construction of green engineering solutions to protect a 500m embankment stretch along Roseburn Cliff	£0	£150,000	£0
<b>Burdiehouse Burn:</b> 100m river embankment erosion repair at “The Narrows” to prevent collapse of footpath and subsequent private gardens from adjacent properties along the burn	£4,000	£36,000	£0

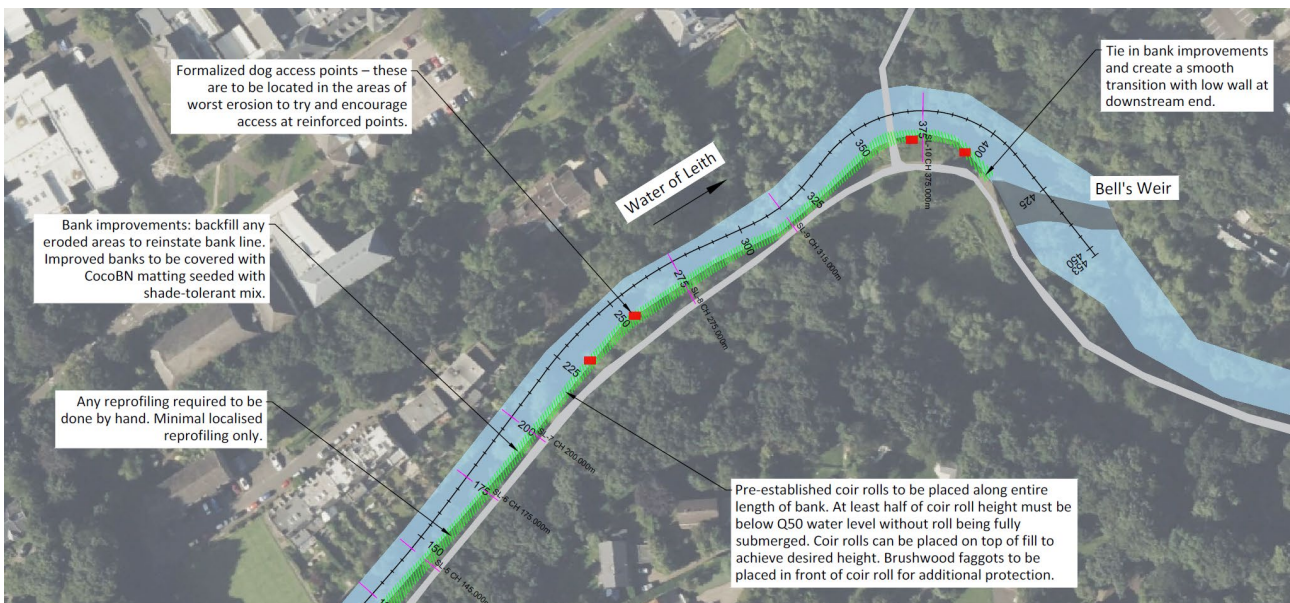
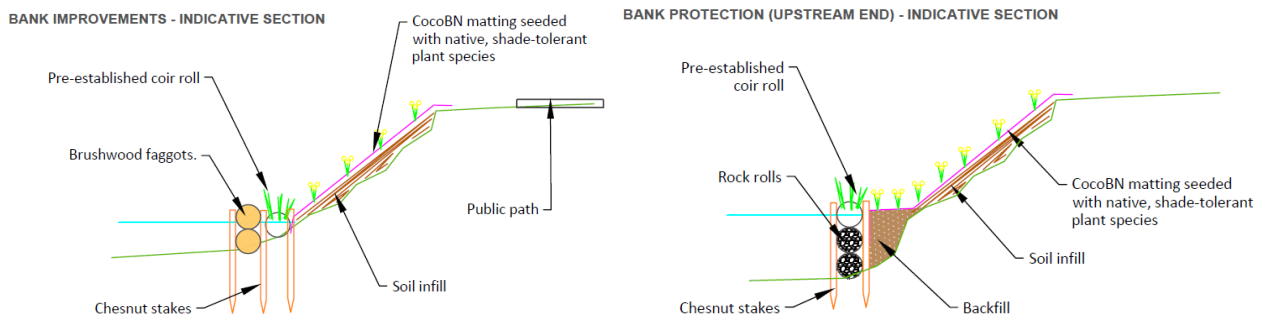


Figure 8 - excerpt from Roseburn Cliff design proposal



*Figure 9 – examples of improvements using natural engineering to protect from erosion and improve biodiversity*

All work required as part of the River Natural Flood Management Programme will be delivered by the Parks team (Natural Heritage Officers) in partnership with external consultants.

Matched funding may be available from other sources such as the Nature Restoration Fund. This will be explored and utilised where available.

This page is intentionally left blank

# Transport and Environment Committee

10.00am, Thursday, 18 May 2023

## Response to motion by Councillor Lang - Surface Treatments of Carriageways

Executive/routine Wards Council Commitments	Executive All
---	------------------

### 1. Recommendations

---

- 1.1 Transport and Environment Committee is asked to note the content of the report, including:
  - 1.1.1 The rationale for introducing surface treatments in Edinburgh;
  - 1.1.2 The issues with the surface treatment programme in 2022/2023; and
  - 1.1.3 The use of alternative materials in future capital programmes.
- 1.2 Committee is asked to refer this report to Governance, Risk and Best Value Committee, in line with the motion agreed by the Council on [9 February 2023](#).

**Paul Lawrence**

Executive Director of Place

Contact: Sean Gilchrist, Transport Manager – Asset and Performance

E-mail: [sean.gilchrist@edinburgh.gov.uk](mailto:sean.gilchrist@edinburgh.gov.uk) | Tel: 0131 529 3765

## Response to motion by Councillor Lang - Surface Treatments of Carriageways

### 2. Executive Summary

---

- 2.1 This report seeks to inform members on the suitability of Surface Treatments in Edinburgh and the methodology used to select areas of investment suitable for surface treatments. The report also seeks to demonstrate that surface treatments represent best value in achieve the best road condition for the available budget.

### 3. Background

---

- 3.1 On [9 February 2023](#), the Council approved an adjusted motion by Councillor Lang on Surface Treatments of Carriageways. The motion requested a report to Governance, Risk and Best Value Committee in two cycles on whether the Council's spend on surface treatment continued to represent best value given the issues which had arisen and for a report to Transport and Environment Committee in three cycles on the feasibility of assessing and testing sustainable road surfacing in order to determine the viability and cost effectiveness of such technologies.
- 3.2 Edinburgh re-introduced surface treatments to all road categories in 2016/2017. Surface treatments are preventative maintenance treatments that aim to slow deterioration on carriageways.
- 3.3 A methodology of prioritisation, approved by Transport and Environment Committee in [January 2016](#), is used to identify which projects should be included in the surface treatments programme.

### 4. Main report

---

#### Roads Maintenance Condition Survey

- 4.1 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. Edinburgh's Road Condition Index (RCI) has improved from 36.2% in 2020/2022 to 35.0% in 2021/2023.

- 4.2 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. Currently the majority of carriageways prioritised for investment fall within the red category. Owing to the cost of these treatments, treating the red category roads only results in a small number of carriageway resurfacing or strengthening schemes being carried out each year.

#### **Transport Asset Management Plan**

- 4.3 As part of the modelling work for the Transport Asset Management Plan (TAMP), alternative scenarios for capital investment were developed. These scenarios are 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), which would improve the condition of the carriageway and delay the need for resurfacing or strengthening work. Owing to the cheaper cost of the treatments required on Amber condition roads, more roads could be treated each financial year.
- 4.4 This preventative approach treats more roads within the amber condition categories and less within the red, thus significantly slowing their deterioration and negating the need for more robust, expensive treatments.

#### **Treatment**

- 4.5 Edinburgh currently uses two surface treatments across the carriageway network, Surface Dressing and Micro Asphalt. The treatment type is agreed on-site by the in-house design team and the surface dressing contractor. The level of pre-patching required is also agreed on-site with the contractor.
- 4.6 Surface treatments are the most widely used surfacing methods by Scottish Local Authorities. This accounted for 57% of all carriageway area treated in Scotland in 2021/2022. Surface dressing alone accounted for 55% of the carriageway area treated. This highlights the reliance and confidence road authorities have in the effectiveness and suitability of surface treatments.
- 4.7 Surface treatments extend the design life of a road by a minimum of five to seven years before it should be considered again for treatment. However, in most cases this will be exceeded, in particular, on unclassified roads with low traffic volumes.
- 4.8 Surface treatments are around five times less expensive than resurfacing treatments and around nine times less expensive than strengthen treatments.
- 4.9 Edinburgh has benefited greatly from the re-introduction of surface treatments in slowing deterioration across the network and, in particular on the unclassified Network (primarily residential streets). The unclassified network accounts for 80% of Edinburgh's carriageway network and it would not have been possible to treat as many roads using resurfacing and strengthening treatments.

- 4.10 Since surface treatments were introduced in 2016 over 700,000m<sup>2</sup> of carriageway has been treated with surface treatments.
- 4.11 Due to the nature of surface treatments and the weather window available, there have been a small number of scheme failures where defects have appeared on roads sooner than would have been expected. These defects have generally been rectified by small scale remedial works. This level of defects is generally accepted as part of large-scale surface treatment programme.
- 4.12 It is accepted that areas of carriageway under the greatest stress (junctions, bus stops, signals) are likely to deteriorate quicker than the running lanes. This is true of most treatment types and maintenance intervention may be required earlier in the lifecycle. It still remains beneficial to treat all these areas when carrying out a surface treatment.

### **2022/2023 Performance**

- 4.13 In 2022/2023 the Council experienced a greater number of failures than would have been normally expected. After discussions with the contractor and investigations into the failures they have determined that the likely cause of the failures on the micro asphalt schemes was caused by the aggregate used on these schemes. The aggregate was sourced from a different supplier and was at the upper limit in terms of size grading permitted and, thus, whilst still technically within specification, this may have impacted on the bonding of the chippings within the mixture and the mechanical locking together of the chippings from the material mix.
- 4.14 The contractor has confirmed that a new supply has been sourced for future contracts and that the chipping size and performance will be closely monitored. All surfacing failures from the 2022/2023 programme will be addressed, in the summer months of 2023/2024, at no further cost to the Council. This type of failure was experienced at other Scottish Roads Authorities in 2022/2023.
- 4.15 When using surface treatments, loose chippings will always remain on the carriageway after treatment. The contractor has agreed to undertake an ongoing sweeping program of all the sites laid with micro-asphalt from the 2022/2023 program. This sweeping program will continue until the remedial works are completed in the summer of 2023. Initially, it was agreed this would be on a fortnightly frequency, but sweeps will also be undertaken as required.
- 4.16 Gullies are rarely blocked as a result of any surface treatment work as, during the laying process, all gullies are masked-off to prevent this. In the days and weeks following laying, however, it is quite normal for loose chippings to be generated and find their way into nearby gullies under the actions of rainwater run-off and traffic movement. In some exceptional situations, material failures have occurred whereby excessive amounts of chippings have found their way into the adjacent gullies impacting on their effectiveness. However, there has generally been no excessive chipping loss and any instances of chippings appearing to completely choke a gully are normally due to the gully pot already containing a build-up of silt and/or other detritus prior to the surface treatment work taking place.

- 4.17 The contractor is required to clean out all gullies within the works area following surface treatment works. This is normally undertaken six to eight weeks following the laying of the material, at which point any loose chippings generated should be at a very low level.
- 4.18 It is acknowledged that the contractor performed poorly in regard to the reinstatement of the road markings for the 2022/2023 programme of works. The delays were due to internal resourcing issues within the contractor's organisation. Following discussions with Council officers, the contractor has committed to utilising the services of a sub-contractor for this operation in future programmes when it is necessary to ensure that all markings are reinstated within five to six weeks of the surfacing works taking place. It is not possible to reinstate road markings immediately after the surface is laid as they may not fully adhere to the road surface. In order to ensure that the Council's requirements are met, financial penalties will be built into the contract going forward to encourage the contractor to reinstate the markings within this timescale.
- 4.19 In 2022/2023 there was one instance where the contractor did not adhere to the agreed traffic order. This related to a micro-asphalt scheme at Cluny Gardens where the contractor, in an attempt to gain some time back after a spell of bad weather, implemented an unexpected closure of Cluny Gardens on 18 October 2022. The work was programmed to commence the following day and, therefore, the road was closed outside of the dates shown in the Temporary Traffic Regulation Notice (19 October to 23 October 2023). Officers have met with the contractor and re-iterate the importance of adhering to this process and are confident that this was an exceptional occurrence. However, officers will continue to monitor all temporary traffic orders in future programmes.

### **Conclusion**

- 4.20 It is accepted that the surface treatment programme in 2022/2023 suffered from more failures than in all previous financial years and that the contractor performance was not as expected and previously demonstrated. This will be closely monitored in 2023/2024 and in future financial years.

### **Surface Treatment in the Future**

- 4.21 Officers are confident that, within existing budgets, surface treatments remain the most effective preventative treatments available to Roads Authorities. This continues to be the case despite the recent increase in the cost of bitumen as the introduction of surface treatments has significantly slowed deterioration across the carriageway and footway network. Edinburgh's carriageway network would have suffered further deterioration without the option of surface treatments and fewer streets would have benefited from treatment.
- 4.22 At the moment, there are no other treatments available that offer as good value to Roads Authorities when planning future works programme. They will remain the most used treatment for Local Authorities for some time.

- 4.23 The Council will continue to look at all surfacing methods available and have recently established a product innovation group. This group will focus on trialling new material with an emphasis on carbon reducing materials. This will include expanding the road recycling programme. Low Temperature Asphalt has already been used in several capital renewal schemes in 2022/2023 and will be widely used in future programmes as suppliers adopt this more sustainable approach.

## **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 RCI has improved from 36.2% in 2020/2022 to 35.0% in 2021/2023.
- 5.3 A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Council's road maintenance policies. Additional funding in 2023/24 will be targeted at improving Edinburgh's RCI.

## **6. Financial impact**

---

- 6.1 All carriageway surface treatment works are funded from the agreed Roads and Infrastructure Investment – Capital Delivery Priorities Programme.

## **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 None.

**9. Appendices**

---

9.1 None.

This page is intentionally left blank

# Transport and Environment Committee

10.00am, Thursday, 18 May 2023

## Under 22 concessionary travel on trams

Executive/routine Wards Council Commitments	Executive All
---	------------------

### 1. Recommendations

---

- 1.1 Transport and Environment Committee is asked to:
  - 1.1.1 Note the decision of the Edinburgh Trams board to continue to offer free concessionary travel for people under the age of 22 on trams until 31 December 2023; and
  - 1.1.2 Refer this report to Finance and Resources Committee for information.

**Paul Lawrence**

Executive Director of Place

Contact: Hannah Ross, Senior Responsible Officer

E-mail: [hannah.ross@edinburgh.gov.uk](mailto:hannah.ross@edinburgh.gov.uk) | Tel: 0131 529 4810

## Under 22 concessionary travel on trams

### 2. Executive Summary

---

- 2.1 The board of Edinburgh Trams have resolved to carry under 22s for free on trams for the remainder of their financial year (to 31 December 2023) to allow the Scottish Government's Fair Fares review to complete. Committee is asked to note the decision of Edinburgh Trams board.

### 3. Background

---

- 3.1 The Scottish Government introduced the Young Persons (Under 22s) Free Bus Travel scheme on 31 January 2022. This scheme allowed young people access to free bus travel in Scotland, on presentation of a National Entitlement Card or Young Scot National Entitlement Card. The scheme only applies to bus and ferry (in limited circumstances), but not to other forms of public transport such as trams.
- 3.2 Since the commencement of the Young Persons (Under 22s) Free Bus Travel scheme, Edinburgh Trams have offered free tram travel to under 22s who live in Edinburgh on presentation of a City of Edinburgh National Entitlement Card. The cost of this (from 31 January 2022–31 March 2023) has been reimbursed by the Council on the same reimbursement rate as received for bus travel. This aligns with the approach taken to the concessionary travel scheme for over 60's.
- 3.3 The approved Council budget for 2023/2024 does not make provision for on-going financial support from the Council for under 22s concessionary travel on trams in Edinburgh.

### 4. Main report

---

- 4.1 The Board of Edinburgh Trams have considered and agreed to continue to support free travel for under 22s (in possession of a City of Edinburgh National Entitlement Card) in the absence of any reimbursement from the Council or Transport Scotland. The Board have asked the Council to note their decision.
- 4.2 The decision of the Edinburgh Trams board is only for their current financial year (to 31 December 2023). They will continue to carry under 22s until this date to provide continuity to passengers while the Scottish Government's Fair Fares review



concludes, noting that Scottish Government may consider that the Young Persons (Under 22s) Free Bus Travel scheme should be expanded to include trams.

- 4.3 The basis for the Edinburgh Trams board's decision was that they considered that continuing to carry under 22s for free assists with behaviour setting and staff welfare, and also aligns with sustainability objectives. They were also of the view that modal shift to bus could result in a requirement for additional buses on routes which could lead to additional congestion. Edinburgh Trams carrying under 22s for free aligns with the Council's objective to ensure that ticketing is integrated across public transport operators. This promotes transfer across mode and enables travel across the city. This fits in with the integrated ticketing project which is already underway between Edinburgh Trams and Lothian Buses.

## **5. Next Steps**

---

- 5.1 Edinburgh Trams will continue to offer free travel on trams for passengers under the age of 22 (in possession of a City of Edinburgh National Entitlement Card) until 31 December 2023.
- 5.2 Council officers and Transport for Edinburgh will continue to engage with Transport Scotland on the Fair Fares review, in line with the motion approved by Transport and Environment Committee on 6 October 2022.

## **6. Financial impact**

---

- 6.1 There is no additional cost for Edinburgh Trams to carry passengers under the age of 22 for free. Edinburgh Trams did not budget for any reimbursement from the Council for revenue foregone arising from the under 22 scheme and therefore there is not anticipated to be any additional budgetary pressure in the 2023 financial year arising from Edinburgh Trams carrying passengers under the age of 22 for free.
- 6.2 Since the introduction of the Scottish Government's Concessionary Travel scheme for bus passengers for under 22s, Edinburgh Tram has offered also offered free travel on the tram. The fare income lost to Edinburgh Trams was reimbursed by the Council on the same reimbursement basis as the Scottish Government scheme.
- 6.3 Transport and Environment Committee on 6 October 2022 confirmed that this arrangement would remain in place until 31 March 2023, but that any future support would be considered as part of the Council budget setting process for 2023/2024.
- 6.4 On 23 February 2023, the Council approved its budget for 2023/2024. No provision was made to provide any funding to Edinburgh Trams to reimburse any lost income associated with free tram travel for under 22s in 2023/2024.
- 6.5 The board of Edinburgh Trams have taken the decision to continue to offer free travel on the tram for passengers under the age of 22 (with a City of Edinburgh National Entitlement Card) until 31 December 2023.

- 6.6 The budget approved by the Edinburgh Trams board for operations in 2023 assumes that there are no additional costs associated with offering free tram travel for under 22s and no income anticipated from under 22 fares. Therefore, they consider that concessionary travel for under 22s will have no impact on their budget projections.
- 6.7 Committee is asked to note that the Revenue Budget Framework approved by Council in [February 2022](#) included £7m in relation to the opening of the line to Newhaven. This aligned with the update to the Final Business Case presented to members in October 2020. An update to this reserves position was provided to members in [February 2023](#).
- 6.8 There is an impact to the Transport for Edinburgh Group of the loss of income to Lothian Buses from the Scottish Government's Young Persons (Under 22s) Free Bus Travel scheme. While this income was not assumed in the Lothian Buses budget (as Lothian Buses have assumed that Edinburgh Trams will continue to carry under 22s for free), it represents a loss of opportunity in that Lothian Buses could increase its revenue for investment. For the existing tram line, it is estimated that income to Lothian Buses would be in the region of £0.3m if Edinburgh Trams does not carry under 22s free of charge. For the line to Newhaven, it is not possible to accurately estimate the income to Lothian Buses if Edinburgh Trams does not carry under 22s free of charge. Council officers consider that the total lost income could be in the region of up to £1m per annum.

## **7. Stakeholder/Community Impact**

---

- 7.1 At present, concessionary travel is offered to older, disabled and young people on Edinburgh Trams in line with the Scottish Government Schemes for Free Bus Travel in Scotland.
- 7.2 The Board of Edinburgh Trams have agreed to continue this until 31 December 2023.
- 7.3 Council officers and Transport for Edinburgh will continue to engage with the Scottish Government through Transport Scotland to ensure that the challenges of this current arrangement for integrated ticketing and routing (including the environmental impact) are recognised.
- 7.4 At the appropriate time, the Council will prepare a response to the Fair Fares Review.

## **8. Background reading/external references**

---

- 8.1 Minute of the City of Edinburgh Council – [23 February 2023](#).
- 8.2 Minute of Transport and Environment Committee - [6 October 2022](#).

**9. Appendices**

---

9.1 None.

This page is intentionally left blank

## Transport and Environment Committee

10.00 am, Thursday, 18 May 2023

### Waste and Cleansing Service Policy Assurance Statement

Executive/routine Wards Council Commitments	Routine All
---	----------------

#### 1. Recommendations

---

- 1.1 Transport and Environment Committee is asked to approve the updated Waste and Cleansing policies as outlined in Appendix 2. These policies have been reviewed and updated (where necessary) and are considered as being current, relevant and fit for purpose.

#### Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Head of Neighbourhood Environmental Services

E-mail: [andy.williams@edinburgh.gov.uk](mailto:andy.williams@edinburgh.gov.uk) | Tel: 0131 469 5660

## Waste and Cleansing Service Policy Assurance Statement

### 2. Executive Summary

---

- 2.1 The report highlights that a review of the Council's Waste and Cleansing customer facing policies has been carried out (in line with the Council's policy assurance procedures to ensure that these remain accurate and relevant) and that, subject to the minor changes outlined in this report, they continue to support the efficient and equitable delivery of the front-line services.

### 3. Background

---

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

### 4. Main report

---

- 4.1 The Council's Waste and Cleansing policies were last formally reviewed and approved by Transport and Environment Committee in [November 2021](#).
- 4.2 There are no substantive changes to current policies, but the garden waste policy has been updated to reflect the introduction of the option to pay by direct debit.
- 4.3 A new policy is introduced to reflect changes to the legislation on short term lets. This policy is intended to ensure that operators of short term lets' take proper responsibility for ensuring that waste management arrangements are in place to deal with the waste created by their client base, and prevent inappropriate use of household waste collection systems.
- 4.4 This is aimed primarily at situations where whole flats are being used on an ongoing basis as short term lets, rather than where an owner-occupier is renting out a room on a casual basis. Purpose-built short term lets were already treated as commercial premises, but this did not reflect the growth in such premises the informal sector.
- 4.5 Appendix 1 summarises the changes to the policies and Appendix 2 outlines the policies themselves.

- 4.6 Most changes are typically minor changes to wording, to improve the clarity of the policies and to prevent misuse of services.

## **5. Next Steps**

---

- 5.1 Committee is asked to approve the updated policies. Any service changes resulting from the changes outlined will be applied reactively in response to issues which arise, or as otherwise required. Changes are highlighted in yellow.

## **6. Financial impact**

---

- 6.1 There are no direct financial impacts resulting from this report.
- 6.2 Measures such as those outlined which support only appropriate use of the Council's services will however reduce costs over the long term.

## **7. Stakeholder/Community Impact**

---

- 7.1 There are unlikely to be any significant further community impacts resulting from the changes outlined in this report, as most of the changes are relatively minor or have already been agreed elsewhere. In general terms, though, the policies as outlined are designed to support the delivery of efficient and equitable front-line services.
- 7.2 Measures to avoid misuse of services support compliance with regulatory requirements as well as protect the Council's reputation. They also support the Council's objectives of preventing inappropriate disposal of waste and therefore encourage better management of resources and a reduction in carbon emissions helping to meet the Council's commitment by Net Zero by 2030.
- 7.3 The policies have been subject to an Integrated Impact Assessment.

## **8. Background reading/external references**

---

- 8.1 Not applicable

## **9. Appendices**

---

- 9.1 Appendix 1: Waste and Cleansing Services Policies Review 2023: Summary of Changes
- 9.2 Appendix 2: Waste and Cleansing Service Policies Statement and Guidebook (May 2023)

## Appendix 1: Waste and Cleansing Services Policies Review 2023: Summary of Changes

<b>Policy</b>	<b>Summary of changes</b>
Kerbside Waste Collection Policies (Household Waste)	Amended reference to blue recycling box as the boxes are no longer colour coded and other colours may now be used.
Special Uplifts	Formally reinstated the ability to request an assisted collection in the case of all people in the household being unable to move items due to disability. This follows a suspension of this service during the initial part of the Covid-19 pandemic.
Garden Waste Collection Policy	Amended to capture the availability of direct debit payments introduced last year, and to make clear that exemptions cannot be applied part-way through a collection year.
Waste Collection from Short Term Lets	New policy, introduced to support the licensing of short term lets and improve waste management practices associated with these properties.
Waste From Council Premises	Updated to reflect introduction of the deposit return scheme for drinks containers.



# Appendix 2 - Waste and Cleansing Policies Review 2022/3

**18 May 2023**

## Control schedule

Version control

<b>Approved by</b>	Transport and Environment Committee		
<b>Version</b>	<b>Date</b>	<b>Author</b>	<b>Comment</b>
0.1	18 May 2023	Angus Murdoch	Ensured polices updated
0.2			

**Senior Responsible Officer** Paul Lawrence, Executive Director, Place

**Author** Andy Williams, Head of Neighbourhood Services

**Scheduled for review** May 2024

Subsequent committee decisions affecting this policy

Date	Committee	Link to report	Link to minute
------	-----------	----------------	----------------

# Waste and Cleansing Policies Review 2022/3

## Policy statement

---

The Waste and Cleansing Service provides a diverse range of waste management services and the policies here set out to service users what they can expect from the service, as well as what is required of them to use the services effectively.

## Scope

---

The policies are relevant to all service users.

## Definitions

---

Household waste is waste arising from a domestic premises, in line with all applicable legislation. Other types of waste will normally be treated as commercial waste, with the exception of waste collected from charities, places of worship, etc, in line with those specific policies.

Kerbside collections are recycling and waste collections carried out using individual bins, typically from detached and semi-detached houses.

Communal collections are recycling and waste collections carried out using larger shared bins, which are provided to the majority of blocks of flats.

Household waste recycling centres refer to the large sites provided at key locations primarily for the disposal of large items of household waste and a number of specialised waste streams such as engine oil.

Special uplifts are booked collections for the collection of large items of household waste (e.g. fridges and furniture).

Short term lets are properties being used primarily for short term letting and which require a licence in line with the planning policy for these.

Managed student accommodation is purpose built self-catering accommodation used exclusively for the use of students, operated and managed by universities or private companies.

## Policy content

---

The Waste and Cleansing Service provides a diverse range of waste management services for the management of household waste across the following areas:

- Kerbside and communal collections of recyclable and non-recyclable household waste, including the chargeable garden waste service;
- Special uplifts of bulky waste and household waste recycling centres;
- The Council does not operate commercial waste collections, but the responsibilities around compliance for commercial waste are signposted, together with services for the collection of certain waste from some bed and breakfasts and managed student accommodation;
- Services for the collection of waste from charitable premises and places of worship;
- Cleansing policies in relation to how litter bins are sited, and the management of graffiti;
- Policy for the provision of service to new housing developments;
- A policy relating to the correct management of waste produced by the Council's buildings and operations;
- A new policy specifically relating to the management of waste from short term lets, in recognition of changes to the legislation in this sphere.

These are set out in full in the Policies Guidebook.

## Implementation

---

This is a routine review of existing policies which primarily contains only minor detailed changes. A new policy is introduced to support the efficient operation of the Council's separate policy on short term lets, in terms of waste arising from such premises.

## Roles and Responsibilities

---

The majority of the policies set out how the Council will operate household waste collection, and how these should be used, so these affect all service users.

Council staff are responsible for the correct application of the policies, and operating services correctly e.g. when they are in the workplace.

A diverse range of staff have a role to play in implementing and applying different aspects of policy, including waste and cleansing staff, contact centre staff, building managers, housing teams, planning officers, etc. All Council staff are responsible for the correct sorting and management of waste within the workplace.

It is the responsibility of commercial businesses to ensure that they have an appropriate waste collection service in place.

## Related documents

---

The Council operates in a diverse and highly regulated environment and is subject to a range of statutory instruments and polices, with the main ones summarised by the [Scottish Government](#).

Also relevant are:

[The Council's waste management strategy](#)

[Code of Practice on Litter and Refuse 2018](#)

## **Integrated impact assessment**

---

The annual policy review has undergone an integrated impact assessment (IIA), while the policies relating to the introduction of a charge for the collection of garden waste and the review of the communal bin service both underwent IIA's at that time.

## **Risk assessment**

---

Compliance with these policies mitigates the risk that waste is not managed correctly, which would represent a risk to the local and global environment, detriment to the Council's reputation and, in the case of commercial waste, enforcement action and reputational risk to the waste producer.

## **Review**

---

The Waste and Cleansing Service policies are reviewed annually but interim reviews of specific elements can also take place as required, to account for changes in legislation or other changes of circumstance.

---

## Waste and Cleansing Service Policies Guidebook (May 2023)

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

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

### Domestic Waste Policies

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

### Other Policies Related to Household Waste

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

### Trade Waste Policies

	Page
Trade Waste Collections	23
Waste Collection from Short Term Lets (New policy)	24
Managed Student Accommodation	25
Waste from Council Premises	25

### Other Policies

	Page
Provision of Service to New Housing Developments	27
Litter Bin Siting Policy	29
Graffiti Management Policy	33

## **KERBSIDE WASTE COLLECTION POLICIES (Household Waste Only)**

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

### **Policy on the Provision of Kerbside Waste Containers**

The standard kerbside collection service provided will consist of:

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

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

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

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

### **ADDITIONAL CAPACITY**

#### **GREY (NON-RECYCLABLE WASTE) ONLY:**

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

- 5 or more permanent residents in household;
- 2 or more children aged 3 years or under;
- A medical condition which results in the generation of additional waste;
- Other households are required to use the standard 140 litre bin.
- THE LARGER BIN IS 240 LITRE; A 360 LITRE BIN MAY ONLY BE PROVIDED IN EXCEPTIONAL CIRCUMSTANCES

### **GREEN (MIXED RECYCLING)**

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

### **RECYCLING BOXES AND FOOD CADDIES**

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

### **BROWN (GARDEN WASTE RECYCLING):**

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

## Shared Recycling Bin Policy

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

Where this is the case we may offer shared bins.

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

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

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

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

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

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

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

### Block Of 4 (Sharing):

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



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

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

### Block of 6 (Sharing):

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

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

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

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

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

**Block of 8 (Sharing):**

	Grey 140l Non- Recyclable	Green 240l Recycling	Recycling box (glass, etc)	Food Recycling	TOTAL (litres per household per fortnight)	TOTAL (Bins)
Bins (+boxes)	8	6	8	8		14 +16 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

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

## Contamination Policy

- The kerbside recycling bin (green) is provided for the collection of the following specific materials only:

Paper and cardboard, clean plastic bottles, pots, tubs and trays, clean cans, tins, foil and EMPTY aerosols. All items must be placed clean and loose in the bin. Plastic bags are not accepted.

- The kerbside recycling box (colour may vary) is provided for the collection of the following specific materials only:

Glass bottles and jars, small electrical items such as toasters, kettles, etc, small batteries (in a clear bag) and textiles (presented in a bag in or beside the box- black bags are not accepted).

- The food bin (23 litre grey bin) is provided solely for the recycling of cooked and uncooked food. Materials must be wrapped in a compostable liner, old newspaper or a plastic bag inside the food bin (e.g. a bread bag; black bags are not accepted).
- The garden waste bin (brown) is provided solely for the recycling of compostable garden waste. All items must be presented loose in the bin. Bins containing plastic bags and other materials will not be collected. Please refer to the separate Garden Waste Collection Policy.
- The non-recyclable waste bin (140 litre grey) is provided solely for the disposal of household waste which cannot be recycled in one of the recycling collections.
- Other items presented in these containers will result in them not being collected. In this event it is the responsibility of the householder to remove the incorrect items and present the bin or box on the next collection day.

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

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

## **Excess Waste Policy**

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

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

## **Presentation of Waste Policy**

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

## **Assisted Collection Policy**

- Assisted collections are available where all members of a household are unable to present their bins due to a disability or medical condition.
- If you request an assisted collection we will visit you within 10 working days; if you are eligible for an assisted collection we will specify a collection point which is accessible to you and the collection crews.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.

- Collection crews will collect your bins from this point and return them to this point after collection.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary assisted collection has been agreed for a shorter period.

### **Missed Collection Policy**

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

## **COMMUNAL BIN COLLECTIONS (HOUSEHOLD WASTE)**

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

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

## **COMMUNAL BIN ENHANCEMENT PROJECT**

During 2020 -2023, a project is taking place to improve the siting of communal bins, realign the service to improve recycling performance and enhance the streetscape overall. This means that many on street bin sites will change. To support this new siting parameters have been agreed by the Transport and Environment Committee (February 2020).

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

The key priority criteria which will be used are:

- Range of materials collected
- Capacity provided

- Walking distance to bins
- Road safety requirements and streetscape

Other parameters which will be used are:

- parking optimisation
- siting of bins versus properties

## Capacity

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

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

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

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

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

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

## Walking distance

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

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

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

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

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

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

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

- British Standard Waste Management in Buildings —Code of practice, BS5906:2005 <https://www.rbkc.gov.uk/pdf/BS5906-2005.pdf>
- “Making Space for waste – Designing Waste management in New Development – A practical guide for Developer and Local Authorities – Adept [http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste\\_000.pdf](http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf)

## **Road Safety Requirements and streetscape**

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

- placing bin in locations where driver or pedestrian visibility is not affected. Bins should be positioned ideally 10 metres away from any junctions and pedestrian crossings.
- bins should preferably be located on the roadway not the footway. At some locations this is a significant change which takes into account the requirements of the Edinburgh Street Design Guidance which seeks to prioritise pedestrians over vehicles e.g. by reducing clutter and impediments on the footway. In addition, it seeks to declutter the visual environment and streetscape e.g. through the use of bin clusters at a smaller number of locations.

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

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



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

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

Other parameters

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

### **ASSISTED COLLECTION STATEMENT (for communal bin areas)**

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

## SPECIAL UPLIFT POLICY (HOUSEHOLD WASTE)

Special uplifts are available only for household waste to uplift larger or other items not dealt with by routine waste collection services, such as mattresses, furniture and large household items. A charge is levied for these services with the exception of residents in receipt of Council Tax Reduction (previously called Council Tax Benefit) in which case the service will be free.

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

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

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

Charges will be set annually and advertised on our website.

Where practicable arrangements should be made to allow items to be reused. Support for this is available from the National Reuse Helpline, and further information is available from our [website](#).

### **Additional charges:**

There is a charge for each individual item uplifted. Up to 5 items will be collected per uplift.

### **Items not covered by this service:**

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

### **Presentation of items for Special Uplift:**

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

**Special Uplift assisted collections are available where all members of a household are unable to present their items due to a disability or medical condition but must be requested at the point of booking the uplift. If you book online, you can then request an assisted collection by contacting [special.uplifts@edinburgh.gov.uk](mailto:special.uplifts@edinburgh.gov.uk)**



## **Garden Waste Collection Policy**

### **Provision of Garden Waste Collection**

Our aim is to make the garden waste collection service available to as many households as is practicable, provided we are able to operate an efficient collection route and that it is operationally feasible to provide the service.

This is not a statutory service, and there is an annual charge for providing this service.

The charge does not include the cost of composting the material collected.

The service will operate every two weeks, and the collection dates will be advertised on our website. The service will cease for a period of 4 weeks (i.e. two collection cycles) in winter.

A variation of the service is available on defined streets in the Colinton area. This service is provided by Tiphereth/Colinton Community Compost. Residents in those streets who register to receive a garden waste collection will receive the sack based service as provided by Tiphereth, and not the standard brown bin service provided by the Council.

You can only [request a garden waste bin](#) if you are registered for the service.

### **Eligibility**

This service is provided for the collection of household waste.

The Council does not operate a commercial waste collection service and commercial premises are not eligible to receive the service. Separate arrangements for bowling, lawn tennis and some other clubs are in place.

Ambassadorial and other embassy premises may be eligible to receive the service but will be required to register and pay for it in the normal way.

Places of worship premises may be eligible to receive the service but will be required to register and pay for it in the normal way.

Council premises who request the service will be able to do so but must register and pay for the service.

Organisations who operate community gardens on Council premises may receive the service but must arrange this through the Council service (e.g. libraries, housing, etc.) who are responsible for that land, and they will be required to pay for the service.

### **Exemptions from Payment**

Some people do not have to pay to use the garden waste service, however they must still register to use the service using either the web form or one of the other registration routes.

If you become exempt during the collection year you will not receive a refund for the remainder of the year but the exemption would apply when you next register. Your free permit will renew every year unless your exemption status changes.

People who need to register for the service but do not have to pay for it are:

People who are in receipt of the welfare benefit Council Tax Reduction (previously called Council Tax Benefit);

People who live in a household where someone is registered with Council Tax as being Severely Mentally Impaired.

More information about these benefits is available at:

[www.edinburgh.gov.uk/discounts-exemptions](http://www.edinburgh.gov.uk/discounts-exemptions)

People who receive the Council's Garden Aid service AND are also exempt from paying for it.

### **Paying for the service**

The annual charge covers a full 12 month period which runs from November to November. Collections will be suspended for a 4 week period (2 collections) in winter.

The registration period for the year will take place in late July to early September. If you subsequently join the service during a later registration period, you will still be required to pay the full annual charge.

You can either register once per year, or via an annual direct debit. If you choose to register for an annual Direct Debit it will automatically renew your subscription each year. The first payment will be taken within 7 days of you registering, and future payments will be taken on or shortly after 1 August each year. This date is the same regardless of when you first register. Direct Debit payments are covered by the Direct Debit Guarantee.

If you have registered for direct debit, you can cancel future payments any time up until 10 working days before the next payment is due to be taken. You can do this by sending an email with your details to [gardenwaste@edinburgh.gov.uk](mailto:gardenwaste@edinburgh.gov.uk) . If you cancel within 14 days of a payment being taken you will receive a full refund. After you have received confirmation from us that your direct debit has been cancelled you should also inform your bank.

Permits are issued prior to the advertised service commencement date. If you have not received your permit please notify us within 28 days of the advertised service commencement date. Failure to do this may result in requests for replacement permit being rejected.

You may register and pay for the service on behalf of someone else, e.g. a relative, neighbour or friend.

We are not able to accept householders who wish to join the service outwith the defined registration periods.

The charge will apply per bin – you may sign up more than one bin. We will only empty bins which carry the relevant sticker to show that they have been registered.

The chargeable service may be transferred to a new property subject to the new property being eligible to receive the service. It will be the responsibility of the customer to provide a minimum of six weeks notice of the change; the customer will be responsible for transferring the bin to the new location.

If your new property does not receive the service (or is outwith the Council boundary) please leave the bin at the current address so that the new residents can use it for the remaining period.

If you wish to share a bin with a neighbour, or neighbours, only one person should sign up to the scheme and make payment, and ensure that the bin is properly presented on the correct days.

The bin will be registered to that property (e.g. their flat) and all correspondence, enquiries or complaints relating to the service must be directed through that person.

There is no discount for the smaller size bin.

Residents that qualify under the Council Tax Reduction scheme (previously Council Tax benefit), or where someone at the address is registered as severely mentally impaired, will be exempt from paying for the service. [www.edinburgh.gov.uk/discounts-exemptions](http://www.edinburgh.gov.uk/discounts-exemptions)

If you change your mind, you may cancel the registration at any time. If you cancel within 14 days of registration you will receive a full refund. Please note that if you cancel after 14 days of registration you will not receive a refund.

### **Use of the service**

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

Bins which contain other materials will not be collected and we will not issue refunds for these collections

You must present your bin by 6AM on the day of collection and remove it as soon as possible after collection.

The bin must be presented at the kerbside outwith your property (except where an assisted collection has been arranged) with the lid fully closed, and in line with our normal policy on the Presentation of Waste.

Our normal Assisted Collection Policy will apply to this service.

All bins must display the garden waste collection scheme sticker for the appropriate year. Bins without a valid sticker displayed will not be uplifted.

Where the service is provided to a Council building or land, (e.g. a community garden), or to another organisation, such as a bowling club, etc, it is the sole responsibility of the group responsible to arrange for the bin(s) to be presented for collection and then removed from the street on the correct days.

Should this prove to cause conflict with the Council's policies on the presentation of waste (e.g. if this means that bins are left out in an area where the other premises are commercial) it may be necessary to review or remove the service.

### **Collection of garden waste**

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

### **Failed collections**

Collection crews will record instances where bins are not presented or where the contents are contaminated with other types of waste or are too heavy to lift. Those bins will not be uplifted, and no refund will be issued.

You should remove any contaminants or reduce the weight of the bin and present the bin again by 6 AM on the next collection date.

We regret that we are not able to collect garden waste when the contents are frozen due to weather conditions. We will collect on the next scheduled collection; we will not issue a refund in these circumstances.

Where we are not able to collect your bin due to circumstances outwith our control (such as roadworks or no access) crews will record this and we will seek to return as soon as possible. We will not issue a refund.

Where we are not able to collect your bin due to circumstances within our control (such as vehicle failure) crews will record this and we will return to collect it within two working days.

Where we fail to collect your bin as a result of our error, we will return to collect it within two working days of being notified. (Please refer to the operational days for the service).

### **Materials accepted in brown bins**

You can put these in your brown bin:

- Flowers, plants and weeds
- Grass cuttings and leaves
- Hedge clippings, twigs and small branches
- Christmas trees (all decorations must be removed; Christmas trees may also be presented beside the bin in January only; (please cut trees in half)

You can't put these in your brown bin:

- Food
- Animal waste and bedding
- Plant pots
- Soil and turf
- ANY TYPE OF BAG (including bags labelled compostable, degradable or biodegradable)

## HOUSEHOLD WASTE RECYCLING CENTRES

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

Site visits must be booked in advance. The current arrangements, and any changes to these, will be advertised on our website

### Opening Hours

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

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

In exceptional circumstances (e.g. extreme weather) it may also be necessary to close sites at other times; in this event, the closure will be advertised via social media, or by emailing the customers who have a visit booked at the sites and times affected by the closure.

### Vehicle Access

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

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

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

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

### **Commercial waste is not allowed at any site.**

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

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



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

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

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

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

### **Behaviour on site**

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

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

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

### **Items which can be accepted on site.**

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

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

## **Collection and Disposal of Waste from Places of Worship**

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

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

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

The following services will be provided at no cost:

240 litres non recyclable waste per fortnight;

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

Two glass boxes per fortnight;

Two food collection boxes per week;

The capacities provided are significantly greater than those provided to a standard household. Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

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

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

## **Collection and Disposal of Waste from Charities**

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

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

The following COLLECTION services are available free of charge:

240 litres non-recyclable waste per fortnight

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

Two glass boxes per fortnight

Two food collection boxes per week

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

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

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

## Trade Waste Collections

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

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

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

### Waste Collection from Short Term Lets

If you are operating a house or flat as a short term let, including using platforms like Airbnb, you might need to apply for a licence from the Council.

If your property requires a licence, then waste generated there will be viewed as trade waste and you need to take steps to comply with commercial waste legislation.

- You'll need to ensure that you comply with your Duty of Care for waste coming from the property;
- You'll need to put in place a trade waste agreement with a licensed trade waste company;
- You'll need to comply with the Waste (Scotland) Regulations 2012, and ensure that that food, paper, card, metals, plastics, glass and food are collected separately from unsorted waste;
- You'll need to make sure that all waste is stored off street, and only presented at the correct times;

- If your cleaning service is removing waste from your property, you'll need to make sure they are licensed to carry waste and have measures in place to dispose of it legally;
- You'll need to make sure that your guests know how to dispose of their waste and that neither they nor your cleaners use communal household waste bins;
- If the property was previously receiving a domestic kerbside waste and recycling service, you'll need to contact the Waste and Cleansing service to let us know to remove these.

### **Managed Student Accommodation**

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

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

It is the sole responsibility of the site operator to:

- Ensure that site design for new premises correctly follows the policy "Provision of Service to New Housing Developments" and all departmental procedures in particular so that all bins are stored off street, that there is adequate provision for a fully integrated recycling and waste collection service, and that the service is able to operate safely.
- Ensure the correct management and segregation of materials within the premises so that recycling is not contaminated and bins do not overflow;
- Ensure that bins do not overflow as a result of any commercial activity, and where this occurs, ensure that commercial contracts are put in place to remove any such excess;
- Ensure that commercial contracts are in place to manage any other excess arising at the site.
- Where any of the above are not followed, the service will not be provided, or will be withdrawn. In this event it will be the sole responsibility of the site operator to put in place commercial waste contracts for the management of all materials arising from the site's operations.

### **Waste From Council Premises**

- It is the Council's policy that all of its premises must comply with the internal Resource Use Policy, as well as the Waste (Scotland) Regulations and all other relevant legislation.

- The Resource Use Policy requires the waste hierarchy to be applied, to reduce, reuse and recycle, and in addition as a minimum to ensure that facilities are in place to recycle: paper, card, cans, plastics, glass and food, as well as to collect non recyclable waste for energy recovery.
- Procedures must be put in place to manage specialised waste streams not covered by general household waste provision (e.g. engine oil).
- It is the responsibility of building managers, in partnership with the Facilities Management team covering that building, to ensure compliance on a site by site basis, and to arrange collection of the above materials by the Waste and Cleansing Service.
- All steps must be taken to maximise use of the recycling services and prevent their contamination with other materials, through the use of adequate signage, the use of correct coloured sacks, and staff training.
- It is expressly forbidden to mix separately collected and mixed waste streams.
- Council premises which are involved in the sale of drinks in plastic or glass bottles, or cans, will be required to participate in the deposit return scheme for these, when it comes into force in Scotland. This will apply to drinks sold for consumption off site, and involve registering with Circularity Scotland, ensuring all necessary infrastructure is in place, charging the deposit at the point of sale, issuing deposits for returned containers, and ensuring materials are collected by the scheme's contractor.

## Provision of Service to New Housing Developments

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

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

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

It is the responsibility of the developer or architect to:

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

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

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

- The developer may source their own bins provided these are compliant with the collection arrangements (including types and colours) operated by the Waste and Cleansing Service;
- The Waste and Cleansing Service can also source bins but will recover these costs from the developer.
- The Waste and Cleansing Service will be responsible for the subsequent maintenance and replacement of the bins, but not for any bin housing or lift mechanism associated with the property or development.



## **Litter Bin Siting Policy**

### **Background**

This policy is designed to

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

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

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

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

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

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

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

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

### **Usage and efficiency**

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

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

## **Prioritisation Criteria**

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

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

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

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

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

## **Other Siting Criteria**

### **Siting with regard to pedestrians**

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

### **Public events**

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

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

### **Parks and other similar public spaces**

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

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

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

## **Recycling**

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

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

Therefore:

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

## **Specific Waste Streams**

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

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

**Litter Bin Siting Policy Appendix 1: Factors for consideration:**

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

## **Graffiti Management Policy**

### **What is Graffiti?**

Graffiti is defined as any unauthorised writing or other marking made to walls, buildings or other surfaces. It does NOT include street art, etc which is located by permission of the landowner, and with any relevant consents (e.g. planning, etc).

Graffiti can be treated as the common law crime of malicious mischief or the statutory offence of vandalism and if prosecuted the offender could face a fine or even imprisonment. The police can also issue fixed penalty fines for these offences.

Additionally, under 16's are not permitted to buy aerosol paint cans under the Anti-Social Behaviour Scotland Act 2004.

### **Removal of graffiti**

The removal of graffiti from buildings and other structures is the responsibility of the owner.

In certain circumstances the Council may be able to help.

### **Council Premises or Property**

We will aim to remove graffiti as soon as possible, usually within the following timescales.

These are not statutory targets and it may be necessary to extend these timescales for operational, financial or other reasons.

We will aim to remove offensive graffiti more quickly. Graffiti is deemed to be offensive if it is threatening, obscene, racist, homophobic or otherwise constitutes an attack on people protected under equalities legislation.

Offensive graffiti: 24 hours

Other graffiti: 10 days

### **Third Party Premises or Property**

Where the graffiti is on either premises or property which does NOT belong to the Council, removal of this will be the responsibility of the landowner.

Where the graffiti is offensive, the Council can help you if you provide permission to do so.

There is a charge for this service.

The Council can also assist in the removal of other graffiti but will levy a charge for doing so. We recommend that you also seek further quotes for this work as well as a method statement.

In certain circumstances, and in compliance with relevant legislation, we may take enforcement action to require graffiti removal.

### **Historic Monuments**

In some cases, if the structure is a historic monument or structure the Council may not be able to remove graffiti or may have to agree a specialised programme with Historic Environment Scotland or other statutory bodies as appropriate. In those circumstances it may be necessary to extend the normal timelines for the removal of graffiti.

## **Prevention**

Where practicable we will work with landowners to encourage the use of preventative measures such as surface treatments which may reduce graffiti, or areas or locations such as graffiti walls, or murals/street art which are set aside for the purpose of graffiti.