

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday 1 March 2018

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

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

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1. Order of business

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

2. Declaration of interests

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

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Transport and Environment Committee 7 December 2017 (circulated) – submitted for approval as a correct record
- 4.2 Transport and Environment Committee 25 January 2018 (circulated) – submitted for approval as a correct record

5. Forward Planning

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

6. Business Bulletin

- 6.1 Transport and Environment Committee Business Bulletin (circulated)

7. Executive decisions

- 7.1 Edinburgh's Local Transport Strategy Review – report by the Executive Director of Place (circulated)
- 7.2 Melville Crescent Public Realm Project – Update – report by the Executive Director of Place (circulated)
- 7.3 Bustracker and Bus Station Information System – Future Strategy – report by the Executive Director of Place (circulated)
- 7.4 Road, Footway and Bridges Investment – Capital Programme for 2018/19 – report by the Executive Director of Place (circulated)
- 7.5 Roads Asset Management Plan (RAMP) – report by the Executive Director of Place (circulated)
- 7.6 Finalised Strategy for Setted Streets – report by the Executive Director of Place (circulated)
- 7.7 North Bridge Refurbishment – report by the Executive Director of Place (circulated)

- 7.8 Waste and Cleansing Improvement Plan – Final Update – report by the Executive Director of Place (circulated)
- 7.9 Roads Services Improvement Plan – report by the Executive Director of Place (circulated)
- 7.10 Leith Programme Close-Out Report: Constitution Street to Picardy Place – report by the Executive Director of Place (circulated)
- 7.11 Place Directorate – Revenue Monitoring 2017/18 – Month Eight Position – report by the Executive Director of Place (circulated)

8. Routine decisions

- 8.1 Special Uplifts Service – report by the Executive Director of Place (circulated)
- 8.2 Seafeld Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update – report by the Executive Director of Place (circulated)
- 8.3 Public Spaces Protocol – report by the Executive Director of Place (circulated)

9. Motions

- 9.1 Motion by Councillor Jim Campbell – Daily Waste Uplifts - Remitted from Full Council on 14 December 2017

“Council

Thanks officers for the daily waste uplift failures that are reported to Group Business Managers.

Tasks the Head of Place to report to the Transport and Environment Committee in two cycles how the different data sets will be merged into one meaningful daily report, to include failed waste uplifts as proportion of planned uplifts.

Furthermore, requires an investigation of the earliest date meaningful dynamic daily waste uplift performance data can be published live on the City of Edinburgh website to inform citizens and stimulate data innovation.”

- 9.2 Motion by Councillor Booth – Suspicious Disappearance of ‘Fred’ the Golden Eagle in Pentland Hills

“Committee:

- 1) Notes with grave concern reports of the suspicious disappearance of ‘Fred’ the Golden Eagle, who hatched from a nest in the Scottish Borders to the only breeding pair of Golden Eagles in the region, and who, according to his satellite tag, was in woodland near Currie in January 2018, within the Edinburgh Council boundary;
- 2) Notes that Fred’s satellite tracker is reported to have suddenly and inexplicably stopped transmitting on 21 January 2018, and then to have mysteriously started transmitting again on 24 January 2018, with a GPS location some 15 miles offshore of St Andrews, Fife.

- 3) Further notes that RSPB Scotland and Raptor Persecution UK regard Fred's disappearance as highly suspicious and believe it is likely that he has been illegally killed;
- 4) Notes that the Golden Eagle is a magnificent and majestic bird and one of the largest birds of prey in the British Isles, notes that it is protected under the Wildlife and Countryside Act 1981, but notes that nonetheless it has been illegally killed and persecuted in the past;
- 5) Notes that a Scottish Government-commissioned study in 2017 found that 41 of 131 satellite-tagged Golden Eagles had disappeared in suspicious circumstances, most of them at or near to managed grouse moors;
- 6) Notes that the Scottish Government have established a working group with a view to establishing a licensing regime for game-shooting estates;
- 7) Agrees that the suspicious disappearance of Fred is deeply regrettable, and urges anyone with any knowledge of this incident, or any other incidents of possible wildlife crime, to contact Police Scotland on 101 or alternatively call the RSPB's new confidential raptor crime hotline on 0300 999 0101;
- 8) Agrees that the Council Leader will write to the Cabinet Secretary for the Environment expressing the council's grave concern at this incident, asking her to outline a timetable for the introduction of the licensing of game-shooting estates; offering the council's cooperation with any such licensing regime, and offering the council's support for consideration of stiffer penalties for wildlife crime;
- 9) Agrees to refer the matter to the Pentland Hills Regional Park Joint Committee, to ask them to consider writing to landowners in the region highlighting this incident and encouraging them to report any suspicious activity to Police Scotland or the RSPB."

Laurence Rockey

Head of Strategy and Insight

Committee Members

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

Information about the Transport and Environment Committee

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

The Transport and Environment Committee usually meets in the Dean of Guild Court Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

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

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

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Transport and Environment Committee

10.00am, Thursday 7 December 2017

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Aldridge (substituting for Councillor Gloyer), Arthur, Barrie, Booth, Bruce, Burgess, Cook, Douglas and Key.

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 5 October 2017 as a correct record.

2. Transport and Environment Committee Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for the period from 7 December 2017 to 1 March 2018 was presented.

Decision

- 1) To add the Congestion Action Plan report to the Key Decisions Forward Plan.
- 2) To otherwise note the Key Decisions Forward Plan.

(Reference – Key Decisions Forward Plan, submitted.)

3. Transport and Environment Committee Rolling Actions Log – December 2017

The Transport and Environment Committee Rolling Actions Log for December 2017 was presented.

Decision

- 1) To approve the closure of actions 10, 12, 19, 25, 30 (action 2), 31 and 32.
- 2) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for December 2017 was presented.

Decision

- 1) To note the Business Bulletin update on Gull de-nesting.

- 2) To note previous cross-party recognition of the urban Gulls issue and of the success of the 2012 de-nesting pilot in North Merchiston.
- 3) To note longstanding campaigning efforts and public petitions organised by Merchiston Community Council and residents to tackle the urban Gulls nuisance, with two previous public petitions each attracting hundreds of signatures.
- 4) To express disappointment that the Bulletin did not contain an update on the work of the Gulls working group as previously indicated it would; understands that this was due to the group meeting on only one occasion, meaning it had no meaningful opportunity to formulate potential approaches to tackling urban gulls as remitted.
- 5) To move forward work in tackling the problem of gulls colonising in urban areas, the committee agreed to a report being brought before the March meeting which accurately reviewed the actions of other relevant local authorities in Scotland as well as that of relevant English authorities and any other agencies which had been proactive in this area so that future possibilities for action in Edinburgh would be identified.
- 6) To agree that Councillor Cook would provide a list of English Local Authorities that had used various methods to control the gull population.
- 7) To agree that a report would be brought to committee providing options on the replacement of the Armadillos at Leith Walk and to note that the Leith Programme Oversight Group would provide democratic oversight of this.
- 8) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Slateford Road/Shandon Place Junction – Traffic Signal Priorities

The Committee was provided with various options to resolve ongoing issues at the Slateford Road/Shandon Place Junction which had resulted in a petition being brought before the Committee in August 2017. The petition highlighted residents' concerns that the traffic light priorities at the junction caused danger to pedestrians and confusion among drivers. Committee members had visited the site and were asked to consider the options presented in the report.

Decision

- 1) To note that a review of the site at the Slateford Road/Shandon Place junction had been undertaken to observe traffic compliance with signals.
- 2) To note that the junction was not a priority for full refurbishment at present, according to the City of Edinburgh Council agreed maintenance criteria.
- 3) To agree that Option 3 (altering junction staging, simplifying signal heads and having an all stop pedestrian stage) should be progressed, subject to the successful outcome of detailed design.

(References – Transport and Environment Committee 10 August 2017 (item 9); report by the Executive Director of Place, submitted)

6. Roads Services Improvement Plan

An update report on the progress of the Roads Services Improvement Plan which was approved by the Committee in August 2017 was presented. The progress had been positive and outstanding road defects had reduced from 2400 to around 1200 since the implementation of the improvement plan, including a decrease in the number of Category 1 defects. A review of the road inspection and defect reporting process was scheduled to be completed in December 2017 with training being delivered to officers.

Decision

- 1) To note the progress made implementing the actions in the Improvement Plan to date.
- 2) To note that improvements required in street lighting have been added to the improvement plan which was approved in August 2017.
- 3) To commend the work of officers in significantly reducing the number of defects.
- 4) To agree to receive a further report that included the issues raised about active travel within 2 cycles.

(References – Transport and Environment Committee 10 August 2017 (item 6); report by the Executive Director of Place, submitted)

7. Traffic Regulation Orders at West Crosscauseway, Chapel Street, Quarry Close and Buccleuch Street

Approval was sought to abandon the proposed Traffic Regulation Order (TRO) and Redetermination Order (RSO) following the receipt of numerous objections lodged in response to the advertised proposals. The TRO formed part of the Causeway Project to improve West Crosscauseway. An alternative proposal was outlined in the report which addressed concerns raised by the objectors. Approval was also sought to commence the statutory procedures to make a new TRO and RSO.

Decision

- 1) To abandon the proposal contained in the Traffic Regulation Order (TRO 16/44) and Redetermination Order (RSO 16/12), as advertised, considering the objections received.
- 2) To approve the commencement of the statutory procedures to make the necessary TRO and RSO as described in the report.

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

8. Electric Vehicle Action Plan

The first Electric Vehicle Action Plan was presented to the Committee for approval. The Plan aimed to promote the use of electric vehicles, reduce carbon emissions and improve air quality in the city. Measures were set out which would increase charging infrastructure across the city and encourage the use of electric vehicles through the

introduction of Strategic Charging Zones and work would be undertaken to support infrastructure installation, collaboration on projects and to keep up with developments in the field.

Decision

- 1) To approve the Electric Vehicle Action Plan.
- 2) To note that a Strategic Business Case for EV charging infrastructure would be reported to Committee in June 2018 and to agree that the Strategic Business Case would include consideration of infrastructure for e-bikes and e-cargo bikes.
- 3) To note the financial and practical challenges identified with bringing new electric supply to many areas and to agree that future work would also give consideration to the feasibility of installing electric vehicle charging points in residential areas via the utilisation of existing lampposts.
- 4) To agree that consideration would be given - in addition working with public and third sector bodies – as to how possible private sector partnerships might also help in delivering required electric vehicle infrastructure solutions and financial savings for the local authority.
- 5) To agree that the Electric Vehicle working group, as outlined in paragraph 3.15 of the report, would consider the following points and would report the progress of these actions to the Carbon, Climate and Sustainability Member Officer Working Group:
 - possible adjustments to planning guidance to include requirements on cargo bike / e-bike provision;
 - developing a council cargo bike pilot for appropriate council deliveries;
 - the potential to adapt street lighting columns to incorporate EV charging points.
- 6) To agree the action plan would be further revised following the first progress report being presented to the Committee in late 2018 to ensure it was a fully integrated e-mobility action plan prioritising a modal shift from car to other modes, consistent with the targets in the Council's local transport strategy.

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

9. Waste and Cleansing Improvement Plan – Update

An update on the progress made in delivering the Waste and Cleansing Improvement Plan was provided. The Plan was developed to address concerns raised by residents and Elected Members that waste collection and street cleansing services were insufficient. Fifty-seven of the sixty-five agreed actions had been delivered to date and work was progressing to complete the remaining eight actions. Overall, the Plan had been successful in improving the performance of the service.

Decision

To note the progress made on implementing the actions within the Improvement Plan to date, with majority of actions being completed.

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

10. Nuke Watch Report – “Unready Scotland and the critical gap in our response to the transport of nuclear weapons”

A report was published by NukeWatch UK, a campaign group which monitored the movement of nuclear weapons, in August 2017 which stated that Scottish Local Authorities had not conducted risk assessments of the convoy process for transporting weapons by road. The group believed this constituted a breach of law as Councils were not appropriately safeguarding the public.

At a meeting of the Council in September 2017, the Convener made a commitment that a report would be provided to the Committee in response to a question raised by Councillor Burgess regarding the NukeWatch report. The report outlined the processes and governance arrangements relating to nuclear weapons in Edinburgh.

Decision

- 1) To note the report.
- 2) To instruct that any significant changes or developments would be reported to future meetings of the Committee.
- 3) To agree that an update would be provided in the Business Bulletin to the next Committee meeting on whether it was appropriate for the report to be referred Nuke Watch.

(References – City of Edinburgh Council 21 September 2017 (item 4); report by the Executive Director of Place, submitted)

11. Enhancing Communal Bin Collections

Details were provided of a project that was developed by Waste and Cleansing Services to take place over a three to five-year period in order to improve ongoing problems with communal bin collections. Communal bins were currently being emptied twice weekly and were often overflowing resulting in low public confidence in the system. The report outlined the key changes which were proposed and sought approval to begin a trial period.

Decision

- 1) To approve a project to redesign the existing communal bin service.
- 2) To note that an assessment of alternative communal collection systems would be undertaken as part of the project.
- 3) To approve a trial to implement every other day collection for on-street communal bins within a selected area from Ward 12 (Leith Walk).
- 4) To agree to receive a detailed progress report within six months.

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

12. Place Directorate – Revenue Monitoring 2017/19 – Month Five Position

Committee considered a report that presented the projected five-month revenue monitoring position for the Place Directorate. A break-even budget position for 2017/18 was projected, dependant on the delivery of mitigating actions which had been identified as detailed in the report.

Decision

- 1) To note that Place Directorate had identified proposed remedial measures to fully address existing budget pressures and while a number of risks remain around delivery of these mitigating actions, a break-even position was being forecast.
- 2) To note that approved savings in 2017/18 totalling £7.323m were currently 81% on target to be delivered; £5.916m. Place identified remedial measures include management plans to deliver the remaining savings.

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

13. Policies – Assurance Statement

Details were provided of an annual review of the Council's policies concerning transport and environment. The report highlighted the changes which had been made to Council policy as a result of the review to ensure all Council policies remained current, relevant and fit for purpose.

Decision

To note that the Council policies detailed in the report had been reviewed and were considered as being current, relevant and fit for purpose.

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

14. Review of Edinburgh Design Guidance – referral from the Planning Committee

On 12 October 2017, the Planning Committee considered a report by the Executive Director of Place on the consultation responses to the draft revised Edinburgh Design Guidance.

The report was referred to the Transport and Environment Committee for noting of the revised standards for car parking.

Decision

To note the revised standards for car parking.

(References – Planning Committee, 12 October 2017 (item 3); report by the Head of Strategy and Insight, submitted)

15. Age Limitation of Taxis and Private Hire Cars (Air Quality) Consultation Update – referral from the Regulatory Committee

On the 24 October 2017 the Regulatory Committee considered a report by the Executive Director of Place on the consultation responses received on the feasibility of introducing a maximum age limit on taxis and private hire cars licensed by the City of Edinburgh Council.

The report was referred to the Transport and Environment Committee for noting of the proposals.

Decision

- 1) To note the proposals detailed in the report.
- 2) To agree that an update report would be referred to the Transport and Environment Committee following consideration by the Regulatory Committee.

(References – Regulatory Committee, 24 October 2017 (item 1); report by the Executive Director of Place, submitted)

16. Motion by Councillor Cook – Road Safety Issues on Greenbank Lane

The following motion was submitted by Councillor Cook in terms of Standing Order 29.1:

Committee:

- Recognises longstanding residents' concerns over the volume and speed of traffic on Greenbank Lane.
 - Calls for a report, in two cycles, on a variety of potential road safety measures that could be implemented on Greenbank Lane, including the feasibility of introducing a one-way system."
- moved by Councillor Cook, seconded by Councillor Douglas

Decision

- 1) To approve the terms of the motion by Councillor Cook.
- 2) To agree that a report on the motion would be submitted to a meeting of the relevant Locality Committee.

Additional Transport and Environment Committee

10.00am, Thursday 25 January 2018

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Child (substituting for Councillor Arthur), Barrie, Booth, Bruce, Burgess, Cook, Douglas, Gloyer and Key.

1. Redevelopment of Picardy Place

1.1 Deputations

The Committee agreed to hear three deputations in relation to the report by the Executive Director for Place on the redevelopment of Picardy Place.

1.1.1 Picardy Place Residents' Group

The deputation highlighted the following:

- The constraints which would be placed on any future improvements to the design of the area by implementing a gyratory system.
- The negative impact the proposed gyratory would have on the character of the area and space available for public realm.
- The gyratory design was not suitable for a World Heritage Site as it did not focus on place making but rather the needs of traffic.
- Recognition that the Growth Accelerator Model (GAM) placed constraints on the Council's options for the design however these should be investigated further and measures taken to mitigate the impact of the constraints.
- The proposed design contradicted the Council's policy which intended to reduce traffic and support a modal shift towards active travel and public transport.
- Recognition of the improvements made on the initial proposal however there remained room for further improvements and consultation with the local community and stakeholders.
- The possibility that the central island site set aside for public realm would not be used to its potential due to being surrounded by traffic.
- Opposition to the removal of the left-turn at York Place and Broughton Street.

The deputation requested the Committee considered the following:

- Exploration of alternative options to the gyratory traffic system which would be more suitable for pedestrians and cyclists.
- That the design not be approved until further work had been undertaken to address residents' concerns.

1.1.2 St. Mary's Catholic Cathedral Parish Council

The deputation highlighted the following:

- Appreciation of Council officers and Elected Members for their work and for taking their views into account.
- The Cathedral was a busy parish with multiple masses taking place each day but which also provided a place of quiet and refuge and this should be protected in the design.
- While recognising the design had been improved since the initial proposals, there remained concerns over the reduction in available disabled parking spaces for parishioners attending the Cathedral.
- The Cathedral was a place of worship for a large area of Scotland as part of the Archdiocese of St. Andrews and Edinburgh as well as a cultural building in Edinburgh, and that the setting of the Cathedral in its surroundings should reflect its importance.

The deputation requested the Committee consider the following:

- Further work should be done to investigate the possibilities for disabled parking on Little King Street and to ensure the roads were wide enough to allow blue badge holders to park on double yellow lines.
- That assurance was given that sufficient space would be provided for wedding and funeral corteges, but it was recognised there had been no specific details of this yet.

1.1.3 Spokes

The deputation highlighted the following:

- Recognition that the design presented was an improvement on the design which was proposed initially and on the current design of the area.
- Their opposition to the gyratory design and the unnecessary amount of road space given to vehicles.
- A revised design which did not include a gyratory would be more attractive to and more easily accessible for pedestrians and cyclists.
- Concerns that the island space marked for public realm would not be used to its full potential as it would be surrounded by traffic.
- Recognition that the GAM had caused an obstacle for proposing an alternative to the gyratory however the agreement should be revisited.

- Leith Street was too narrow for cyclists to be allowed sufficient room by cars while travelling up a steep slope which would discourage cycling on the route.
- The cycle route ended at the Omni Centre and it was not clear where cyclists would be directed thereafter.
- The design should be flexible and adaptable in the future.
- Consideration should be given to a twin platform design for the potential tram stop as opposed to an island design which would allow public transport to pass over the tram lines for the tram stop to also be used as a bus stop creating a more efficient interchange.

The deputation requested the Committee consider the following:

- An alternative design to the gyratory should be proposed.
- That the plans for Leith Street be revised to prevent cars from travelling downhill, remove one lane of traffic and a wider pavement and a cycle lane provided in order to give more room to cyclists and pedestrians.
- The potential for the creation of a twin tram platform.
- The decision should be continued for further revisions to the design which would better satisfy residents and stakeholders.

1.2 Report by the Executive Director of Place

Approval was sought for a revised design proposal which reflected the views expressed by elected members, stakeholders and members of the public throughout the consultation process undertaken throughout October to December 2017.

The redevelopment was to be delivered as part of the Growth Accelerator Model (GAM) which was agreed by Council in June 2016 to provide public realm and tram proofing works at Picardy Place. The proposals aimed to encourage active travel and public transport usage, cater for the potential tram extension and provide appropriate space for public realm while ensuring that the junction was efficient in keeping traffic moving.

Motion

- 1) To endorse the revised design (produced as Appendix 4 to the report).
 - 2) To note that a separate report would be presented to Full Council regarding the financial implications of the revised design (prior to authorisation by the Chief Executive).
 - 3) To note that the Chief Executive intended to authorise the revised design in terms of existing Delegated Authority.
 - 4) To discharge Councillor Booth's motion of 10 August 2017 relating to Picardy Place.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

“

- 1) To welcome the improvements in the current proposals for the redevelopment of Picardy Place compared to previous plans, in particular:
 - 1.1. the increase in segregated space for cyclists and the decrease in shared space.
 - 1.2. the increased public space.
 - 1.3. the commitment not to undertake permanent development in the central space, which could potentially allow for revisions to the junction to make the space more people-friendly at some point in the future.
 - 1.4. the revised designs appeared to have addressed many of the concerns raised as part of the public consultation by local people and key stakeholders, and thanked council officers and others who had worked hard to bring forward revised proposals for the junction layout.
- 2) To note Nonetheless that the design presented was a gyratory which prioritised motor traffic movement over pedestrians, cyclists and public transport users, contrary to the council's own policies; further notes that a majority of consultation responses, including from key stakeholders, such as Spokes and Living Streets remained opposed to the gyratory design layout.
- 3) To therefore agree that the Convener and Vice-Convener would urgently request a meeting with TH Real Estate and the Scottish Government to agree amendments to the GAM and associated legal agreements to allow a revised junction design to be brought forward as soon as possible which prioritised Place Making, pedestrians, cyclists & public transport and was consistent with the council's own policies and with the principles of the City Centre Transformation Project, and to report back to the next meeting of Transport and Environment Committee with revised proposals for the junction layout.
- 4) To agree to consider a draft order proposal at the next meeting of Transport and Environment Committee to prohibit all vehicles with the exception of cycles, buses, taxis and emergency vehicles, on Leith Street between Waterloo Place and Calton Road, pending the outcome of the City Centre Transformation project recommendations; and agreed that the revised road layout on Leith Street should include a segregated cycle route southbound as a minimum, and preferably both ways, between the revised Picardy Place junction and Waterloo Place.
- 5) To agree to consider a report within three months examining the feasibility of introducing a weight restriction on Broughton Street Lane, to reduce the traffic pressure on this narrow, largely residential lane which was likely to be impacted by changes to the Picardy Place junction layout.

- 6) To note that the process of bringing forward detailed junction designs would have involved no significant public consultation on the junction layout had it not been for the August 2017 decision of the Transport and Environment Committee to go to public consultation as soon as possible, and agreed that the redesign of a significant city centre junction should have incorporated public consultation as a matter of course, and therefore refers the report, and all previous reports made to this Committee and to Full Council on this subject, and to the Governance, Risk and Best Value Committee to allow them to consider whether the process and governance had been appropriate and to make any other inquiries they saw fit into the probity of the process whereby the Picardy Place proposals emerged.”
- moved by Councillor Booth, seconded by Councillor Burgess

Voting

- For the motion - 9 votes
For the amendment - 2 votes

(For the motion – Barrie, Bruce, Child, Cook, Doran, Douglas, Gloyer, Key and Macinnes.

(For the amendment – Councillors Booth and Burgess.)

Decision

To approve the motion by Councillor Macinnes.

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

Declaration of interests

Councillors Booth and Key declared non-financial interests in the above item as members of Spokes.

Item No 5.1 - Key decisions forward plan

Transport and Environment Committee – 1 March 2018

1 March 2018 – 17 May 2018

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Edinburgh Conscientious Objectors Memorial Petition	17 May 2018		Executive Director Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
2.	Review of Scientific Services and Mortuary Services	17 May 2018		Executive Director of Place Lead Officer: Robbie Beattie 0131 555 7950 robbie.beattie@edinburgh.gov.uk	
3.	Objections for RSO/17/13 Leith Street, Calton Road, Greenside Row, Waterloo Place	17 May 2018		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk	
4.	George Street Experimental Traffic Regulation Order Concluding Report and Design Principles	17 May 2018		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk	

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
5.	Consultation on diesel surcharge introduction	17 May 2018	All	Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 Ewan.kennedy@edinburgh.gov.uk	
6.	Central Edinburgh Transformation Update Report	17 May 2018	All	Executive Director of Place Lead Officer: David Leslie 0131 529 3948 David.leslie@edinburgh.gov.uk	
7.	Gull De-nesting report	17 May 2018	All	Executive Director of Place Lead Officer: Robbie Beattie 0131 555 7980 Robbie.beattie@edinburgh.gov.uk	

Transport and Environment Committee

1 March 2018

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	2 June 2015	City Centre Public Spaces Manifesto Update	To note that a report on the findings and recommendations of this public consultation and Castle Street trial would be submitted to the Transport and Environment Committee in the Autumn of 2016.	Executive Director of Place Lead Officer: Anna Herriman Partnership & Information Manager 0131 429 3853 anna.herriman@edinburgh.gov.uk	December 2017	01/03/2018	Recommended for closure This report is included on the agenda 01/03/2018.
2	25 August 2015	Edinburgh Conscientious Objectors Memorial Petition referral from the Petitions Committee	To note the agreement that officers would report on the outcome of discussions with the principal petitioner.	Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	March 2018		This report has been deferred to May 2018.
3	15 March 2016	Carbon Literacy Programme	To agree a further report detailing the key findings of a pilot carbon literacy	Chief Executive Lead Officer: Jenny Fausset Senior Corporate Policy Officer	March 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		for Edinburgh	programme with three city organisations would be presented to the Transport and Environment Committee in Spring 2017.	0131 469 3538 jenny.fausset@edinburgh.gov.uk			
4	15 March 2016	Saughton Park and Gardens Heritage Lottery Fund Delivery Phase Grant Award	To note that an update report would be submitted to the Committee prior to the start of the Construction Phase.	Executive Director of Place Lead Officer: David Jamieson, Parks and Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	May 2018		
5	7 June 2016	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan Forward	To acknowledge that a further Report on that Traffic Regulation Order process, as per Appendix 4 the report by the Executive Director of Place, would come back to the Transport and Environment Committee for final decision in Q2 of 2018.	Executive Director of Place Lead Officer: Andrew MacKay Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	June 2018		
6	7 June 2016	Review of Scientific Services &	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager	March 2018		This report has been deferred to the May Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Mortuary Services	Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	0131 555 7980 robbie.beattie@edinburgh.gov.uk			
7	7 June 2016	George Street Experimental Traffic Regulation Order Concluding Report and Design Principles	To authorise officers to explore the most appropriate procurement options in order to expedite the delivery of the next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	May 2018		
8	30 August 2016	Water of Leith Valley Improvement Proposals (Dean to Stockbridge Section)	To ask that the outcome of the feasibility study be reported to a future meeting of the Transport and Environment Committee.	Executive Director of Place Lead Officer: David Jamieson Parks, Greenspace & Cemeteries 0131 529 7055 david.jamieson@edinburgh.gov.uk	August 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
9	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	1) To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	Early 2018		
			2) To note that Transport for Edinburgh's three-year operational plan would be presented at a future Committee meeting for approval.		Early 2018		
10	17 January 2017	Setted Streets Progress Report	To continue consideration of the report by the Executive Director of Place to the meeting of the Transport and Environment Committee on 21 March 2017 to allow for further engagement/consultation and associated costs to be established.	Executive Director of Place Lead Officer: Daniel Lodge, Planning Officer daniel.lodge@edinburgh.gov.uk 0131 529 3901 Lead Officer: Sean Gilchrist, Roads Renewal Manager sean.gilchrist@edinburgh.gov.uk 0131 529 3765	March 2018	01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
11	17 January 2017	Charges for Special Uplifts	To agree that the financial impact of this charge would be closely monitored for the next 12 months and would be reported to a future meeting of the Transport and Environment Committee.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844	March 2018	01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.
12	17 January 2017	Policies - Assurance Statement	To note the intention of officers to bring forward a suite of policies for Waste and Cleansing Services to Transport and Environment Committee during the course of 2017/18.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844 Michael Thain, Head of Place Development michael.thain@edinburgh.gov.uk 0131 529 2426	December 2017		Closed – Information included in report considered by Committee December 2017
13	21 March 2017	Deputation – Merchiston Community Council	To agree to report back to the next Transport & Environment Committee the outcome of the working group's deliberations.	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	December 2017	December 2017	Closed – Report considered by Committee in the Business Bulletin December 2017

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
14	21 March 2017	Transport and Environment Committee Business Bulletin	To note that work on the resurfacing of Brighton Place would be postponed until the settled streets report returns to the Transport and Environment Committee on 1 August 2017.	Executive Director of Place Lead Officer: Sean Gilchrist, Road Renewal Manager 0131 529 3765 sean.gilchrist@edinburgh.gov.uk	March 2018	01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.
15	21 March 2017	Landfill and Recycling	To approve the proposed approach to tackling increasing examples of businesses leaving waste bins unattended outside of prescribed collection times and to revisit the existing food and glass exemptions granted to businesses. The success of this would be subject to a future report to Committee.	Executive Director of Place Lead Officer: Andy Williams, Technical Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	December 2017	December 2017	Closed – Report considered by Committee December 2017
16	21 March 2017	Redesign of Recycling Services in Tenements and Flats	To note the development of a communal redesign project and to agree to receive a further report towards the end of the calendar year that advises on the development of a communal bins redesign proposal, which outlines the	Executive Director of Place Lead Officer: Angus Murdoch, Technical Coordinator, Waste and Cleansing Services 0131 469 5427 angus.murdoch@edinburgh.gov.uk	December 2017	December 2017	Closed – Information included in the Enhancing Communal Bins Collection Update report considered by

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			feasibility studies that intend to shape the scope of a future project.				Committee December 2017
17	10 August 2017	Key Decisions Forward Plan	To agree that the Executive Director of Place would provide a report to the next Committee on improvements to cycling, road safety and tram interface and on the City Centre and Public Realm.	<p>Executive Director of Place Lead Officer: Stacey Monteith-Skelton, Senior Engineer (Road Safety) 0131 469 3558 stacey.monteith-skelton@edinburgh.gov.uk</p> <p>Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p> <p>David Leslie, Chief Planning Officer 0131 529 3948 david.leslie@edinburgh.gov.uk</p>	December 2017		Closed – Report considered by Committee December 2017
18	10 August 2017	Petitions for Consideration: Lothianburn Park and Ride & Redesign the traffic light	1) In respect of Lothianburn Park and Ride Petition, the Executive Director of Place to liaise with Midlothian Council and report to the Committee in two cycles on the issues relating to Park and Ride.	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	May 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		priorities at Junction of Slateford Road and Shandon Place					
			2) In respect of the Slateford Road and Shandon Place Petition, the Executive Director of Place to liaise with the petitioners and arrange for a site visit to inspect the crossing and report back to the Committee in two cycles.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	December 2017	December 2017	Closed – Report considered by Committee December 2017
19	10 August 2017	Waste and Cleansing Service – Performance Update	The Head of Place Management to provide figures to Councillor Booth on the forecast on the volume of non-recyclable waste in tonnes and the funding that the Council had budgeted for landfill and other non-recyclable waste.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	September 2017	Briefing will be provided to Councillor Booth by close of play on 15 September 2017.	Closed – Briefing provided to Councillor Booth
20	10 August	Waste and Cleansing	The Head of Place Management to provide a	Executive Director of Place Lead Officer: Andy Williams,	October 2017	Briefings will start to	Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
	2017	Improvement Plan – Progress Update	briefing session for the members of the Committee on Routesmart Routing Software.	Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk		be rolled out to members at the same time as live data is available.	These briefings have been completed.
21	10 August 2017	Delivering the Local Transport Strategy 2014-2019: Parking Action Plan	1) To agree that a report would be brought back to Committee to address the issues raised regarding parking protocols.	Executive Director of Place Lead Officer: Andrew MacKay Professional Officer 0131 469 3577 andrew.mackay@edinburgh.gov.uk	As soon as possible	01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.
			2) To recognise that commuting by car to park in residential areas contributed to congestion, air pollution and was impacting on some residents and therefore requested a report on the potential to use parking restrictions to reduce commuter parking.				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
22	4 September 2017	Edinburgh Tram - York Place to Newhaven Updated Outline Business Case	<p>The Executive Director of Place to:</p> <ul style="list-style-type: none"> • arrange to meet with Transport Scotland to discuss the Edinburgh Tram Extension project 	<p>Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk</p>	October 2017	Meeting is in the process of being arranged.	
			<ul style="list-style-type: none"> • arrange an internal meeting with Lothian Buses and elected members of the Transport and Environment Committee to discuss the Edinburgh Tram Extension project 			Meeting is in the process of being arranged.	
			<ul style="list-style-type: none"> • arrange to meet with the Project Team and outside groups to discuss the Edinburgh Tram Extension project. 		October 2017		Ongoing engagement exercise with outside groups due to commence October 2017 subject to Council decision.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
23	5 October 2017	Integrated Weed Control Programme	To agree to receive a report reviewing the operation of the Integrated Weed Control System in Autumn/Winter 2018.	Executive Director of Place Lead Officer: David Jamieson, Parks, Greenspace and Cemeteries Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	Autumn/ Winter 2018		
24	5 October 2017	Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update	1) To agree to receive a further report within three months setting out the feasibility and costs allowing residents to report odour incidents online.	Executive Director of Place Lead Officer: Andrew Mitchell, Regulatory Services Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	March 2018	01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.
			2) The Executive Director of Place to ensure that members of the public could report complaints to their satisfaction		March 2018		
			3) The Regulatory Services Manager to ensure that members of the public were aware of how to report complaints and would liaise with communications about the development of		March 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			information leaflets for residents.				
25	5 October 2017	Petitions for Consideration: Parking Issues in Shandon and Improving the Original Traffic Calming Measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone	<p>1) In respect of Parking Issues in Shandon, to agree that the project could move straight to stage 2 investigation stage, involving detailed survey data and consultation with residents and businesses on proposed measures, subject to clarification by officers that the majority of residents support the use of Controlled Parking and Parking Priority Protocol and clarification that it would be possible that the project could move straight into Phase 2 (point 3 of the addendum).</p> <p>2) In respect of improving the Original/Current Traffic Calming Measures in Rosshill Terrace, the issues raised would be passed to the City-Wide or Locality</p>	Executive Director of Place Lead Officer: Paul Lawrence 0131 529 7325 paul.lawrence@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Transport Team to be addressed, a road safety assessment would be considered and whether a report or an update in the Business Bulletin would be brought to the next Committee.				
26	5 October 2017	Picardy Place – Motion by Councillor Booth	1) Please see the Conservative Addendum (Appendix 1) and Green Addendum (Appendix 2) attached for actions to be carried out.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Additional T&E Committee 25 January 2018		Closed – Report considered by Committee January 2018
			2) To agree that a detailed report in response to Councillor Booth's motion be prepared for Committee on 7 December 2017, taking account of the feedback received.		Additional T&E Committee 25 January 2018		Closed – Report considered by Committee January 2018
			3) To agree that information on whether the proposals complied with Council Policy and design for streets would be contained		Additional T&E Committee 25 January 2018		Closed – Report considered by Committee January 2018

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			within the next report to Committee.				
27	5 October 2017	Central Edinburgh Transformation – Scoping Report	1) To instruct that any proposals coming forward which advocated the removal of traffic from commercial streets should be subject to an assessment of the impact such changes would have on nearby residential streets; to include traffic counts and modelling and that appropriate consultation would be carried out with residents of these street so that the residential amenity of large parts of the City Centre was preserved as detailed in 3.2 of the report.	Executive Director of Place Lead Officer: Michael Thain, Head of Place Development 0131 529 2426 michael.thain@edinburgh.gov.uk	Update report - May 2018		
27			2) To agree that Committee Services would gather nominations from the Conservative, Green and SLD groups for the Central	Chief Executive Lead Officer: Veronica MacMillan, Team Leader, Committee Services 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	November 2017	November 2017	Closed – nominations received

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Edinburgh Development Working Group.				
28	5 October 2017	Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street	The Road Safety and Active Travel Manager to confirm the source of the noise referred to in the report to Councillor Douglas.	Executive Director of Place Lead Officer: Andrew Easson Transport Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	October 2017	October 2017	Closed – Response provided to Councillor Douglas 10 October 2017
29	5 October 2017	Waste and Cleansing Improvement Plan - Update	The Waste and Cleansing Manager to provide Councillor Mowat with information on call volumes.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	As soon as possible	December 2017	Closed – information provided
30	5 October 2017	Motion by Councillor Booth – Low Cost ways to boost cycle use	To refer the Spokes document describing the competition entries to each Locality Manager (or other relevant section of the Council) with a request that they identify the proposals within their area of responsibility, assess the feasibility of each proposal, undertake the relevant work to take appropriate proposals	Executive Director of Place	March 2018		This report has been deferred and will be brought forward to the May Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			forward, and report back on a quarterly basis to the relevant locality committee (once formed) and to the Transport and Environment Committee on progress to implement the proposals.				
31	7 December 2017	Key Decisions Forward Plan	To add the Congestion Action Plan report to the Key Decisions Forward Plan.	Chief Executive Lead Officer: Veronica MacMillan, Team Leader, Committee Services 0131 529 4283 veronica.macmillan@edinburgh.gov.uk	March 2018	March 2018	Closed – added to KDPF March 2018
32	7 December 2017	Business Bulletin	1) To move forward work in tackling the problem of gulls colonising in urban areas, the committee agreed to a report being brought before the March meeting which accurately reviewed the actions of other relevant local authorities in Scotland as well as that of relevant English authorities and any other agencies which had been proactive in this area so that future possibilities	Executive Director of Place	March 2018		This report has been deferred to May 2018.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			for action in Edinburgh would be identified.				
			2) To agree that Councillor Cook would provide a list of English Local Authorities that have used various methods to control the gull population.				
			3) To agree that a report would be brought to Committee providing options on the replacement of the Armadillos at Leith Walk and to note that the Leith Programme Oversight Group would provide democratic oversight of this.	Executive Director of Place			
33	7 December 2017	Slateford Road/Shandon Place Junction – Traffic Signal Priorities	To agree that Option 3 (altering junction staging, simplifying signal heads and having an all stop pedestrian stage) should be progressed, subject to the successful outcome of detailed design.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
34	7 December 2017	Roads Services Improvement Plan	To agree to receive a further report that included the issues raised about active travel within 2 cycles.	Executive Director of Place Lead Officer: Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844		01/03/2018	Recommended for closure This report is included on the Committee agenda for 01/03/2018.
35	7 December 2017	Electric Vehicle Action Plan	1) To note that a Strategic Business Case for EV charging infrastructure would be reported to Committee in June 2018 and to agree that the Strategic Business Case would include consideration of infrastructure for e-bikes and e-cargo bikes.	Executive Director of Place Lead Officer: Janice Pauwels, Sustainable Development Manager janice.pauwels@edinburgh.gov.uk 0131 469 3804	June 2018		
			2) To agree the action plan would be further revised following the first progress report being presented to the Committee in late 2018 to ensure it was a fully integrated e-mobility action plan prioritising a modal shift from car to other		Late 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>modes, consistent with the targets in the Council's local transport strategy.</p>				
			<p>3) To agree that the Electric Vehicle working group, as outlined in paragraph 3.15 of the report, would consider the following points and would report the progress of these actions to the Carbon, Climate and Sustainability Member Officer Working Group:</p> <ul style="list-style-type: none"> • possible adjustments to planning guidance to include requirements on cargo bike / e-bike provision; • developing a council cargo bike pilot for appropriate council deliveries; • the potential to adapt street lighting columns to incorporate EV charging points. 				



No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
36	7 December 2017	Nuke Watch Report – “Unready Scotland and the critical gap in our response to the transport of nuclear weapons”	To agree that an update would be provided in the Business Bulletin to the next Committee meeting on whether it was appropriate for the report to be referred Nuke Watch.	Chief Executive Lead Officer: Mary-Ellen Lang, Resilience Manager mary-ellen.lang@edinburgh.gov.uk 0131 529 4686	March 2018	March 2018	Recommended for closure This is included on the Business Bulletin agenda for 01/03/2018.
37	7 December 2017	Enhancing Communal Bin Collections	To agree to receive a detailed progress report within six months.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager andy.williams@edinburgh.gov.uk 0131 469 5660	June 2018		
38	7 December 2017	Age Limitation of Taxis and Private Hire Cars (Air Quality) Consultation Update – referral from the	An update report to be referred to the Transport and Environment Committee following consideration by the Regulatory Committee.	Executive Director of Place Lead Officer: Andrew Mitchell, Regulatory Services Manager Andrew.mitchell@edinburgh.gov.uk 0131 469 5822			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Regulatory Committee					
39	7 December 2017	Motion by Councillor Cook – Road Safety Issues on Greenbank Lane	<p>“That Committee:</p> <ul style="list-style-type: none"> • Recognises longstanding residents’ concerns over the volume and speed of traffic on Greenbank Lane. • Calls for a report, in two cycles, on a variety of potential road safety measures that could be implemented on Greenbank Lane, including the feasibility of introducing a one-way system.” <p>1) To agree that a report on the motion would be submitted to a meeting of the relevant Locality Committee.</p>	Executive Director of Place			

Transport and Environment Committee

10am, Thursday, 1 March 2018

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

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes</p>  <p>Councillor Karen Doran (Vice-Convenor)</p> 	<p>Councillor Scott Arthur Councillor Gavin Barrie Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Scott Douglas Councillor Gillian Gloyer Councillor David Key</p>	<p>Alison Coburn Senior Executive Officer 0131 529 3149</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Rachel Gentleman Committee Services 0131 529 4107</p>

Transport and Environment Committee

Recent news	Background
<p>Phase 2 cycle safety improvements along the tram route in the city centre</p> <p>A report to the Transport and Environment Committee on 5 October 2017 outlined a four phase approach to implementing changes along the tram route to improve safety conditions for cyclists and pedestrians. Implementation was broken into phases based on the relative scale and complexity of the different interventions that are being proposed.</p> <p>Phase 1 was successfully delivered in October and November 2017. It comprised mainly of red screeded surfacing and road markings to guide cyclists crossing the tram tracks at key junctions. This was accompanied by warning signs, aimed at both cyclists and drivers, at locations along the on-road section of the tramline in the city centre. A media campaign was also undertaken to highlight the risks of cyclists losing control at tram tracks and encouraging drivers to leave extra space.</p> <p>Since October, ongoing consultation has been undertaken with Sustrans and SPOKES to further develop the proposals for Phases 2 and 3. Replacement of cycle symbol road markings on Princes Street at Lothian Road and at South Charlotte Street with worded “CYCLE” markings, which forms part of Phase 2, was implemented in February 2018.</p> <p>The remainder of Phase 2 is scheduled for delivery by the end of March 2018. This includes 15 new Advance Stop Lines (ASLs) and the application of red screeded surfacing to the tram track crossings for cyclists at the junction of Princes Street and Hanover Street/The Mound. There will also be a refresh of the media campaign to reiterate the key messages of Phase 1 and remind cyclists and motorists how ASLs should be used.</p> <p>Phase 3 remains on course for delivery in Autumn 2018. The realignment of the cycle lane outside the entrance to Haymarket Station has been moved into Phase 3. This is because it requires alterations to signals and kerb lines</p>	<p>For further information contact:</p> <p>Martyn Lings Transport Officer Active Travel Tel: 0131 469 3776 Email: martyn.lings@edinburgh.gov.uk</p>

which, due to technical complexities, would not have been deliverable within the Phase 2 timeframe. Proposals for providing a marked crossing across the tram tracks at Haymarket Junction, between Dalry Road and West Maitland Street, are also included in Phase 3.

Phase 4 will form part of the City Centre Transformation programme.

School Streets Update

At the Transport and Environment Committee on 10 August 2016 updated School Streets selection criteria were approved for future applications.

In May 2017, Edinburgh primary schools were invited to apply for the next phase of School Streets. In total, fifteen schools applied. Following evaluation of the applications against the approved criteria, School Streets will be progressed at St Mary's (Leith) RC Primary School, Leith Primary School, Roseburn Primary School and Gilmerton Primary School.

Implementation at Roseburn Primary School has, however, been temporarily put on hold due to the proposed City Centre West – East Link (CCWEL). This is to allow a detailed design for CCWEL to be established in the area surrounding the school, as this may change travel behaviour in the area and therefore influence the extent of the School Streets zone.

Further progress updates will be provided to Committee in due course.

For further information contact:

Stacey Monteith-Skelton

Senior Engineer

Road Safety

Tel: 0131 469 3558

Email: stacey.monteith-skelton@edinburgh.gov.uk

Low Emission Zones

Within the Council, a project board and delivery group to scope and implement a Low Emission Zone (LEZ) regime in Edinburgh has been established. In addition, officers are working closely with the other agencies tasked with delivering LEZs to collectively consider issues related to the LEZ design and implementation. The attached diagram sets out further detail on these groups, purpose, and how they operate in relation to each other.

This committee is considering a paper reviewing Edinburgh's current Local Transport Strategy and setting out issues and opportunities for the next strategy (including air quality and transport emissions). Stakeholder engagement on the LTS issues is expected to commence later in March 2018 and the feedback (along with the modelling results) will inform a Transport and Environment Committee report on the potential for an LEZ regime in Edinburgh in May 2018.

Officers are working closely with SEPA under the National Modelling Framework to consider vehicle emissions across the fleet in Edinburgh. The focus is currently on modelling a series of scenarios to test what air quality improvements could be achieved across the city.

LEZ Groups and Relationships



LEZ groups and relationship model.

Edinburgh Tram – York Place to Newhaven

In September 2017, the Council approved the updated Outline Business Case for completing the existing tram line to Newhaven, and approved the commencement of Stage 2 activities, including the commencement of the procurement process to select preferred contractors along with the commencement of project consultation.

A commitment was made to update and refine the business case following the completion of the procurement exercise, and bring a report back to Council by Autumn 2018 recommending a way forward.

The project team continue to progress with all activities associated with the procurement stage of the project, this includes the production of procurement documentation, contract drafting and finalisation of technical documentation. Stage 2 of the project remains on programme and budget.

For further information contact:

Ewan Kennedy

Senior Manager

Transport Networks

Tel: (0131) 469 3575

Email:

ewan.kennedy@edinburgh.gov.uk

The first phase of project consultation in relation to temporary traffic management during construction, business support, and final road layouts commenced in February and is due to be complete by the end of March. Formal consultation in relation to the Traffic Regulation Order is due to commence in the summer of 2018.

The project team continue to engage with key stakeholders including Edinburgh Trams, THRE Edinburgh St James, Forth Ports and key utility companies.

The Contract Notice for the Edinburgh Tram Project was published as two Lots namely; Infrastructure and Systems Contract and a Swept Path Contract on 25 October 2017. The prequalification assessments are now complete and the tender for the Infrastructure & Systems contract is due for release at the end of March.

As reported previously the remaining phases of Leith Programme, Phase 5 and 6, have now been subsumed within the Tram project. As a result of this, the Phase 5 Public Hearing was temporarily suspended in anticipation of this decision, and a separate paper is before Committee seeking approval to formally cancel the process.

The All Party Oversight Group for the project has now been established and will meet at six weekly intervals. The project team continues to report to the Project Board on a monthly basis.

The project will continue to report each cycle to the Transport and Environment Committee through the business bulletin. A more detailed report will then be prepared for early Spring 2018 setting out progress to date and key steps to completion.

Lothianburn Park and Ride Update

Officers have met with Local Ward Councillors and representatives of Morningside Community Council.

An assessment of potential further work is being made relating to the parking in Morningside area and this will be reported to the Transport and Environment Committee in May 2018.

For further information contact:

Stuart Harding

Citywide Networks Manager

Tel: 0131 529 3704

Email:

stuart.harding@edinburgh.gov.uk

The Transport and Environment Committee considered a petition from residents of Morningside proposing a park and ride site at Lothianburn in August 2017.

Congestion Action Plan Update

The Council, in conjunction with Lothian Buses, Edinburgh Trams and other public transport providers, is in the process of developing an Action Plan which will look at what measures can be introduced in order to reduce congestion and speed up public transport journey times.

The types of actions that will be considered will cover the following broad categories:

- Bus Lane Operations
- Bus Stops
- Corridor Improvements
- Enforcement Measures
- Traffic Signals
- Road Space Management
- Tram Operations
- Parking/Loading

For further information contact:

Stuart Lowrie

Public Transport Manager

Tel: 0131 469 3622

Email:

stuart.lowrie@edinburgh.gov.uk

In its latest Local Transport Strategy, the Council states that it will continue to maintain Edinburgh's bus lane network, review it regularly and extend or enhance it where opportunity arises.

Plastic Bottles

Refill schemes are where business owners sign up to become a Refill Station so that members of the public can top up their refillable water bottles free of charge. Participating businesses, such as cafes, galleries, restaurants, simply put up a sticker in their window to alert passers-by to the fact they can refill their water bottles. The objective of these schemes is to reduce the amount of waste created by single-use plastic bottles.

There is a growing number of these schemes and there are over 1,600 refill stations across the country. Details of these can be found at www.refill.org.uk. These are run by a range of groups from voluntary organisations to Local Authorities. A pilot to roll-out a refill scheme across London was recently announced.

The Council has approached Changeworks to include a refill scheme as part their Zero Waste Leith project (Refill Leith). A key part of this project is to engage with local businesses to support their environmental responsibility and this trial will play an integral part of this. This will allow the Council to assess the feasibility of running a scheme in the capital.

The uptake of businesses to join Refill Leith and the usage of the refill stations will be monitored. This, along with a review schemes that are being set up elsewhere, will enable us to report on the success of scheme and propose recommendations of how this could be rolled-out across the city under the banner of Our Edinburgh.

For further information contact:

Andy Williams

Waste and Cleansing
Manager

Tel: 0131 469 5660

Email:

Andy.Williams@edinburgh.gov.uk

Nukewatch

Nukewatch UK, is a campaign group that monitors nuclear weapons movements. In August 2017, Nukewatch published a report entitled:

Unready Scotland the critical gap in our response to the transport of nuclear weapons”

The Nukewatch report is available at <http://www.nukewatch.org.uk/?p=683>

At a meeting of the City of Edinburgh Council on 21 September 2017, Councillor Burgess highlighted some of the issues referred to in the Nukewatch document and called for a report to be submitted to the Convener of the

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Transport and Environment Committee.

A report was duly submitted and considered by the Transport and Environment Committee on 7 December 2017.

Following consideration of the report, the Committee agreed the recommendations and further agreed that an update would be provided to the next Committee meeting (1 March 2018) on whether it was appropriate for the report to be referred to Nukewatch.

This report is freely available to the public and is therefore readily accessible to Nukewatch or any other interested party. Should the Committee consider it appropriate to send a copy of the report specifically to a representative at Nukewatch, that instruction can be undertaken by officials or, if preferred, under signature of a suitable Elected Member.

Stair Lighting

From 1 July 2016 the Council will no longer repair or maintain common stair lights in tenement blocks where flats are all privately owned. Tenement stairs that still have a Council tenancy have been updated with LED fittings.

21,545 fittings and bulbs have been replaced with a more energy efficient lighting system that will lead to reduction energy and maintenance cost, as well as a reduction in carbon emissions.

The project was completed in February 2018.

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Forthcoming activities:

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Edinburgh's Local Transport Strategy review

Item number	7.1
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	C16, C17, C18, C19, C20, C21, C22, C26, C27, C48

Executive Summary

The current Local Transport Strategy (LTS) spans the period 2014-2019 and is now due for review.

This report sets out the process by which this will happen and the key issues that will be the subject of early consultation with stakeholders and the public.

Edinburgh's Local Transport Strategy review

1. Recommendations

- 1.1 To note progress made to date through Edinburgh's Local Transport Strategy 2014-2019.
- 1.2 To agree the arrangements for engagement with stakeholders and the public outlined in this report.

2. Background

- 2.1 Edinburgh's Local Transport Strategy 2014-2019 (LTS) is the Council's fourth, each spanning a five-year period.
- 2.2 In its current format (since 2010), it contains a series of action plans focusing on Road Safety, Active Travel, Public and Accessible Transport, and Parking to take forward transport policies, and to target resources and investment to meet the relevant LTS objectives.
- 2.3 Over the course of this period, major transport achievements included:
 - the launch of tram operations between the airport and city centre;
 - citywide 20mph limits;
 - assignment of 10% of transport budget to cycling;
 - development of segregated cycle routes/ QuietRoutes network development; and
 - the outward extension of priority parking areas.
- 2.4 These build on achievements of preceding LTSs, including Edinburgh Crossrail, Safe Routes to Schools, park and ride sites, bus priority corridors, and 'green man' phases and cyclist Advanced Stop Lines at most signalised junctions.

Related strategies

- 2.5 A new LTS will not be developed in isolation. It must be developed in the context of the 2050 Edinburgh City Vision and ensure strategic alignment to other Council projects such as Low Emission Zones, and Central Edinburgh Transformation, as well as the four Locality Improvement Plans, [Edinburgh's Local Development Plan 2016-2021](#), [Edinburgh's Sustainable Energy Action Plan 2015-2020](#), and Edinburgh 2020, the Edinburgh Tourism Strategy.

- 2.6 The LTS must also ensure policy alignment with the forthcoming National Transport Strategy (due late 2019), [SEStrans' Regional Transport Strategy 2008-2025](#), and [Transport for Edinburgh's Strategy for Delivery 2017-2021](#).

3. Main report

Context and trends

- 3.1 An understanding of the current transport and mobility situation in and around Edinburgh, sets the context for this review of the LTS.
- 3.2 Edinburgh's current transport and mobility trends include:
- lowest levels of car ownership in Scotland ([Scottish Transport Statistics, 2016](#));
 - stability in-terms of households with access to a car (60%), and the number of people with driving licences (65%) ([Scottish Household Survey, 2015](#));
 - marginal increases (1%) in vehicle distances travelled in Edinburgh, compared to a greater increase in distance travelled across Scotland (6%) ([Scottish Transport Statistics, 2016](#));
 - highest levels of cycling in Scotland (for both cycling as the main mode of travel, and for cycling journeys to/from work), ([Scottish Household Survey, 2015](#));
 - highest levels of bus use, and satisfaction levels with buses in Scotland (>25% of Edinburgh's adults use buses daily/almost daily, with 89% satisfaction levels), [Edinburgh by Numbers 2017](#); and
 - the city region accounts for 25% of Scotland's plug-in vehicles ([The City of Edinburgh Council Electric Vehicle Action Plan, 2017](#)).
- 3.3 Collectively these demonstrate positive results in respect of sustainable transport for the city. However, there remain opportunities to see improvement in the following areas:
- 3.3.1 19% of peak driving time in Edinburgh is spent in congestion, which adds 40% travel time to each peak time journey ([Inrix traffic scorecard report, 2016](#)). The cost of Edinburgh's congestion to the local economy is estimated at £225M per annum ([Tom Tom Traffic Index](#));
- 3.3.2 whilst road casualty levels in the city are reducing, there is opportunity to further reduce the levels of people killed and seriously injured (see appendix 1);
- 3.3.3 whilst air quality trends show slight reductions in nitrogen dioxide (NO₂) across Edinburgh, there are a number of roadside locations which exceed legal Air Quality Objectives (see appendix 2); and
- 3.3.4 levels of public transport accessibility to/from certain areas of the city, as well as journey time improvements, especially to/from the Bioquarter and Royal Infirmary of Edinburgh (see appendix 3 for both aspects).

- 3.4 A particular challenge facing Edinburgh and its transport system is the city growth forecast. Edinburgh is a successful, growing city; the fastest in Scotland, and one of the fastest in UK, with a 12% increase in population between 2006 and 2016. By 2039 the population is forecast to grow by a further 20% to 595,000 people. Not only is the population growing through net migration, but the population is also living longer, (22% of the city region's population is over the age of 65) which poses challenges to the public transport system through concessionary travel for this age group.
- 3.5 In terms of development of the city, and the city region, the [SESplan Cross Boundary and Land Use Appraisal study](#) (2017) forecasts that if all committed (and non-committed development) in the city region materialises then by 2024 the population will increase by 84,000 (7%); the number of households will increase by nearly 83,000 (15%); and the number of jobs will increase by 76,500 (14%).
- 3.6 The highest concentrations of population growth will be to the north and southeast of Edinburgh and in West Lothian and Midlothian. 66% of new jobs in the SESplan area are predicted to be in Edinburgh. Highest concentrations of employment growth will be in the city's south east (ERI/Bio-quarter and South-East Wedge) and western corridors (around Heriot-Watt, and Edinburgh Airport/Gateway/Ingliston).
- 3.7 One-third of the 285,500 people who work in the Council area commute from other LA areas (95,000), with two-thirds of these (63,300 commuters) doing so by private car ([Scotland's Census 2011](#)), primarily from West Lothian (18,900), East Lothian and Midlothian (both 18,400), and Fife (14,500). There is therefore significant car in-commuting to Edinburgh from the city region, associated in-part with the high prices of housing in Edinburgh.
- 3.8 Assuming all planned development materialises, according to SESplan (2017), the number of trips made by car in the city region will increase 13% by 2024 which, unless addressed, will lead to increased numbers of cars commuting into Edinburgh, exacerbating existing congestion issues.
- 3.9 A survey of traffic flows on over 140 roads in Edinburgh by SEPA (November 2016) as part of the National Air Quality Modelling Framework, identified roads with the highest levels of traffic flow (primarily cars), which are those connecting Edinburgh to Fife and West Lothian (and beyond): Queensferry Road, A8, Hillhouse Road, Glasgow Road, as well as Queen Street. It can therefore be concluded that there are clear pressures on Edinburgh from in-commuting car-traffic from the city region.

Sustainable Urban Mobility Planning

- 3.10 Edinburgh is part of a European network of cities dedicated to cleaner, better transport in Europe and beyond. This gives the city access to best practice examples across Europe.
- 3.11 The Council has successfully secured funding to participate in a two-year European Sustainable Urban Mobility Plans programme (SUMP – the European equivalent of an LTS) aimed at standardising the approach to strategic planning and improving the quality of existing transport strategies. The SUMP programme comprises

knowledge transfer between cities, testing and assessment, and learning spanning concepts, approaches, tools, and methodologies for developing SUMP/LTSs.

- 3.12 The LTS review is therefore framed by this best-practice EU programme. The review framework (see appendix 4) comprises four phases:

3.12.1 identify transport and mobility issues and opportunities ('Preparing well');

3.12.2 identify measures/policies to overcome issues and contribute to city objectives ('Rational and transparent goal setting');

3.12.3 enable adoption of the strategy/document ('Elaborating the plan'); and

3.12.4 assess impacts of the strategy ('Implementing the plan').

This is the process that the Council will follow in its review of the LTS.

- 3.13 This report relates to the first two phases: identify transport and mobility issues and opportunities, and identify measures/policies to overcome issues and contribute to city objectives.

Review of current LTS: policies

- 3.14 A starting point for a review of the LTS is an assessment of the current LTS.

- 3.15 Internal discussions and workshops and a review of the current LTS by Edinburgh Napier University's Transport Research Institute (TRI) have identified the extent to which policies address existing transport issues, highlighted above in paragraphs 3.2 and 3.3.

- 3.16 Findings include:

3.16.1 numerous policies exist to support a reduction in congestion and traffic levels in the city, ranging from planning and land use to influence design, to promoting sustainable and active travel, and managing levels of parking;

3.16.2 road safety is relatively well covered with several policies explicitly covering safety and others including safety elements (e.g. parking policies);

3.16.3 air pollution is covered by a small number of policies covering environment, freight connectivity; and

3.16.4 car in-commuting is served by a small number of policies i.e. improvements to park and rides, and working with SEStran to promote car sharing.

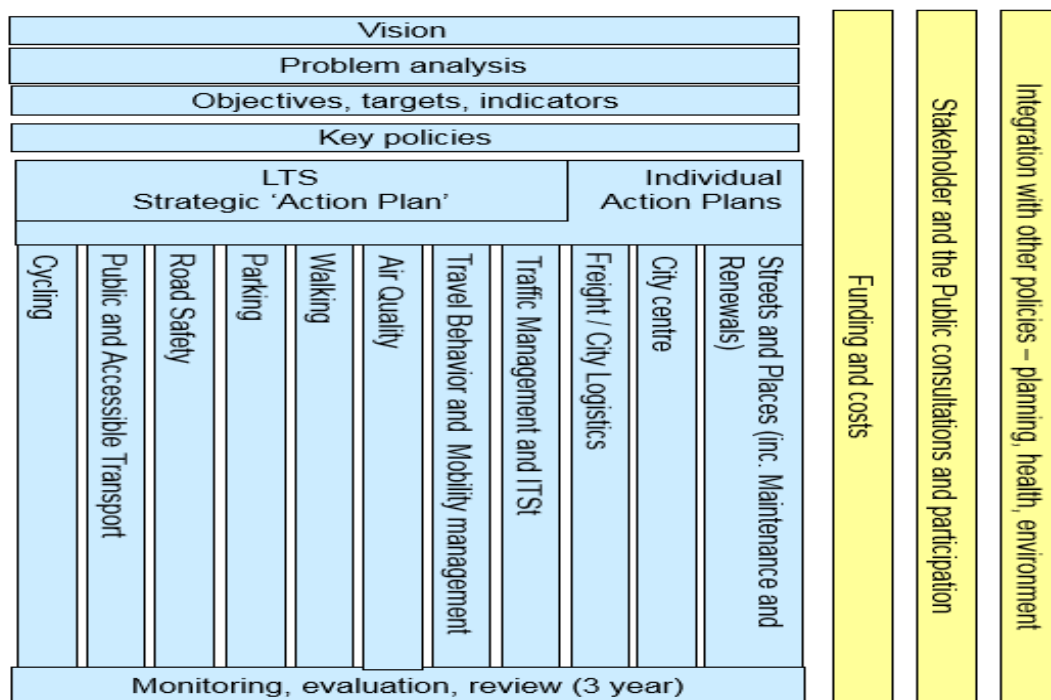
- 3.17 The current LTS is therefore relatively strong in terms of the number of policies covering the management of private cars, and road safety. Cross boundary travel is reflected reasonably, though opportunities exist to expand on this. Similarly, there is a need to review the policies covering air pollution to reflect recent legislative changes.

- 3.18 Air quality on the whole merits a higher profile within the updated strategy, as the Scottish Government, through the [Cleaner Air for Scotland](#) action plan, proposed the introduction of four low emission zones (LEZs) in Scotland's biggest cities. This has clear implications in Edinburgh, and also for the LTS. The Council is committed to the introduction of a LEZ in Edinburgh by April 2019.

- 3.19 Any update of the LTS should cover LEZs in greater detail, as well as the policy areas of tram extension, and new modes of transport such as Mobility as a Service (transport services tailored to meet users' particular needs) and ridesourcing.

Review of current LTS: processes

- 3.20 The SUMP framework sets out an idealised framework for an LTS (see Appendix 5) and this will form the basis of the new LTS. Essentially it emphasises the need for a golden thread between the vision, objectives, transport and mobility issues, policies, targets, indicators and action plans. This was also identified by the TRI review.
- 3.21 It is therefore proposed that the LTS is based on the structure below:



Vision

- 3.22 Scotland's National Transport Strategy (NTS) is also undergoing a review, with an anticipated completion date of summer 2019. As part of the national review, the following draft vision for transport was proposed: *'Scotland will have a cleaner, inclusive and accessible transport system delivering a healthier, prosperous and fairer nation for communities, businesses and visitors'*.
- 3.23 It is recommended that the LTS contains a draft vision which reflects the national position, to ensure a clear link between the local and national context.
- 3.24 The LTS also needs to help realise the evolving 2050 Edinburgh City Vision and its themes of connected, fair, inspired and thriving.
- 3.25 The suggested draft vision for the LTS is therefore:

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

Objectives

- 3.26 For the most part the objectives outlined in the existing LTS will be adopted into the new one with some adaptation of the wording.
- 3.27 Updated objectives are listed below:
- reducing environmental impacts;
 - improving public health;
 - supporting economic growth;
 - improving efficiency;
 - improving physical accessibility;
 - improving safety and security;
 - improving inclusion and integration; and
 - improving quality of life.
- 3.28 This includes a new objective on 'improving quality of life'. Two others, 'customer focussed' and 'effectively maintained' will still be part of the LTS but are best fitted elsewhere in the framework.

Issues and opportunities for consultation

- 3.29 Early engagement with staff and stakeholder groups as well as a review of movement related comments from recent consultation on 2050 Edinburgh City Vision and Locality Improvement Plans has provided a significant amount of information. This has been collected into appendix 6 and is set out under the headings of Issues and Opportunities.
- 3.30 The issues are grouped under the headings of Motor Vehicles, Public Transport, Active Travel and Freight. It is proposed to use this as the basis for the next stage of engagement.
- 3.31 The consultation will be focussed on agreeing issues and a range of opportunities or actions to address the issues.
- 3.32 This consultation will be carried out as part of a wider engagement on issues impacting on Central Edinburgh Transformation and the development of a Low Emission Zone.

Next steps

- 3.33 An opportunity will be taken to undertake collective engagement on the inter-related projects scheduled to be developed during 2019; the LTS, the LEZ and City Centre Transformation, as well as very early engagement for the LDP. This collective approach would make better use of Council resources and seek more effective engagement as respondents will feel part of a process aiming towards the 'bigger picture', by helping to shape our future city.

- 3.34 This citywide engagement, pending Committee approval, will take place between March - June 2018 with earlier consultation through stakeholder groups and a later 'open' consultation. A report to the next committee will detail the latter process.
- 3.35 Engagement findings, and assessment of measures/packages will then be reported to Committee later in the year, alongside a draft updated LTS. The final version of the updated LTS is intended to be reported back to Committee by March 2019 for approval.

4. Measures of success

- 4.1 A successful LTS must make it safer and easier for people to move around the city in a manner that supports a high quality of life for Edinburgh residents and addresses issues of environmental and economic sustainability. The strategy must aim to work for everyone irrespective of age, income, disability or background.
- 4.2 The measures of success in terms of the work specified in this report relate explicitly to the identification of relevant citywide transport and mobility issues and opportunities to be addressed by an updated strategy.
- 4.3 Success will also be through the development of an effective consultation process, to ascertain the views from a broad spectrum of stakeholders and citizens. In the context of the Year of Young People 2018, their views will be actively sought. Particular efforts will be made to ensure input from the third sector, and from Community Planning partners across the four Council localities, to reflect their needs, and the needs of vulnerable groups who may not have historically been involved in transport strategy development.

5. Financial impact

- 5.1 The TRI review of the LTS cost £3000 which was funded by the Council's Smarter Choices Smarter Places allocation for 2017/18.
- 5.2 The Council will receive 13,000 Euros in funding from the European Union covering all costs of participation as a leadership city in the two-year SUMP programme.

6. Risk, policy, compliance and governance impact

- 6.1 The LTS must look beyond Edinburgh's administrative boundary, as much of the pressures on the city's transport system are attributable to people travelling into the city, especially from across the wider city region, for work and leisure purposes.
- 6.2 Responsibilities and relationships with key stakeholders representing the wider city region therefore need to be developed through the review, including SEStran and SESplan (South East Scotland's regional transport, and planning, partnerships), Transport for Edinburgh, and neighbouring local authorities.

- 6.3 Due to the LTS' strong dependencies with the LDP, the SEAP, and the Low Emission Zone and Central Edinburgh Transformation projects, the LTS review must not be viewed as an individual project. Governance of these projects is being brought together while common benefits are identified.

7. Equalities impact

- 7.1 An Integrated Impact Assessment will be undertaken for the Local Transport Strategy when potential options/policies have been formed and a consultation draft strategy is being produced.
- 7.2 However, early consultation will involve relevant stakeholder groups to ensure the needs of all groups are taken into account. One of the first of these is with the Access Panel which will take place in April 2018.

8. Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised hereafter.
- 8.2 The proposals in this report will reduce carbon emissions as the Strategy's principal aims will include both reducing the need to travel and achieving a shift from car to more sustainable modes of transport. Where car use is considered, the Strategy will aim to increase use of zero and low emission vehicles. All of these aims will result in reduced carbon dioxide and nitrogen oxide emissions.
- 8.3 The proposals in this report will increase the city's resilience to climate change impacts because outcomes of some of the Strategy's principal aims will include lower levels of fossil fuel car use, higher levels of active and sustainable travel and increased use of zero emission vehicle use, all of which will reduce harmful transport related emissions and help Edinburgh to adapt to climate change.
- 8.4 The proposals in this report will help to achieve a sustainable Edinburgh because the Strategy will aim to ensure equal access to public transport for all citizens and communities in Edinburgh, thus enhancing social inclusion and equality of opportunity. It will also aim to increase levels of active travel which promote personal wellbeing.

9. Consultation and engagement

- 9.1 The identification of issues and opportunities outlined in this report have been informed by feedback received via myriad recent engagement exercises including 2050 Edinburgh City Vision, Locality Improvement Plans, Local Development Plan, Old and New Towns of Edinburgh World Heritage Site Management Plan, Edinburgh Design Guidance, and Public Life Street Assessments.

- 9.2 Issues and opportunities have also been informed through reviewing a broad range of European best-practice, and a range of National travel statistic sources (sourced throughout this report), participation in SUMP workshops and e-courses, and conference attendance: Scotland's National Transport Strategy, and Sustainable Transportation in Scotland.
- 9.3 Internal workshops attended by up to 80 officers from a range of Council service areas, were a primary method of early review and engagement.
- 9.4 Specific meetings were also held with:
- Transport Scotland (*National Transport Strategy, freight management, and cross-boundary transport study*);
 - SEStrans (*Regional Transport Strategy, and associated projects*);
 - neighbouring local authorities (*Sherifhall junction upgrade, and planned development to the south east of the city*);
 - Community transport providers (*community transport linkages with the LTS*).
- 9.5 Collectively, these early engagement approaches have ensured that a breadth of views, and potential approaches, have fed into the review to-date, providing an informed basis for the development of issues and opportunities that will be the main pillars of the broader citywide engagement exercise.
- 9.6 Engagement approaches to be undertaken in the proposed consultation period are:
- 9.6.1 through a spatial approach to engagement (i.e. city centre, the four localities, at the regional level), explore the identified issues and seek views on new policy options/packages available to address the issues;
- 9.6.2 seek views on the draft vision and objectives for transport and mobility in contributing to the 2050 Edinburgh City Vision; and
- 9.6.3 target young people, and community planning partners, through engagement.

10. Background reading/external references

- 10.1 [Local Transport Strategy 2014-2019](#), report to Transport and Environment Committee, 14 January 2014
- 10.2 [Developing a New Local Transport Strategy: Issues for Review](#), report to Transport and Environment Committee, 15 January 2013
- 10.3 [SUMP Self-Assessment Process \(2015\)](#)
- 10.4 [SUMP Guidelines \(2014\)](#)
- 10.5 [2050 Edinburgh City Vision, one year on](#)
- 10.6 [Transport Scotland: SESplan Cross Boundary and Land Use Appraisal](#) – Final 2017

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11. Appendices

Appendix 1: Road safety casualty trends

Appendix 2: Air quality locations

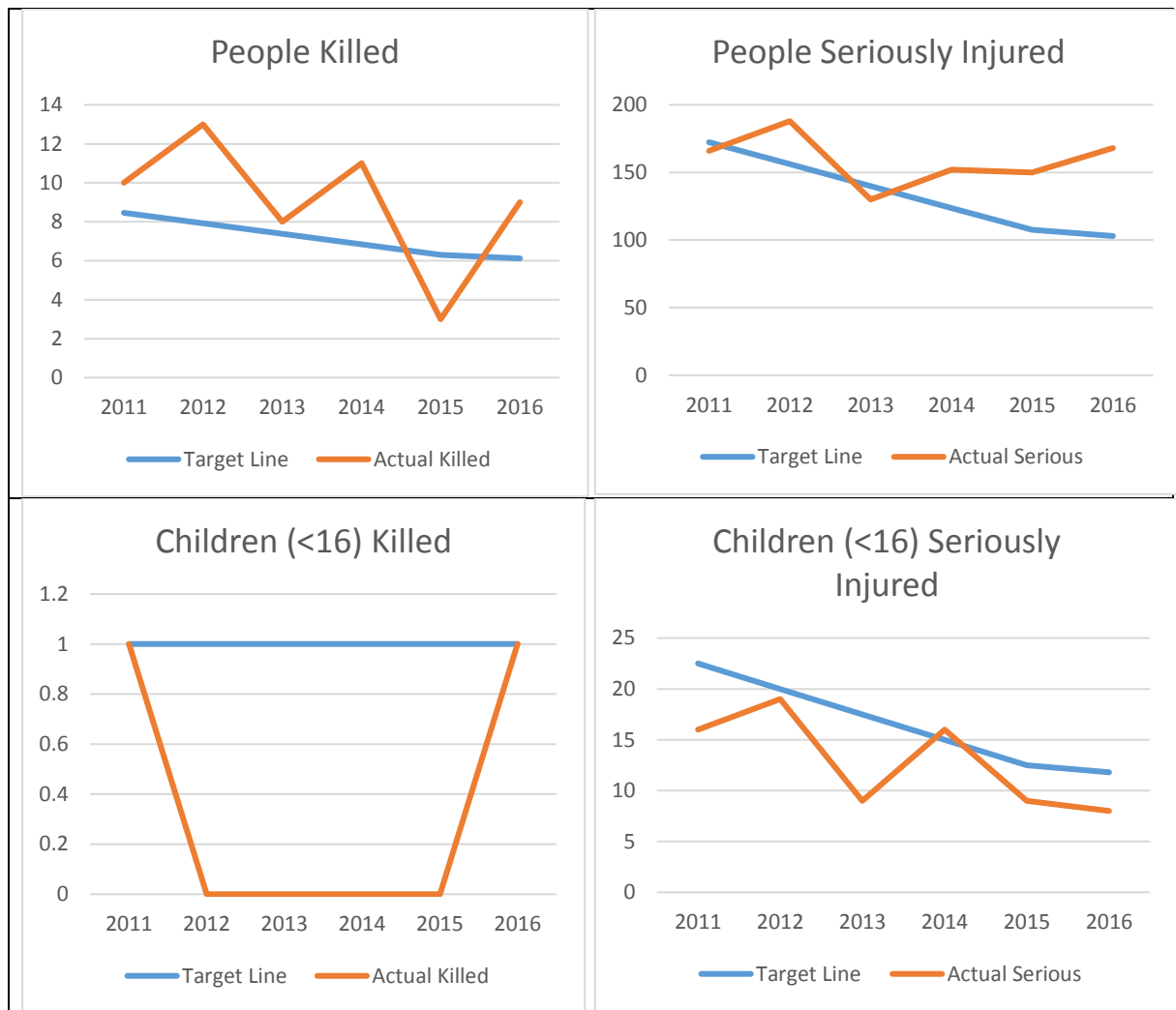
Appendix 3: Accessibility levels

Appendix 4: Sustainable Urban Mobility Planning framework

Appendix 5: SUMP LTS structure

Appendix 6: Issues and opportunities identified through early engagement

Appendix 1 - Road safety casualty trends



Appendix 2 - Air quality locations

The table below shows the roadside locations within Edinburgh's Air Quality Management Areas (AQMA) where in 2016, nitrogen dioxide levels equalled, or exceeded, Annual Mean Nitrogen Dioxide Objective (40µg/m³). This demonstrates that although levels were at the limit at six locations, levels exceeded limits at 27 roadside locations

Site ID	Site address	Data Capture (%)	Annual mean concentration µg/m ³
Central AQMA			
76b	Angle Park Terrace 74	100	44
76	Angle Pk/Harrison Rd	92	43
48c	Cowgate Blackfriars	92	40
48e	Cowgatehead 2	58	41
25	Easter Road/CH Shop	42	46
37a	Grassmarket 41	71	53
HT1	Haymarket Terrace	75	42
74g	Leith Street 35	100	59
21	Leith Walk/Brunswick Rd	75	40
20	Leith Walk/McDonald Rd	92	40
67	London Rd/Earlston Pl	100	41
81	London Rd/E. Norton Pl	83	57
70	London Rd/Wolseley Terr	100	40
135	Nicolson Street 69	92	46
27	North Bridge – South	92	53
47	Princes Street Eastbound	100	48
24	Princes Street/Mound	75	42
144	South Bridge 59	83	50
3b	Torphichen Place 1	100	44
3	Torphichen Place CH	92	50
2	West Maitland Street	100	42
28d	West Port 42	75	51
28b	West Port 62	50	59
28c	West Port Opposite 50	75	44
Glasgow Road AQMA			
58	Glasgow Rd Newbridge	100	41
15	Glasgow Rd Newbridge	83	40
Inverleith Row AQMA			
55	Inverleith Row	92	41
Great Junction Street AQMA			
9d	Commercial Street	100	42
30	Great Junction St/FV	92	42
30c	Gt Junction Street 14	75	40
St John's Road AQMA			
1d	St John's Road 131	100	45
ID5	St John's (automatic data)	97	53
Outwith any AQMA			
64	Queensferry Road 550	100	44

* Bias Adjustment Factor for Passive Diffusion Tube data = 0.77

Note: Data capture figures refer to the amount of data collected at each site over a one year period.

Source: [City of Edinburgh Council, Air Quality Annual Progress Report 2017](#)

Appendix 3 - Accessibility levels

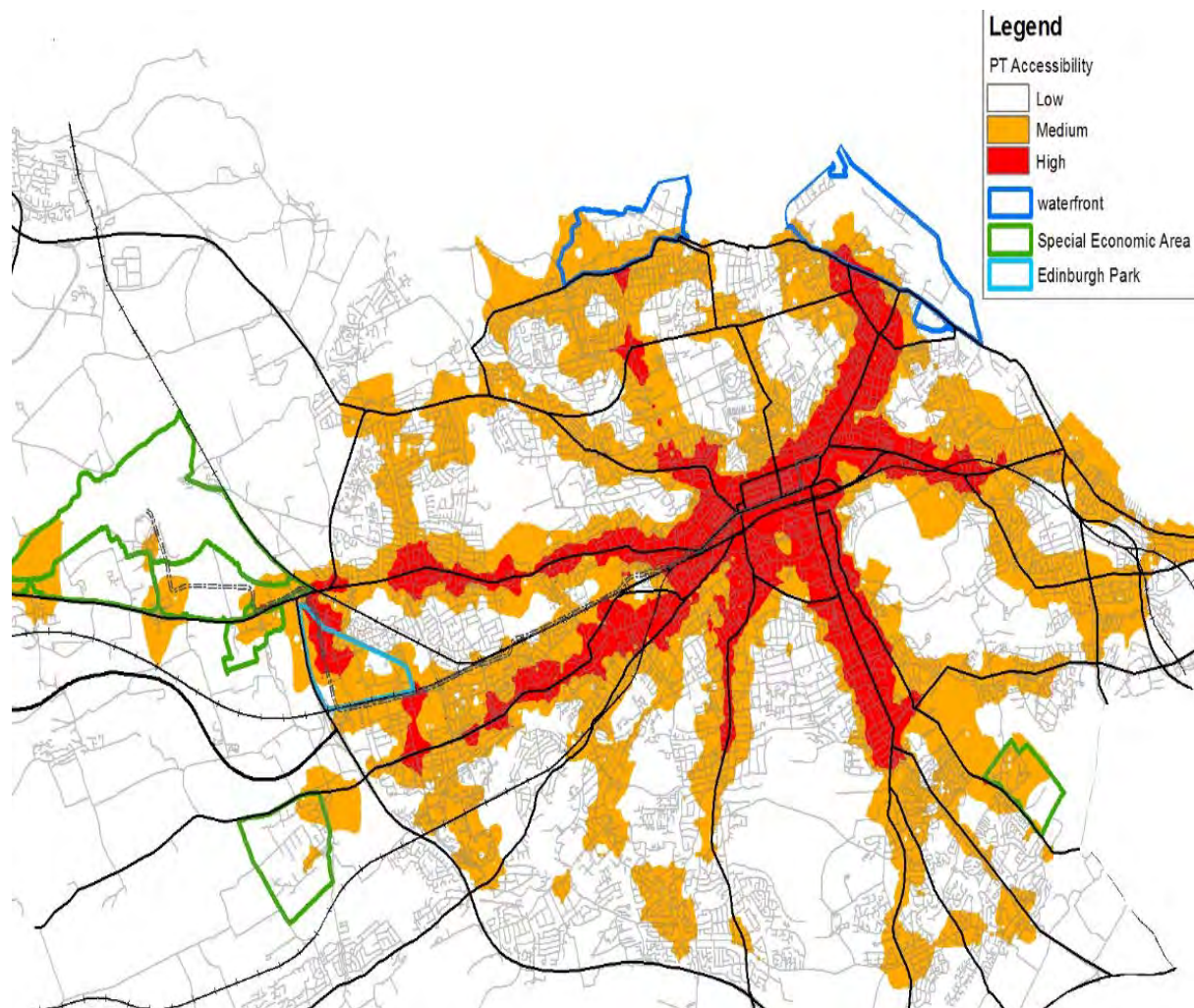


Figure 1 illustrates areas of Edinburgh with high (red) and medium (orange) levels of public transport accessibility - this is derived from a combination of a locations walk time to/from a bus or tram stop, and the frequency of services that use that stop. Importantly from an accessibility perspective are the white areas, especially the white areas where there are areas of population, as these are areas with poor public transport accessibility.

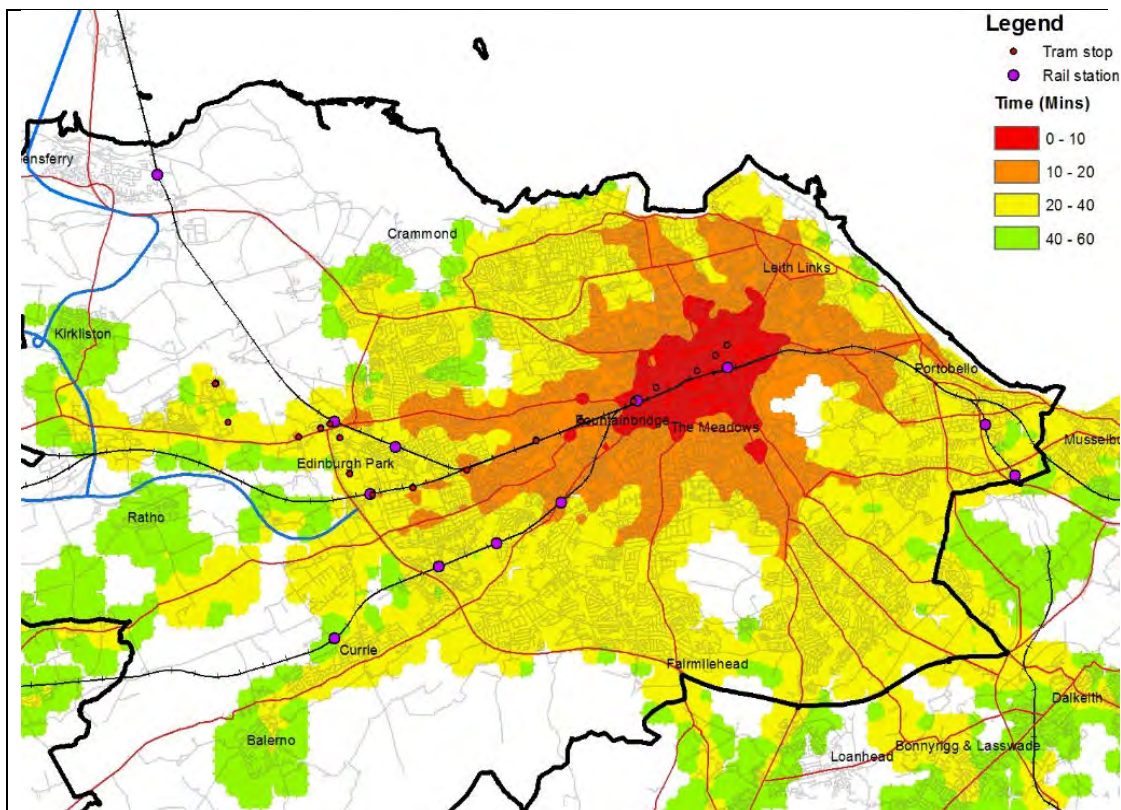


Figure 2 Public transport journey times to/from city centre: shows that the majority of Edinburgh residents can travel to/from the city centre using existing bus or tram services within 40 minutes. It highlights however some areas where such journeys take up to 60 minutes, or longer.

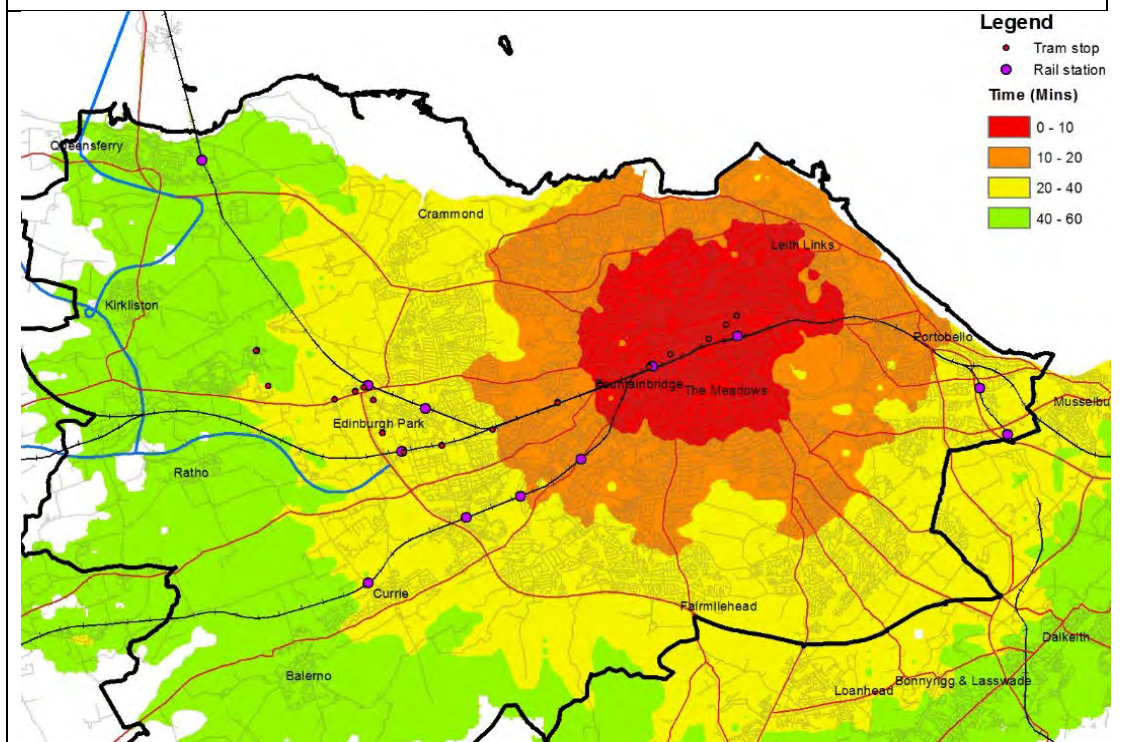


Figure 3 Cycle journey times to/from city centre: shows that nearly all Edinburgh residents can access the city centre by bicycle within 60 minutes (assuming average physical ability and average cycle speeds). It shows that most of Edinburgh's population could potentially undertake a cycling journey to/from the city centre within 40 minutes.

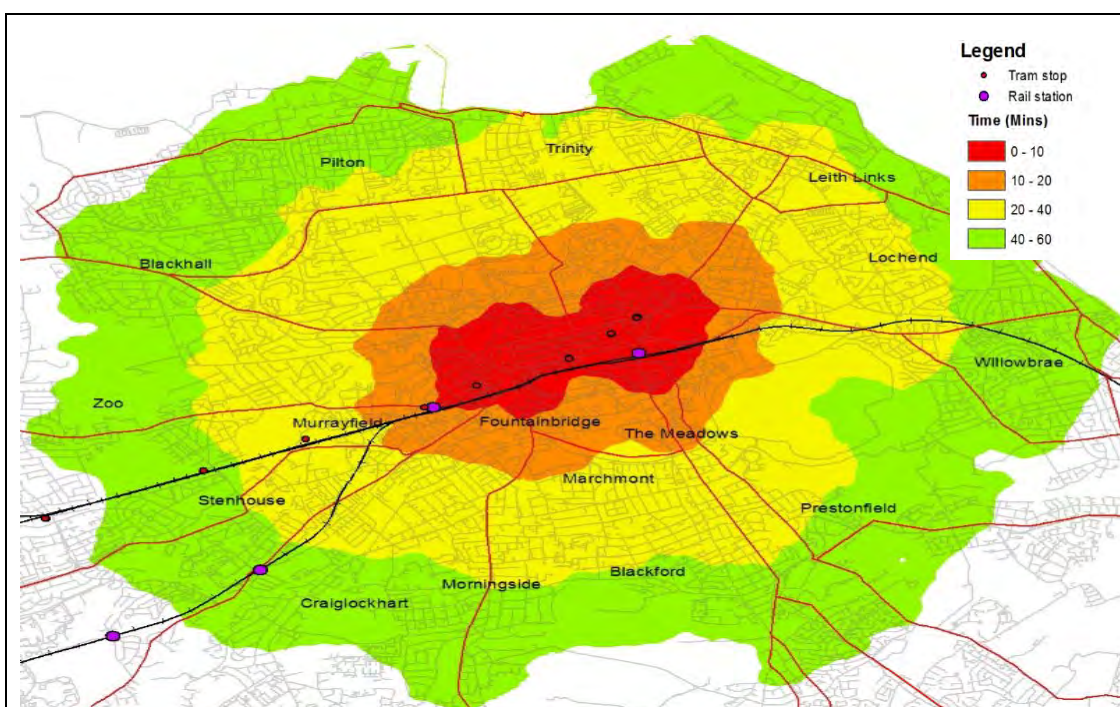


Figure 4 Walking journey times to/from city centre: highlights the extent of the city which is walkable within 60, 40, 20 and 10 minute periods (based on average physical ability and average walking speeds). For example it is possible to walk between the city centre and Leith, Granton, Craiglockhart, Craigmillar, Pilton or Corstorphine within 60 minutes.

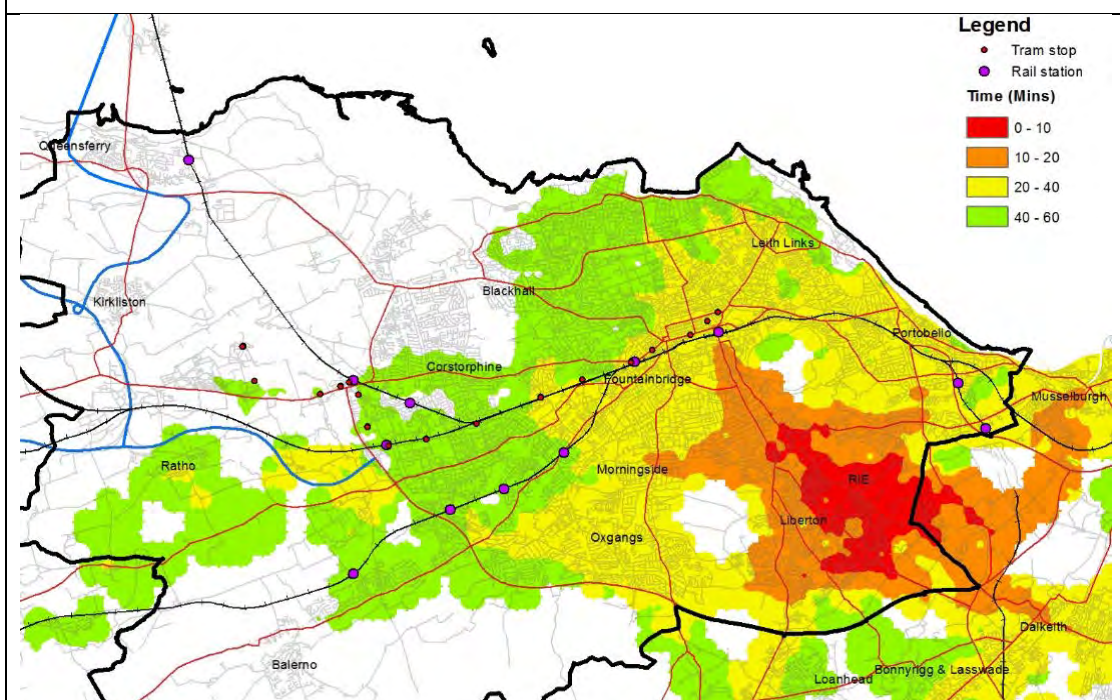
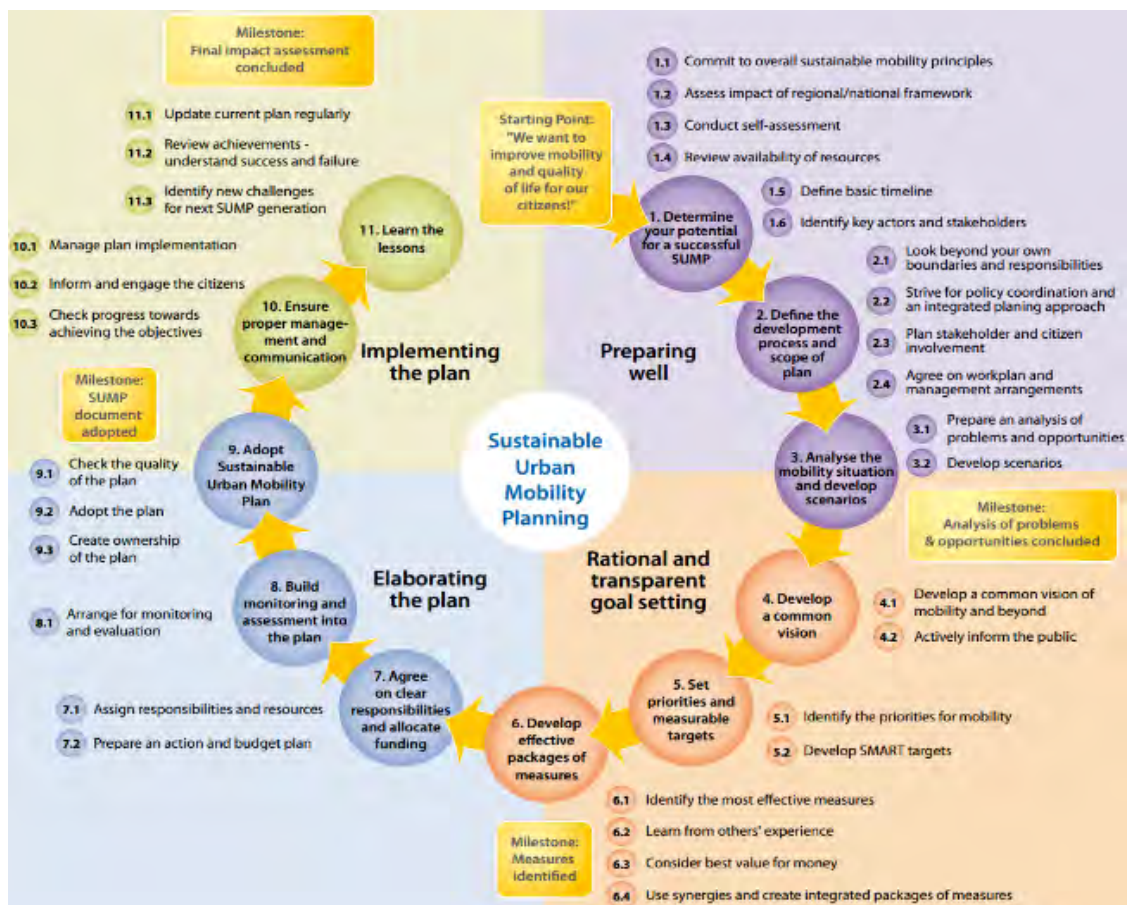


Figure 5 Public transport journey times to/from Royal Infirmary of Edinburgh: identifies significant issues with bus journey times to/from the hospital, with journeys to/from most parts of the city taking up to 40 minutes, and a large amount of the city taking up to one hour. Numerous areas to the west and north west of the city face journeys over one hour.

Appendix 4 - Sustainable Urban Mobility Planning framework



Appendix 5 – SUMP LTS structure

A revised LTS for Edinburgh should contain:

- a clearly set-out vision aligned to the 2050 Vision, which should supersede the Transport Vision 2030;
- an analysis of transport-related problems;
- objectives clearly aligned to the 2050 Vision, whilst aiming to incorporate most of the Transport Vision 2030 objectives as they continue to be relevant;
- objectives focused on the overall improvement the City wants to see, not on the means to achieve such improvement, thus 'customer focused/innovative Council services', and 'effectively maintained' (in current LTS) should not be objectives, whilst 'Quality of Life' should be;
- fewer objectives (as the current LTS includes objectives and sub-objectives), and four or five effective targets to reflect best practice (current targets are limited to modal split and road safety);
- a longer timeframe than currently to provide the strategic framework for action plans, and a sufficient period over which meaningful evaluation can occur (the National Transport Strategy, for example, covers a 20 year period);
- to be strategic in nature, and comprise two main sections: a strategic policy context, then a 'Strategic Action Plan' containing objectives, policies and key actions linked to individual action plans;
- to emphasise the ability of policies to deliver against a range of objectives;
- to focus on policies which guide how actions will be selected and implemented, as opposed to actions (many contained in the current LTS i.e. Policy Safe5 - proceed with a programme of reducing speed limits) which should feature in an implementation plan, or action plans;
- integration with other policy areas i.e. health, environment, land use planning;
- sections covering consultation, funding (potentially through the Council's Smarter Choices Smarter Places allocation), costs, and review; and
- new action plans, for example Air Quality, while existing action plans should be reviewed and updated, with all containing relevant LTS policies to explain the choice of action in each.

Appendix 6 - Issues and opportunities identified through early engagement

Motor vehicles

Issues	Opportunities
<ul style="list-style-type: none"> • Congestion / traffic • Number of cars in city / city centre • Traffic/congestion inhibits public transport • Road safety • Air pollution • Car parking pressures • In-commuting from outside Ed. • Road surfacing quality 	<ul style="list-style-type: none"> • Congestion charging • Workplace parking levy • Traffic free pedestrian only areas • Remove all, or through car traffic from key city centre streets • 'Car Free' days • City centre parking reduction • Autonomous vehicles • Speed limit review >20mph streets • Electric vehicles • Low emission zone(s) • Zero emission / quite zones • Use of GPS technology/apps to track traffic • Smart traffic management systems • Smart parking • Alternative models of ownership i.e. Mobility as a Service / car club • Road improvements / resurfacing

Public transport

Issues	Opportunities
<ul style="list-style-type: none"> • Lack of tram and bus integration • Many buses follow same routes/ same time: congestion hot spots • Gaps in bus network • Limited tram network • Cost of public transport too high • Complexities of regional public transport ticketing • Connectivity to employment centres i.e. Bioquarter 	<ul style="list-style-type: none"> • Integration of public transport systems • Tram extension/network development • Orbital bus route • Strengthen east-west bus links • Regional bus services • Reduced fares for longer PT journeys, &/or multi-mode trips • Employers: free staff bus travel • Improved PT reliability/journey times • Increased P&Rs: target in-commuting • Connectivity between existing P&Rs • Smart ticketing / contactless payment • Integrated ticketing across all PT • Flexible ticketing, not a flat rate • Electric buses & electric taxis • Community-run buses/demand responsive transport • Public transport hubs

Active travel

Issues	Opportunities
<ul style="list-style-type: none"> • Lack of pedestrian priority • Pedestrian and cyclist safety • Car dominated street design • Pavement clutter: barrier to walking/cycling/reduced mobility • Footway maintenance concern • Lack of secure cycle storage • Gaps in cycle path network • Cycle path maintenance 	<ul style="list-style-type: none"> • Prioritise pedestrians, then cyclists • Plan for people not cars: social space • Create more pedestrian only spaces • Wider pavements/wider shared paths • Strategic walking routes • Street upgrades as part of renewals • Integration of PT and cycling • Investment in wheelchair/mobility friendly pavements • Roll-out accessible road crossings • Reduce street clutter / furniture • Prevent / enforce pavement parking • Safe/accessible segregated cycling • Wheelchair use of seg. cycle routes • On-street cycle storage / lockers • Citywide bike hire scheme • E-bikes • Cargo bikes • Whole life costing for all schemes: ensures maintenance provision

Freight

Issues	Opportunities
<ul style="list-style-type: none"> • Inappropriate vehicle sizes and operations in areas of high pedestrian activity • Cycle safety • Air quality • HGVs damage streets 	<ul style="list-style-type: none"> • Night time or 'off-peak' deliveries • Reduced freight vehicle sizes • Urban/ micro distribution centres • Regional consolidation centres • Truck free deliveries – e.g. movement to bike • Low emission zones

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Melville Crescent Public Realm Project - Update

Item number	7.2
Report number	
Executive/routine	Executive
Wards	11 – City Centre
Council Commitments	16-19 , 27 , 39

Executive Summary

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project will provide a step change in the quality of cycle infrastructure between west Edinburgh and Leith Walk, via Edinburgh city centre and the West End. As part of the overall CCWEL project, a major enhancement of public space at Melville Crescent is proposed (the 'Melville Crescent Public Realm Project').

This report presents the details of the design process to date, including the stakeholder engagement and public consultation activities carried out as part of this process. It then presents the preferred design option for Melville Crescent, and seeks approval to proceed with this option as part of the CCWEL project.

Melville Crescent Public Realm Project - Update

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the contents of this report, and the stakeholder engagement and consultation which has been undertaken prior to arriving at the proposed design; and
 - 1.1.2 gives approval to proceed with the preferred design for Melville Crescent.

2. Background

- 2.1 The City Centre West to East Cycle Link and Street Improvements (CCWEL) project will provide a step change in the quality of cycle infrastructure between west Edinburgh and Leith Walk, via Edinburgh city centre and the West End. The route largely consists of cycleways fully segregated from motor traffic, while on some short sections cyclists will mix with other traffic on quiet side streets. The project will also improve the street environment for other road users, particularly pedestrians. See appendix 1 for route map.
- 2.2 The CCWEL project is integrated with major planned public realm improvements for St Andrew Square, George Street and Charlotte Square. It also incorporates several local public realm enhancements at Roseburn/Murrayfield Avenue, Haymarket Terrace/Magdala Crescent and Randolph Place and a major enhancement to public space at Melville Crescent, covered by this report.
- 2.3 On 5 October 2017, Transport and Economy Committee approved the outline scope of the proposed Central Edinburgh Transformation project, subject to further development to be taken forward through the leadership of the Central Edinburgh Development Working Group. This Central Edinburgh Transformation project seeks to make significant long term improvements to the public realm of central Edinburgh. The Melville Crescent project is one of a number of current and upcoming development projects which are aligned to the central Edinburgh transformation strategy.
- 2.4 Melville Crescent is a public square at the mid-point of Melville Street, which has a significant place in the World Heritage Site and some especially well preserved Georgian architecture. However, the Crescent itself is a poor quality space dominated by parked vehicles and wide undefined areas of carriageway; difficult to negotiate on foot and by bike.

- 2.5 Given the above, Melville Crescent was identified at the outset of the CCWEL project as a location where it was important to deliver a high quality public realm design as well as improvements for walking and cycling.

3. Main report

- 3.1 Consultants WYG and LDA Design were appointed in May 2017 to provide design services for the Melville Crescent Public Realm Project, which is being delivered as part of the wider CCWEL scheme. The consultants were tasked with providing a design which reconfigures the public space in line with a set of design principles agreed with project stakeholders.
- 3.2 A previous stakeholder workshop event was carried out by the Council and Sustrans Scotland in 2015 to help develop ideas and concepts for a redesign of Melville Crescent. The outputs of this previous event, which included four possible concept options, were provided to the consultants.
- 3.3 The consultants were asked to take these four options forward and test them in terms of feasibility, and also consider additional, feasible concept options. As part of this initial testing exercise, an additional nine options were generated by the design team. A total of 13 options were therefore considered against draft design objectives, with a number being discounted as a result of poor fit with objectives, or technical constraints.
- 3.4 Following initial testing, it was decided that six of the best performing concept design options would be taken forward and consulted upon at the first stakeholder engagement event. From the initial 13 these were options 1, 4, 5, 6, 7, and 8.

Initial Stakeholder and Community Engagement

- 3.5 Initial stakeholder and public engagement was undertaken during September and October 2017. The principal purposes of this engagement were to understand existing challenges and future aspirations for Melville Crescent and to seek input to the design process.
- 3.6 Two stakeholder workshops were held on 14 September 2017 at the Girlguiding Edinburgh Headquarters on Melville Street. These were attended by representatives from a range of organisations, including Edinburgh Access Panel, Edinburgh World Heritage Trust, Lothian Buses, Spokes, Sustrans Scotland and West End Community Council.
- 3.7 At these two initial workshops, attendees were asked to rank the concept options in order of preference. It was agreed that the top scoring three options would be taken forward to the next stage, which would comprise further consultation with local businesses, local residents and other members of the public. These top scoring options are shown in Appendix 3. The table below summarises the scoring.

Option No	Ranked	Taken Forward As
1	3rd	Option C
4	5th	
5	2nd	Option B
6	1st	Option A
7	6th	
8	4th	

- 3.8 Following these workshops, a two-day drop-in session was held to enable local businesses, residents and members of the public to view, discuss and comment on the shortlisted three concept designs. This event was well attended, with over 130 attendees over the two days. A wide spectrum of the local community, both residents and businesses, was represented over the two days.
- 3.9 Attendees were asked to complete a scoring sheet, on which they ranked the three options in order of preference. The results of each of the two exhibition days were then scored using the same scoring method used at the earlier stakeholder workshop.
- 3.10 In addition to the above workshops and drop in session, an online consultation was undertaken on the Council's Consultation Hub website for a two week period in October 2017.
- 3.11 The majority of responses which were received were very positive in relation to the overall aims of the project and the options presented. However there was some opposition to the changes from local businesses in relation to the reduction in parking on Melville Crescent proposed in all three options.
- 3.12 Summaries of the results of the workshops, drop-in session and online consultation are given in appendix 2 - Stakeholder and Community Engagement Summary Report.
- 3.13 After all consultation activities, it was evident that there was little support for Option C, as this was considered to be too traffic dominated, and as such this option was discounted. In contrast, there was a high level of support for both Option A and Option B through the public exhibition and online consultation. Stakeholders selected Option A as a preference, while the public result was a near tie. With this in mind, it was agreed to take forward Option A to the next stage of the project, whilst taking into account key features of both Option B and Option C that were favoured by respondents.
- 3.14 Key features of Option A are:
- creates two areas of usable public space (Option B involved four smaller areas);
 - provides direct segregated cycle routes;
 - provides raised tables to reduce vehicle speeds;
 - retains classic 'crescent' layout and symmetry;
 - short and simple road crossings for pedestrians and cyclists, and;

- retains some parking and vehicular access to building frontages.
- 3.15 A key issue for the final design is using surfacing and paving materials to make the linkage between footways and the new public spaces as pedestrian-friendly as possible.

Design Progress

- 3.16 In November 2017 further work was carried out to develop the preferred concept option to a significantly greater level of detail, but retaining sub-options for treatment of the central public spaces to assist discussion.
- 3.17 A further stakeholder event was held on 6 December 2017 at which the latest design, including sub-options, was presented. Design issues and refinements were discussed, including parking/loading, traffic movement, materials, seating, planting and cycle parking, among others. The scheme visualisations included in appendix 3 were also presented at this stakeholder meeting.
- 3.18 The design process has continued to progress, with oversight from the Melville Crescent Steering Group, which is comprised of key Council officers and a representative of Edinburgh World Heritage Trust.
- 3.19 The latest scheme design is presented in Appendices 4 and 5. Approval is now sought to progress with this preferred design. This would be delivered as part of the CCWEL.

4. Measures of success

- 4.1 In addition to the creation of a legible and convenient environment in which to walk and cycle, the Melville Crescent Public Realm Project presents an opportunity for enhancing the historic fabric of the street, to contribute to the revitalisation and regeneration of the West End area and to benefit local people and businesses.
- 4.2 The measure of success for both the Melville Crescent Public Realm Project, and the wider CCWEL improvements, will be an improved and more attractive environment for pedestrians and cyclists. The scheme has significant potential to increase levels of walking and cycling in the catchment area along the route.
- 4.3 In December 2016, it was agreed with Elected Members and the Executive Director of Place that, following a 12 month period after implementation, a comprehensive review of the operation of the CCWEL project would be undertaken. A full monitoring plan is currently being developed which will cover a range of areas.

5. Financial impact

- 5.1 The costs to implement the Melville Crescent Public Realm Project are estimated to be approximately £1.9M, including optimism bias.
- 5.2 It is currently estimated that these improvements will be delivered as part of the wider CCWEL project in financial year 2019/20. Subject to successful bids this is

anticipated to be 50% funded by Scottish Government funding through the Community Links programme.

- 5.3 There will be a net loss of around 18 to 20 parking bays in Melville Crescent to deliver the improvements, including a reduction from 24 to 12-14 bays available for public parking. The revenue generated by 12 paid parking bays in this street would normally be in the region of £100,000 per annum. There will also be further reductions in parking provision elsewhere in Melville Street as a result of the wider CCWEL scheme proposals. However, it is anticipated that increases in provision in surrounding streets, and a change to shared used bays will mean that there will not necessarily be any net impact on parking income.

6. Risk, policy, compliance and governance impact

- 6.1 The CCWEL project is one of the most important components of the Council's Active Travel Action Plan and its delivery is forecast to make significant progress towards achieving the Action Plan's targets.
- 6.2 There are no health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations in this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the Melville Crescent Public Realm Project commenced during the initial design phase of the scheme and will be in effect throughout the delivery of the project. In addition, an ERIA is also in place for the wider CCWEL project.
- 7.2 It is expected that a much improved, more attractive environment for pedestrians and cyclists will have a positive impact on the safety, freedom of movement and access for all who use Melville Crescent. This takes into account many people whose characteristics are protected under the Equalities Act 2010.
- 7.3 Given the proposed use of low kerbs in Melville Crescent, some concerns are likely from organisations representing blind and partially sighted people. The detailed design process will carefully consider the needs of these people.

8. Sustainability impact

- 8.1 The impacts of the project in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.
- 8.2 The proposals included in the project will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.

- 8.3 The proposals included in the project will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.
- 8.4 The proposals included in the project will help achieve a sustainable Edinburgh by delivering environmental improvements which will benefit all users of the Melville Crescent area.

9. Consultation and engagement

- 9.1 A significant amount of stakeholder consultation and engagement has been carried out as part of the design process for the Melville Crescent Public Realm Project, as detailed in this report.
- 9.2 Further consultation will be carried out as part of the Traffic Regulation Order and Redetermination Order procedures necessary to deliver the scheme. This will give any interested parties the opportunity to formally submit any comments or objections to the Council.

10. Background reading/external references

- 10.1 Report to the Future Transport Working Group on 16 December 2016, 'City Centre West to East Cycle Link and Street Improvements Project'.
- 10.2 Report to the Transport and Environment Committee on 30 August 2016, 'City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments'.
- 10.3 Report to Transport and Environment Committee on 3 June 2014; 'Development of Major Cycling and Walking Projects'.

Paul Lawrence

Executive Director of Place

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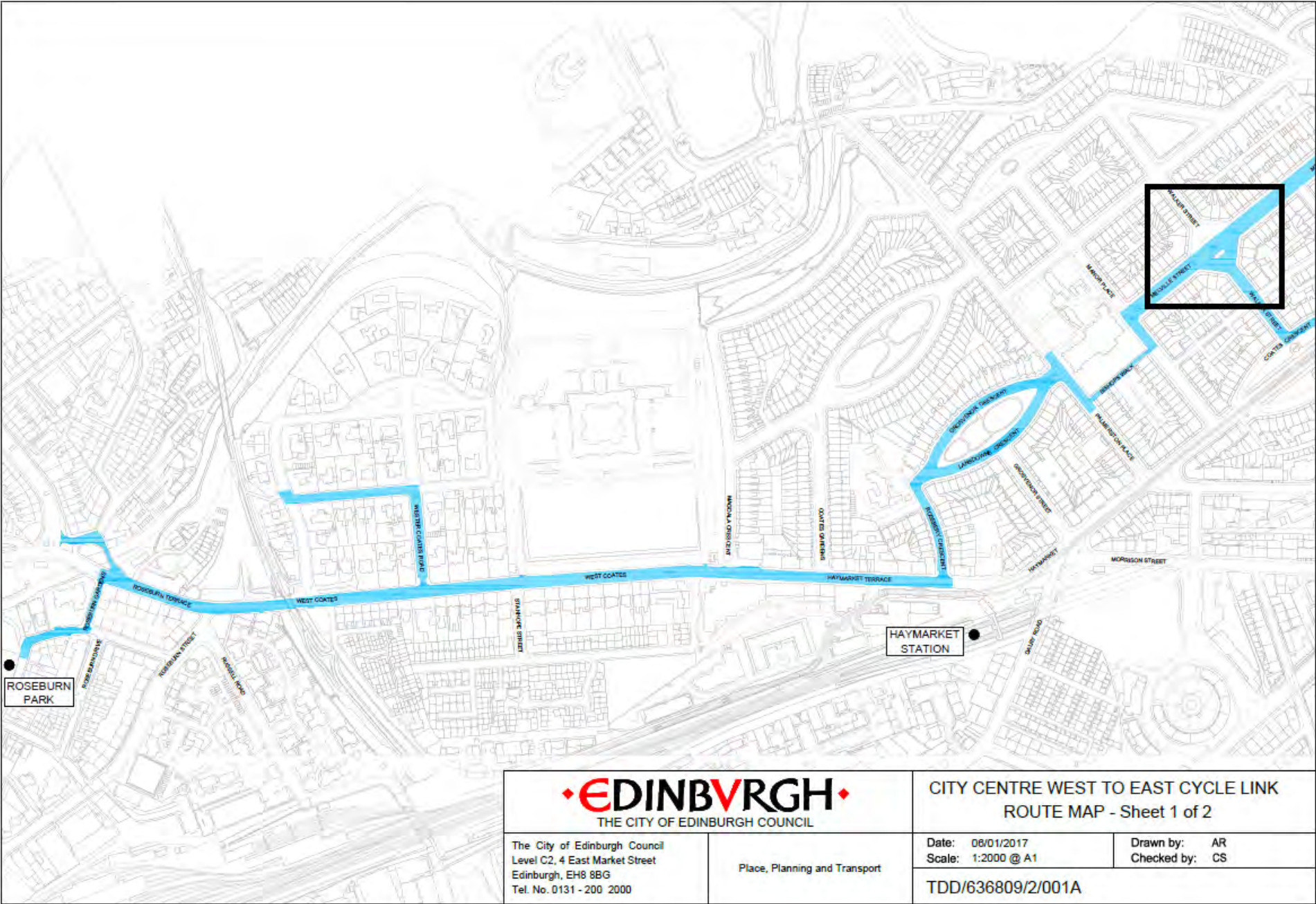
11. Appendices

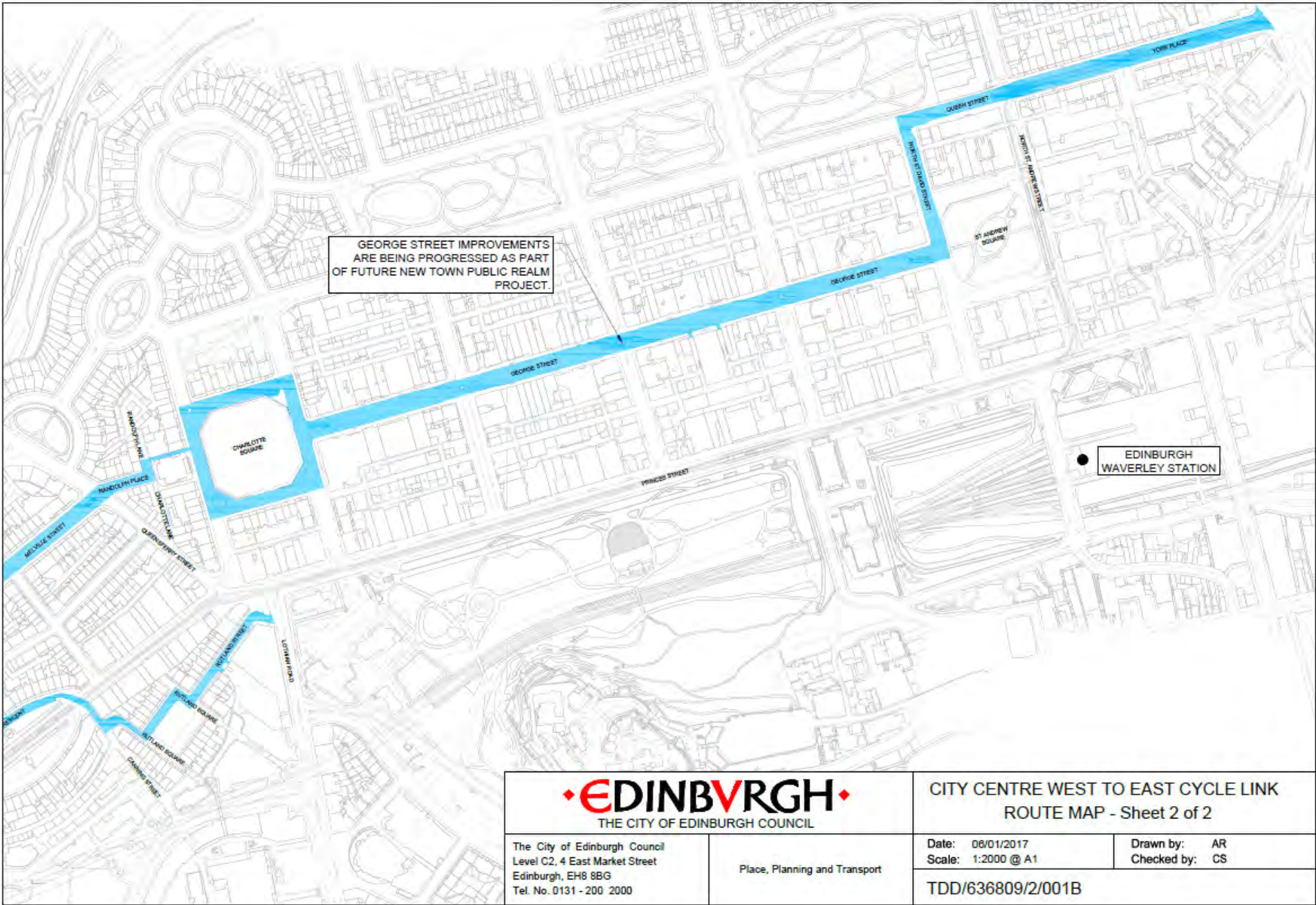
Appendix 1 – CCWEL Route Map

Appendix 2 – Stakeholder and Community Engagement Summary Report

Appendix 3 – Melville Crescent – Preferred Concept Options at Stakeholder Consultation

Appendix 4 – Melville Crescent – Preferred Option following Public Consultation







MELVILLE CRESCENT PUBLIC REALM PROJECT

STAKEHOLDER AND COMMUNITY
ENGAGEMENT SUMMARY

CONTENTS

Stakeholder and Community Engagement Consultation Summary

1.0 Background

2.0 Stakeholder Engagement Workshop

2.1 Issues and Opportunities Workshop

2.2 Place Standards Workshop

2.3 Key Design Objectives Workshop

2.4 Hands on Planning Workshop

2.5 Conclusions

3.0 Project Activation Day

4.0 Stakeholder and Public Engagement Exhibition

5.0 Design Development

6.0 Summary

Appendices

Appendix A Stakeholders event 1 Attendees

Appendix B Maildrop Area Plan

Appendix C Stakeholders event 2 Attendees

1.1 BACKGROUND

CONSULTATION PROCESS OVERVIEW

LDA Design and the wider consultancy team of WYG, were appointed in May 2017 to undertake Design Consultancy Services for the Melville Crescent Public Realm Project. The brief was to consult with key stakeholders and the wider community in order to produce a masterplan for the Crescent. As part of the wider City of Edinburgh Council (CEC) transport plans, the commission will run in tandem with the City Centre West to East Cycle Link and Street Improvements (CCWEL) project.

An earlier consultation process had already been carried out by City of Edinburgh Council and Sustrans which developed high level sketch options for new public realm improvements and traffic movement on Melville Crescent.

The *LDA Design* and WYG design team were appointed to take these 4 options forward and test them in terms of workability and feasibility. As part of the initial testing exercise an additional 9 options were developed by the design team. A total of 13 options were scored against the Key Design Objectives with a number being discounted at this stage due to technical constraints/low scoring. In addition, Key Design Objectives were established by CEC and Sustrans.

It was decided that six of the highest scoring sketch design options would be taken forward and consulted on during the first Stakeholder Engagement Event scheduled for 14 September 2017.



Reimagining Melville Crescent



2.0 STAKEHOLDER ENGAGEMENT EVENT

EARLY STAKEHOLDER ENGAGEMENT PROCESS

Seeking to build upon the ongoing engagement process developed by CEC, *LDA Design* sought early engagement with key stakeholders on appointment for the Melville Crescent Public Realm Project delivery. The process and initial findings are described below.

APPROACH

As part of our commission, *LDA Design* undertook a series of stakeholder engagement sessions throughout September and October 2017. The purpose of the initial stakeholder engagement discussions was to inform stakeholders of *LDA Design's* role, brief, design process and time-scales for delivery of the Melville Crescent Public Realm project. The engagement sessions were also an opportunity to understand, first hand, the existing challenges and future aspirations for Melville Crescent from a wide range of interested parties.

The first engagement workshop took place in the Girl Guide Headquarters on Melville Street. Addresses and contact details of key stakeholders were supplied to the design team by CEC. These key stakeholders were invited by *LDA Design* to attend a workshop based engagement event with the option to attend either a morning, afternoon or lunch time drop-in session. Of the thirty four invitees, eighteen confirmed attendance during the day and on the day sixteen actually attended over the two sessions. A 50% attendance from the initial invitation list. Organisations represented can be seen in the list below.

INDIVIDUALS AND ORGANISATIONS

LDA Design and the wider consultation team met with individuals from the following organisations:

- City of Edinburgh Council
- Sustrans
- Spokes
- Japanese Consulate
- The Scottish Salmon Company
- Early Days Children's Nursery
- Edinburgh World Heritage
- West End Community Council

- Lothian Buses
- Edinburgh Access Panel

STAKEHOLDER ENGAGEMENT DAY OVERVIEW

The Stakeholder Workshop Event was held at The Girl Guide Headquarters on the 14 September 2017. Four workshops were held throughout each of the sessions.

2.1 WORKSHOP 1, ISSUES AND OPPORTUNITIES

This was a group workshop to gather a feeling of perceived issues and opportunities within Melville Crescent. Attendees were asked to note down on post-its what they felt were the existing issues (on pink post-its) and potential opportunities (on yellow post-its) in Melville Crescent itself. These were then collected and openly discussed amongst the group and categorised under the following headings:

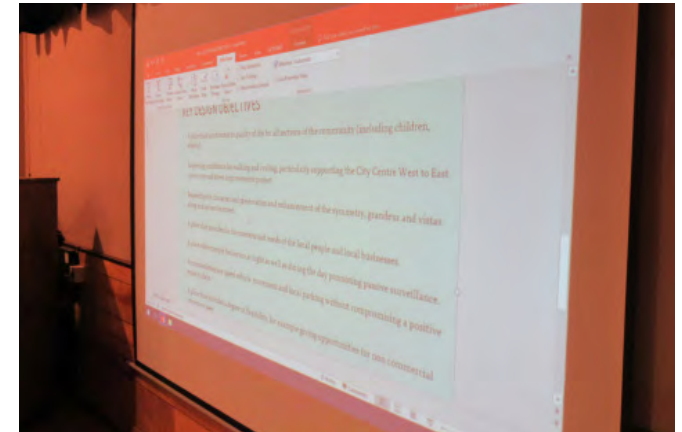
- Public Spaces and Events
- Heritage Assets
- Cycling, Parking and Servicing
- Connections and Green Networks
- Access and Movement
- Other

CONCLUSIONS

The session recorded the discussions on flip-boards and post-it notes. *LDA Design* has collated the feedback given during each session and this is captured in the tables overleaf.

STAKEHOLDER CONSULTATION DAY KEY FINDINGS

A summary of the meetings and 'headlines' from each are tabulated overleaf. Individual discussions varied but five key themes emerged as common to all. These represented the issues which people see as the key items to address to ensure the future success of Melville Crescent summarised below.



LDA DESIGN STAKEHOLDER ENGAGEMENT: SUMMARY OF ISSUES AND OPPORTUNITIES ARISING

A summary of the main commentary received through LDA Design's stakeholder consultations undertaken in August and September 2017 has been summarised under the main headings of Issues/Opportunities, Dreams and Solutions and then subdivided under the headings:

I. ISSUES				
Access and Movement	Heritage Assets	Public Space and Events	Cycling, Parking & Servicing	Connections & Green Networks
Narrow crossings at wide junctions	Important heritage site – honour history of statue (x2)	Poorly lit (x2)	Review of parking and loading (x2)	-
Visual impairment – complex road intersection, drop kerb issues	Monument is not in an attractive setting	Soul-less – feels like a carpark (x2)	Side swipe risk of pedestrians and cyclist by left turning traffic (x2)	-
Tactile crossings worn away	Heritage rescue – see 1839 map (Mapping Edinburgh, Christopher Fleet)	Perception that straight roads create faster speeds	Embassy parking misuse (x2)	-
Complex road intersection		De-clutter in terms of guard railing and signage (x2)	Residents parking provision – lack of zone / space (x2)	-
Vehicle dominated		Do not duplicate function of nearby spaces – how to create a distinct character	Car parking dis-proportionate to residential requirements	-
Use of Melville Street by buses – respect for this principal street (c.f. George Street)		No provision for lingering	Huge car park despite very few residents	-
Shared space. Problems – avoid!		Street has lost its elegance	'Battenburg' parking inappropriate	-

I. ISSUES CONTINUED

Access and Movement	Heritage Assets	Public Space and Events	Cycling, Parking & Servicing	Connections & Green Networks
		Different space offer to Coates Crescent and Atholl Crescent	Too much car parking – not enough room for movement	-
Poor crossings and use of tactiles		Pink and yellow paving is inappropriate, bizarre (x2)	Lack of proper cycling parking	-
Linear sightlines for vehicles. Sight lines at monument / where should driver look?			Broken slabs means pavement are in bad condition	
Speeding vehicles			Land width inconsistent where parking	
Poor road surface			Not always room to overtake cyclists	

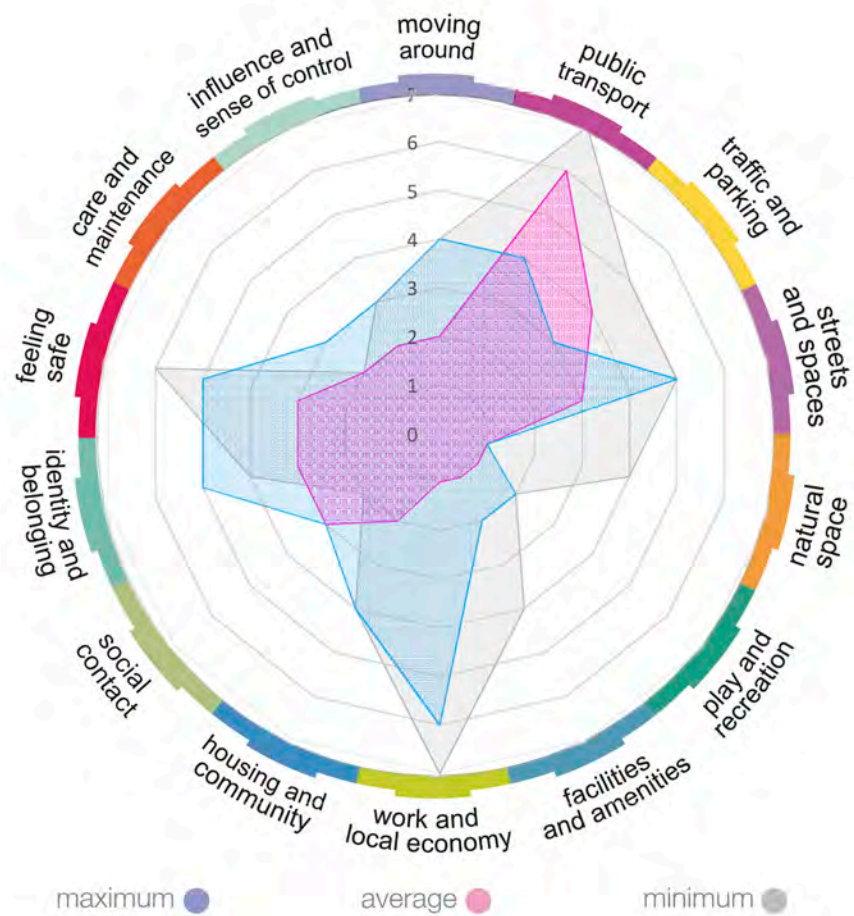
2. OPPORTUNITIES

Access and Movement	Heritage Assets	Public Space and Events	Cycling, Parking & Servicing	Connections & Green Networks
Queensferry Road – Princes Street bus route designed in – don't forget route as contingency route	Do not obscure historic views	Introduction of 'language' of shared space to avoid chaos – narrowing of shared space	Reduce parking = more space for other interventions (x2)	Historic patterns – reintroduce green and green space
Design in bus contingency route – Dean Bridge to Princes Street	Monument – setting – improve island feel	Art trail– West end corner (Kelpies) to horse on Exchange District bridge to Atholl Crescent and Coates Crescent (Gladstone Memorial) to Melville Statue to St Mary's Cathedral (window Paolozzi) to Galleries to Belford Road mural . – art trail potential to Atholl Crescent, Coates Crescent, Melville St, St Mary's (x4)	Cycling / pedestrian segregation better considered – do we need to segregate? (x2)	Designed to be a garden (EWH) reinstate this is a considered way
Somewhere in West End as bus turnaround but not necessarily here – Torphichen Place	Famous for garden design not architecture	Opportunity to reintroduce a garden / green space with colour (x2)		Lots of space to work with
Do East Lothian buses need to use this street as a turnaround?	Nice buildings	Play space		Redesign road to eliminate speeding
Improve links (walking / cycling) to Rutland Square	Return to 1830s setting for Melville monument	Plant trees and add planters (x2)	-	Improve safety; pedestrian / cycle / car / van / large vehicle interface
Upgrade opportunity – surfaces	Reinforce symmetry and elegance of Georgian design	Need seating with views to Cathedral	-	Segregate walkers from cars and cyclists
Prioritise pedestrian 'step free' continuous pavement	Opportunity to restore historic materials e.g. sandstone paving and granite setts	Seating for elderly and infirm	-	Provide through routes balanced with space for leisure

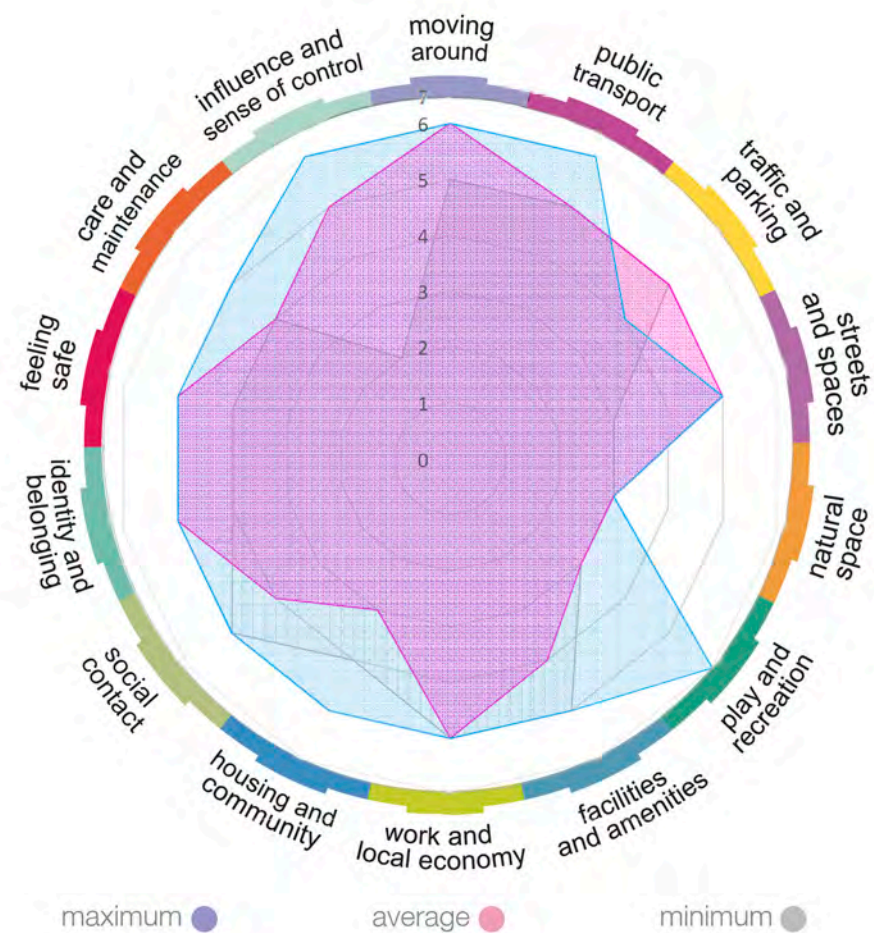


2. OPPORTUNITIES CONTINUED

Access and Movement	Heritage Assets	Public Space and Events	Cycling, Parking & Servicing	Connections & Green Networks
Vehicles to be as 'guests'	Views to the church	Outdoor space but calm space by contrast to tram interchange	-	Resurface roadways
Narrow crossing widths at wide junctions	Improve setting of the monument		-	-
Bus use – remove stops and relocate (Chester Street?)	-		-	-
Assess wider opportunities for buses	-		-	-
	-		-	-



COMBINED RESULTS COMPASS - MORNING SESSION



COMBINED RESULTS COMPASS - AFTERNOON SESSION

2.0 STAKEHOLDER ENGAGEMENT EVENT

2.2 WORKSHOP 2 PLACE MAKING STANDARDS TOOL KIT

APPROACH

Workshop two of the event was an individual activity. Using the Place Standards tool-kit, attendees were asked to consider the headings on the tool-kit compass and give Melville Crescent a score from 1-7 with 7 being the highest score. Individually they were tasked with plotting the numerical scores on the compass which gives an indication of the quality of the space.

Design team member were on hand assisting with any questions from attendees during the session.

PLACE STANDARDS - COLLATED (OVERLEAF)

CONCLUSIONS

Collated place standards compasses for the morning session show a cautious and conservative group of respondents. People feel that Melville Crescent has room for improvement in the majority of the categories with only Public Transport and Work and Local Economy scoring the maximum score of 7. The afternoon session shows a very enthusiastic and generally positive group of people with areas of contentment being moving around, play and recreation and public transport being scored highly.

Traffic and Parking, Streets and Spaces, Identity and Belonging, Social Contact and Housing and Community scoring particularly far down the 1-7 scale.

KEY DESIGN OBJECTIVES

A place that contributes to quality of life for all sections of the community (including children, elderly).

Improving conditions for walking and cycling, particularly supporting the City Centre West to East cycle route and street improvements project.

Promotion and enhancement of the symmetry, grandeur and vistas along and across the street.

A place that provides for the interests and needs of the local people and local businesses.

A place where people feel secure at night as well as during the day promoting passive surveillance.

Accommodating low speed vehicle movement and local parking without compromising a positive street scene.

A place that provides a degree of flexibility, for example giving opportunities for non commercial temporary uses.

A durable place developed using appropriate high quality materials, easily maintained at low cost.

Clear cohesiveness and complementarity adjacent streets and places.

2.0 STAKEHOLDER ENGAGEMENT EVENT

2.3 WORKSHOP 3 KEY DESIGN OBJECTIVES

APPROACH

A key element of the consultation process was the development of the Study Objectives. As part of the study preparation the design team produced a draft set of 'loose' objectives based on the design principles produced as part of the contract brief and previous consultation with CEC and Sustrans. The objectives whilst deliberately written as a draft this stage, sought to incorporate the core themes of safety, design, heritage, environment, placemaking movement and purpose. The original drafted objectives are set out as follows:

- Preservation and enhancement of the symmetry, grandeur and vistas to St Mary's Cathedral.
- Reflect the interests and needs of the local people and local businesses.
- A place that contributes to quality of life for all sections of the community.
- A place where people feel secure at night as well as during the day.
- A place that accommodates vehicle, bicycle and pedestrian movement and parking without compromising a positive sense of place.
- A place that provides a degree of flexibility, for example giving opportunities for temporary uses.
- An existing but durable place, easily maintained at low cost and with clear and agreed arrangements in place for maintenance.
- Vehicle speeds must be kept low to give a sense of safety and of pedestrian priority whilst accommodating cycles and cycle storage (Melville Street) in a positive way.

SUMMARY

Morning session

With the consultation group lead in a theatre style lead by a WYG facilitator, the morning group were tasked with discussing each objective in turn to consider the requirement for and the wording of each objective. The group were then asked to consider each change and arrive at a consensus of opinion before the proposal was included within the revised objective.

- A place that contributes to quality of life for all sections of the community (including children, elderly).

- Improving conditions for walking and cycling, particularly supporting the CCWEL project.
- Respecting the character and setting. Preservation and enhancement of the symmetry, grandeur and vistas along and across the street.
- A place that provides for the interests and needs of the local people and local businesses.
- A place where people feel secure at night as well as during the day promoting passive surveillance.
- Accommodating low speed vehicle movement and local parking without compromising a positive sense of place.
- A place that provides a degree of flexibility, for example giving opportunities for non-commercial temporary uses.
- A durable place developed using appropriate high-quality materials, easily maintained at low cost.
- Takes cognisance and complements adjacent streets and places.

During the afternoon session the revised objectives from the morning session were revisited and the process repeated before the finalised set of study objectives detailed below were derived. The final set of event objectives are shown below.

Afternoon session

- A place that contributes to quality of life for all sections of the local community.
- Improving conditions for walking and cycling, particularly supporting the CCWEL project.
- Respecting the character and setting. Preservation and enhancement of the symmetry, grandeur and vistas along and across the street.
- A place that provides for the interests and needs of the local people and local businesses.
- A place where people feel secure at night as well as during the day promoting passive surveillance.
- Accommodating low speed vehicle movement and local parking.
- A durable place developed using appropriate high-quality materials, easily maintained at low cost.
- Takes cognisance and complements adjacent streets and places



2.0 STAKEHOLDER ENGAGEMENT EVENT

2.4 WORKSHOP 4 HANDS ON PLANNING

APPROACH

During this workshop attendees in both sessions were split into two groups. Groups were established based on the attendees organisation in the aim of trying to give an even and equal spread of views across both groups.

Each group was led by a WYG and *LDA Design* representative and participants were guided through the six sketch options that had been developed through the consultation process. Discussions were had around positives and negatives of each of the options with the opportunity to sketch over the options to amend or augment the tabled option. The aim of the workshop was to engage with the attendees and to understand which of the options they favoured the most and why?

All of the six options provided public realm improvements in line with the key design objectives with themes including shared space, open public realm with scope for informal activities and recreation.

The plans intentionally showed no vehicle parking, instead scaled movable cars formed part of the workshop to allow attendees to discuss where parking and loading may be best located on each of the six options.

At the end of the workshop session attendees were given a sheet of paper with all 6 sketch options and asked to rank them in order of preference from 1st to 6th. Results from both morning and afternoon session can be found below.

SUMMARY

The session recorded the discussions and sketch lead design development on the tracing paper overlays.

This summarised commentary can be found in the following pages.



OPTION 1



OPTION 5



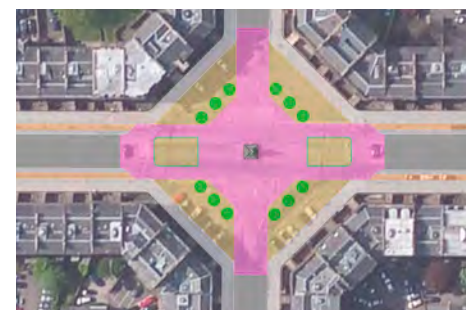
OPTION 7



OPTION 4



OPTION 6



OPTION 8

SIX SKETCH OPTIONS

A summary of the main commentary received through LDA Design's community consultations undertaken in September 2017 has been summarised under the main headings of Problems / Issues, Dreams and Solutions and then subdivided under the headings:

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 1

Feels dull / unexciting
Why no big roundabout option?
- bigger space around monument
Weak public realm spaces
Need to maximise 'garden' space
Good symmetry

Service Vehicle Space

Shared space used as car park – need to be enforced
Use parallel parking as 'protects' the cyclists
Long distances for pedestrians when crossing the crescent
Without bollards would just be a car park
Pedestrian and car conflicts at end of cycle tracks
Cycle tracks right through – possible demarcation using surface materials

Why do all four streets remain open?

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 4

Parking is an issue – clarity on where to park
Loading
Needs a lot of people to make this work – not a lot of people in Melville Crescent

Too informal – space is suited to more formality
Don't know where to look as a driver
In a way similar to existing
Safety and security? Kids playing?
Does nothing for setting of monument
Traffic speed issue
Signage?
Move tree positions – obscuring views

Uncomfortable transition for cyclists

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 5

Still prioritises(?) car use
Road material needs to change to avoid drivers just assuming priority
Drop kerb heights to ‘break principles’ avoid car preference
Pedestrian and cycle constraints should be provided – zebra crossing included?

Does nothing for monument
Good symmetry
Opens up vistas somewhat
Avoid clutter
- crossings
- signage
Good for cycle priority
Tight round monument for vehicles
Avoid build-outs for crossings

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 6

Car parking?
- do side roads get clogged up?
Conflict of pedestrians and cycles
Setting to monument?
Access for pedestrians
Both main streets (World Heritage Sites)
- changes hierarchy
Extend shared space across
Traffic – roundabout

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 7

World Heritage Site concerns about symmetry – can it be improved?
Nice to have larger space
Road hierarchy changed totally
Poor for cyclists to north
Vehicle movements v tight
Should be flipped for traffic purposes
Some relationship to Coates / Atholl Crescents
Good to have direct pedestrian access

MELVILLE CRESCENT COMMUNITY ENGAGEMENT
STAKEHOLDER SESSION 3– MORNING 14 SEPTEMBER 2017
Option 8

Vehicle priority surrounding the monument
Bike / car conflict

Design of islands needs to be carefully considered. Utility magnets!
Good for occasional uses
Slows traffic
Avoid posts at crossings
Trees?
- at least not in main vistas
No immediate setting to monument but wider setting improved
Should monument have own space?
Narrower crossings

2.0 STAKEHOLDER ENGAGEMENT EVENT

2.5 CONCLUSIONS

Capturing the results of the stakeholder engagement through asking attendees to vote on their preferred sketch options to take forward was an accurate and effective way to record the results. We summarised the results by attributing a points system to each of the ranked score as follows

- Sketch option selected as 1st = 6 points
- Sketch option selected as 2nd = 5 points
- Sketch option selected as 3rd = 4 points
- Sketch option selected as 4th = 3 points
- Sketch option selected as 5th = 2 points
- Sketch option selected as 6th = 1 point

The tables below illustrate the spread of votes though over both the morning and afternoon session and the combined table of scores provides overall scores attributed to each of the sketch options overall throughout the day.

The results of this exercise were inline with the general discussions during the hands-on planning workshop. Sketch option 6 was considered the most favourable overall with sketch option 5 voted as second most favourable. Sketch option 1 was ranked as third most popular with forth and fifth ranked options scored reasonably close with only four points between them. Sketch Option 7 was the least popular design with sixteen points between fifth and sixth ranked options.

	Op 1	Op4	Op5	Op6	Op7	Op8		Op1	Op4	Op5	Op6	Op7	Op8		Op1	Op4	Op5	Op6	Op7	Op8



3.0 PROJECT ACTIVATION DAY

The project activation day took place on Saturday 23 September 2017 ahead of the Stakeholder and Public Exhibition on the 6/7 October. The purpose of the activation day was to act as an introduction to the project. In a fun, creative and accessible way the day aimed to :

- Promote the up and coming stakeholder / community engagement events.
- Engage with people within the site who may not necessarily attend the more formal engagement events. Highlight the transparent nature of the day offering a simple and effective way to relay thoughts and ideas within the space in an informal way.
- Create momentum within the project from the outset.
- Build a language and raise awareness of the project beyond the red line boundary the site.

APPROACH

The approach was two-fold. The project team generated visual attention within the space by inflating 100 helium balloons in the centre of Melville Crescent. These were distributed to passers by giving a moment to pause and discuss the project in the immediate surroundings of the site.

The team also distributed 700 'Instagrams of the Future' (overleaf) to passers by but also to local businesses and residential addresses. These created small vignettes of future activity in the space whilst drawing attention to the project Twitter as an active, live source of development on the project itself. The instagrams also contained details of the up-and-coming Public Exhibition to highlight and draw people's attention to this.

SUMMARY

Conversing with local residents they seemed fearful that they could be overlooked in the process as the area is perceived to be predominantly commercial. It was extremely useful to ease their fears and invite them to the public exhibition in person.

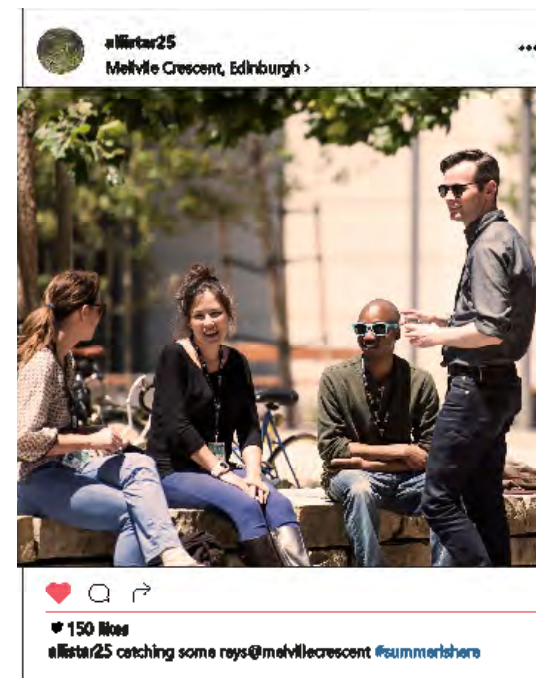
Images / information of the event shared on Twitter (which individuals were directed to by the balloon graphic / invites) were widely retweeted:

- The Landscape Institute
- SSC Edinburgh (online Architecture Community)
- Edinburgh Planning
- Paper Tiger (local shop)
- Roseburn Cycle Route
- Edinburgh Reporter
- Corstorphine CC
- Cycling Edinburgh

Many individual residents / members of the public followed the Twitter feed on the project directly following the day itself.

CONCLUSIONS

The day itself was a great success as an introduction, generating increased momentum and awareness of the project to the general public. The attendance at the Public Open Exhibition Day will be a good measure of the success of the Activation Day.



OPTION A

Reimagining Melville Crescent

All designs have been developed through design study with transport engineers and landscape architects. Option A provides a greater balance of dedicated cycle provision and pedestrian public realm compared to option C and B. The design delivers two large central areas of public realm with vehicle speeds being reduced by entering onto a raised table and paved surface and lower road kerb heights. Statutory road signage would alert drivers to the new road layout on approach to Melville Crescent. A one way system for vehicles would be directed through a paved surface. The CCWEL route would be maintained in principle through the space with give way at the junctions of Walker Street and Melville Street. Continuous through traffic would be maintained along Melville Street.

The spaces designed as public realm are more generous in this design option. Landscaping in raised planters could be included to soften the space while providing seasonal interest. These raised planters could have integrated seating and cycle storage to minimise street clutter but provide a meaningful space where local businesses and residents can enjoy the space and light recreation.

This design option has provision for vehicle loading/short stay/residents car parking within the one way paved surfaces, each bay has capacity for two cars.

WALKER STREET MELVILLE STREET

LD&A DESIGN

OPTION B

Reimagining Melville Crescent

All designs have been developed through design study with transport engineers and landscape architects. Option B provides a balance of vehicle movement, dedicated cycle provision and pedestrian public realm. The design delivers the central area with vehicle speeds being reduced by entering onto a raised table and paved surface. Statutory road signage would alert drivers to a new road layout on approach to Melville Crescent.

The CCWEL route would be maintained in principle through the space with give way markings at the junctions of Walker Street and Melville Street. Continuous through traffic would be maintained along Melville Street.

The quadrants of public realm are more generous in this design option. Landscaping in raised planters would be included to soften the space while providing seasonal interest. These raised planters would have integrated seating and cycle storage to minimise street clutter but provide a meaningful space where local businesses and residents can enjoy the space and light recreation.

This design option has provision for vehicle loading/short stay/residents car parking, each quadrant has the capacity for 2 cars.

WALKER STREET MELVILLE STREET

LD&A DESIGN

OPTION C

Reimagining Melville Crescent

All designs have been developed through design study with transport engineers and landscape architects. Option C provides a balance of vehicle movement, dedicated cycle provision and pedestrian public realm. The designs follow the traditional principles of a roundabout but with vehicle speeds being reduced by entering onto a raised table and paved surface with the lowering of kerb heights. Statutory road signage would alert drivers to a new road layout on approach to Melville Crescent. Pedestrian and cycle crossings would be highlighted by flashing beacons.

The monument would be given a setting appropriate to its stature that would complement the surrounding proposed high quality public realm. The surrounding quadrants of public realm would become spaces where local businesses and residents could enjoy the local beauty, iconic views and local architecture.

This design option has no provision for loading vehicles, short term or resident car parking within Melville Crescent.

WALKER STREET MELVILLE STREET

LD&A DESIGN

THREE PREFERRED OPTIONS FOR REVIEW

4.0 STAKEHOLDER EXHIBITION

A two day exhibition was scheduled for the Friday 6th and Saturday 7th October 2017 to allow additional stakeholders and local residents to be introduced to the Consultancy Team and the engagement process and view plans of the sketch proposals. Lists of invitees, attendees and the area that was targeted in the letter drop can be found in Appendix C and D of this report.

APPROACH

The exhibition day on Friday 6th October 2017 was set up as an opportunity for targeted stakeholders and businesses to engage with the design and client team. These stakeholders were invited through email. The second day of the exhibition was aimed at local residents from the Haymarket area. Flyers were mail dropped to 4,600 addresses inviting them to attend the event between 10.30-16.00 on Saturday 7th October. Both days followed the same running order and results were captured in the same way.

On arrival, attendees were introduced to the design team representatives present at the event and an explanation was provided as to the purpose of the exhibition and the outputs required from the two day exhibition. The aim of the exhibition was to understand and gather views of local people relating to Melville Crescent and also on the proposed plans. Attendees were given the opportunity to view the exhibition at their leisure whilst the design team were on hand to answer any questions that arose.

The first four boards of the exhibition provided an explanation on the background to the project and the process to date, and was supported by some precedent images based on the themes of raised paved carriageway, Public Realm and Recreation in the City. The final three boards of the exhibition provided detail on the three sketch options that had been scored the most favourable from earlier on in the engagement process.

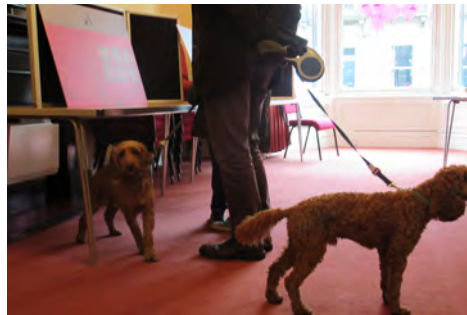
Option A provides two distinct areas of public realm providing opportunity for urban greening as well as dwelling and enjoying vistas for local residents and business, central and side roads on the North South axis would be raised and paved with low kerb heights. Traffic would navigate the space through a one way clockwise system and the monument would be given a high quality paved plinth as a setting. Option B provides four smaller opportunities for Public Realm space with scope for urban greening. These areas would be connected to the building quadrants and adjoining footpaths without the need to cross a carriageway. Cycle and vehicular traffic would be on raised paved carriageway similar to Option A. Option C would similarly accommodate four smaller areas of Public Realm adjacent to the four corners of Melville

Crescent without the need to cross a carriageway, and also provides a paved setting for the monument. However, whilst the carriageway would be raised and paved, the requirement for increased road signage and traditional engineering treatment would be unavoidable due to its increased radii around the monument. The CCWEL would also be less direct, with the routes following the footpath alignment in a roundabout formation. Options A and B provide an almost direct cycle route through the space. Attendees were asked to complete a score sheet where they ranked the options in order of preference 1st, 2nd or 3rd.

The results of each of the exhibition days were then scored using the same scoring methods as previously mentioned and scores of the most favourable ascertained. The sheet also provided space for attendees to add additional comments on any of the earlier 6 sketch options or general comments.



4.0 STAKEHOLDER EXHIBITION



SUMMARY

While the number of confirmed attendees for the Friday event did not meet expectations, the day was well attended overall with 26 people engaging. The familiar branding and balloons and banner outside the venue allowed passers by to come in and engage on an ad-hoc basis. Overall the exhibition was well attended with over 130 attendees over the two days.

Feedback was generally positive with only a select one or two attendees preferring an option that reflected no change to the existing condition on Melville Crescent. These attendees chose not to complete a scoring sheet or instead scored all three options with zero.

A wide spectrum of the local community were represented on both days including cyclist organisations, families with young children, working age and retired locals, drivers and non drivers, people who work in the area and local MPs.

CONCLUSIONS

The basis for collating the outputs from the exhibition feedback was the favourable scoring method established in earlier engagement process. As this event focused on three preferred options, favourites were ranked 1st, 2nd and 3rd and points applied as follows; 6 points for 1st, 5 points for 2nd and 4 points for 3rd favourite. By the end of the two days the results were as follows;

Most favourable with 96 points - Option B
Second most favourable 90 points - Option A
Third most favourable 43 points- Option C

Following on from the success of the Public and Stakeholder exhibition days, The City of Edinburgh Council hosted a two week online consultation through their own consultation hub web page, this provided feedback from forty one members of the public.

The three sketch option plans were displayed and members of the public were asked to rank their most preferred layout options 1st 2nd and 3rd. Data was also collected regarding the participants post code and address to ensure that comments were received from relevant individuals with a genuine interest in the project. The feedback from the online consultation was generally in line with the public exhibition results.

After the initial consultation and engagement activities, it was evident that there was little support for Option C, and as such this was discounted.

In contrast, there was a high level of support for both Option A and Option B through the public exhibition and online consultation, with stakeholder organisations selecting Option A as a preference.

As such, Option A was taken forward to the next stage of the project, which will see this concept design worked up to a greater level of detail.

The benefits of Option A are:

- provides two large areas of usable public space
- direct segregated cycle routes
- Raised tables to reduce vehicle speeds
- Retains classic 'crescent' layout
- Provision for parking and loading for residents and businesses

In taking forward the design of Option A, those elements of the other concept designs (Options B & C) which were favoured by respondents were incorporated into the preferred design where possible. This includes, for example, using surfacing and paving materials to make the linkage between adjacent properties and the new areas of landscaped public space as pedestrian friendly as possible.

5.0 DESIGN DEVELOPMENT

APPROACH

The design team proceeded with the design taking on the feedback from the stakeholder engagement events. Testing of Option A against the previously established Design Principles led to the development of the technical design. Carriageway widths were reviewed and reduced and road junctions radii tightened up. This ensured that the pedestrian crossings were the shortest width possible and vehicle speeds were reduced to the minimum without restricting vehicle access.

Additional pedestrian crossings were added to respond to desire lines, with kerb heights elsewhere designed to accommodate ease of pedestrian flow across the space. Parking allocations on each quadrant of Melville Crescent were reviewed and maximised where possible, while still including the provision for motorcycle parking.

Seating, street furniture and planter locations were positioned in different formations on two different options to provide opportunities for further discussion amongst stakeholders, each option responding in different ways to historic grandeur, symmetry and creating a space that meets the needs of local people.

A second stakeholder workshop held on the 6th December 2017 allowed local businesses and representatives of community groups to view the proposed concept design. The invitation list was based on the previous Stakeholder invite list for the earlier event held in September 2017, Invitees and attendees can be found on Appendix C.

Two sessions were provided to give stakeholders a choice of times to attend, this was to achieve maximum participation. Discussions during the event were based on two variations of Option A, visualisations and rendered masterplans of both options can be seen on the following page. These were produced and presented to allow attendees to gain a greater understanding of the spatial organisation of the emerging design.

Topics that were discussed during the sessions included;

- Road geometry,
- Positioning of planters
- Scale and form of proposed planting
- Provision of foundation to accommodate the potential for future art installations
- Positioning and style of seats
- Deterrent methods for parking on footpaths

6.0 SUMMARY AND NEXT STEPS

SUMMARY

Throughout the engagement and consultation process it was felt that stakeholders engaged well. Discussions were meaningful and fed into the design process at the appropriate times. A wide range of user groups were represented and the results from all of the public and stakeholder events were robust.

During the second stakeholder event the preferred design option was tested against the Design Objectives. The design performed well, meeting all set objectives. There were a small proportion of stakeholders and the public who were concerned regarding the reduction of car parking spaces. It is anticipated however that the City of Edinburgh Council will provide clarity on the future designation of the proposed parking within the new layout consulted on as part of this project, and wider parking implications resulting from the CCWEL proposals.

The finessing of the design will continue and will incorporate the comments from this session and feed into the technical resolution of the preliminary design.

Preliminary designs will include additional technical elements including street and feature lighting, street furniture design, paving designs and construction details, finished levels and drainage and suggested planting specifications for raised planters.

A safety audit of the road layout will be undertaken and final vehicle tracking of the design will be produced.

Final estimated budget costs will also form part of the preliminary design package.



APPENDIX A

STAKEHOLDERS 14TH SEPTEMBER

Stakeholder Attendees - 14 September

11.00 - 13:15 allocated time slot

Name	Organisation	Job Title
Alan Rees	Edinburgh Access Panel	World Heritage Site Project Manager
Fiona Rankin	Edinburgh World Heritage	
John White	Lothian Busses	
Ewan Jeffrey	Spokes	
Martin McDonnell	Spokes	Senior Planning Officer
Andrew Smith	City of Edinburgh Council	
Isabel Thom	West End Community Council	
Sarah Feldman	Sustrans	
JJ McGuckin	Sustrans	

14.30 - 16:45 allocated time slot

Richard Grant	Spokes	Senior Project Officer ATAP
Anna Rowell	City of Edinburgh Council	
Mr Suzuki	Japanese Consulate	
Aya Davison	Japanese Consulate	
Mrs. Fujimoto	Japanese Consulate	Head of Finance
Sandra Anderson	The Scottish Salmon Company	
Chris Mitchell	Early days childrens nursery	

APPENDIX B

MAIL DROP AREA PUBLIC EXHIBITION



APPENDIX C

STAKEHOLDERS 6TH DECMEBER

Stakeholder Attendees - 6 December

	Name	Organisation
12:00 - 13:30 allocated time slot		
	Suzanne Graham	Hollis Accounting
		Hollis Accounting
	Fiona Rankin	Edinburgh World Heritage
	Richard Grant	Spokes
	Ewan Jeffery	Spokes
	Sunil Varu	Edinburghd West End Bid
	Isabel Thom	West End Community Council
	Gordon Wyllie	WECC
14.30 - 16:00 allocated time slot		
	John White	Lothian Busses
	Joanna Mowat	Councillor (City Centre Conservative)
	Clair Miller	Councillor (City Centre Green)
	Will Garret	CEC Spatial Policy Manager
	Isabel Thom	West End Community Council

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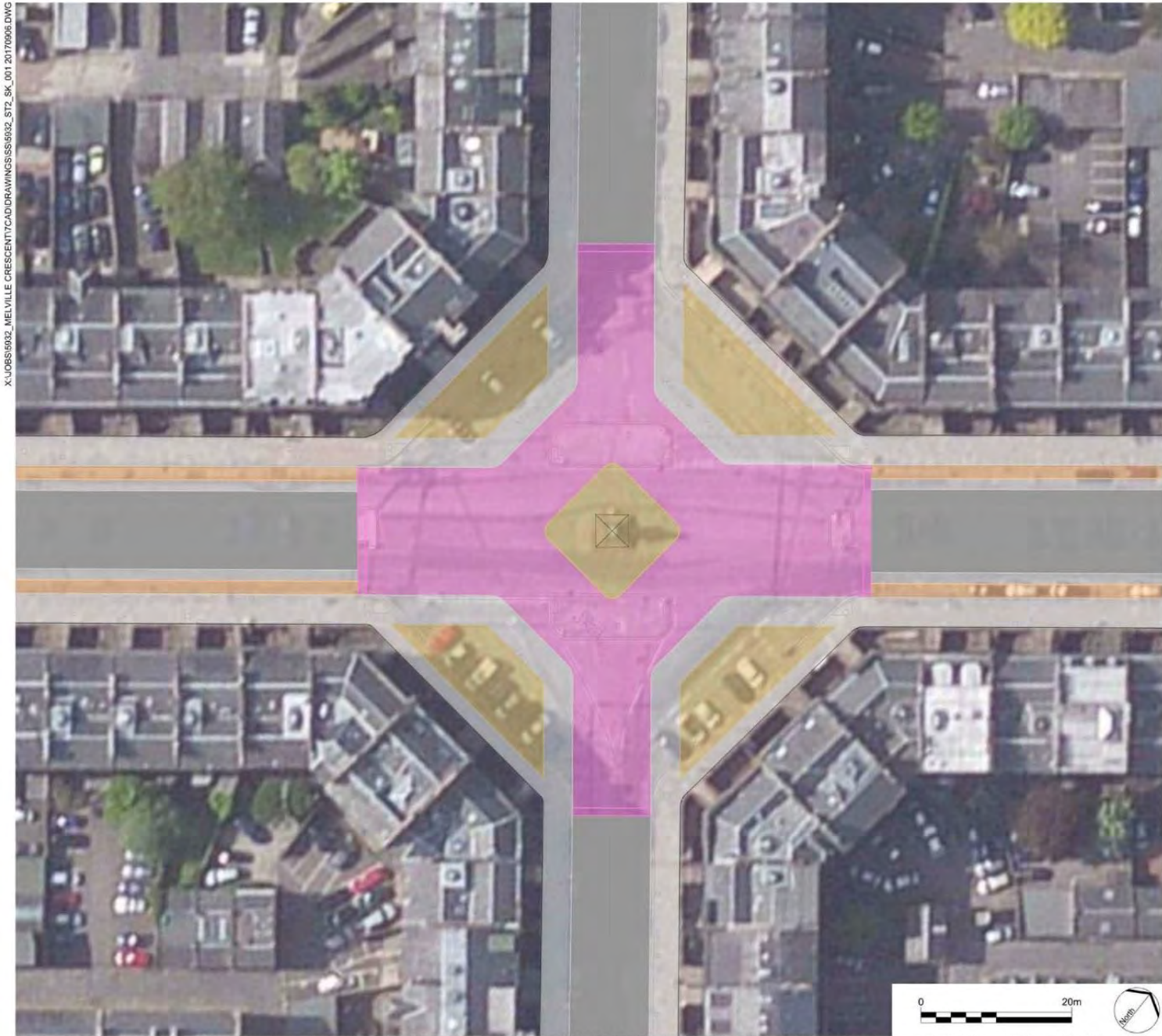
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Appendix 3: Melville Crescent Preferred Concept Options at Stakeholder Consultation



LEGEND

REV. DESCRIPTION APP. DATE

L D A DESIGN

PROJECT TITLE
MELVILLE CRESCENT

DRAWING TITLE
SKETCH OPTION 1
GREEN SPACE FROM KERB OUT

ISSUED BY	Glasgow	T: 0141 222 9780
DATE		DRAWN
SCALE@A3	1:500	CHECKED
STATUS	Sketch	APPROVED

DWG. NO

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey

Appendix 3: Melville Crescent Preferred Concept Options at Stakeholder Consultation



- LEGEND
- Cycle Lane
 - Footpath
 - Road
 - Public Realm (pedestrians and cyclists)

REV. DESCRIPTION APP. DATE

LD&DESIGN

PROJECT TITLE
MELVILLE CRESCENT

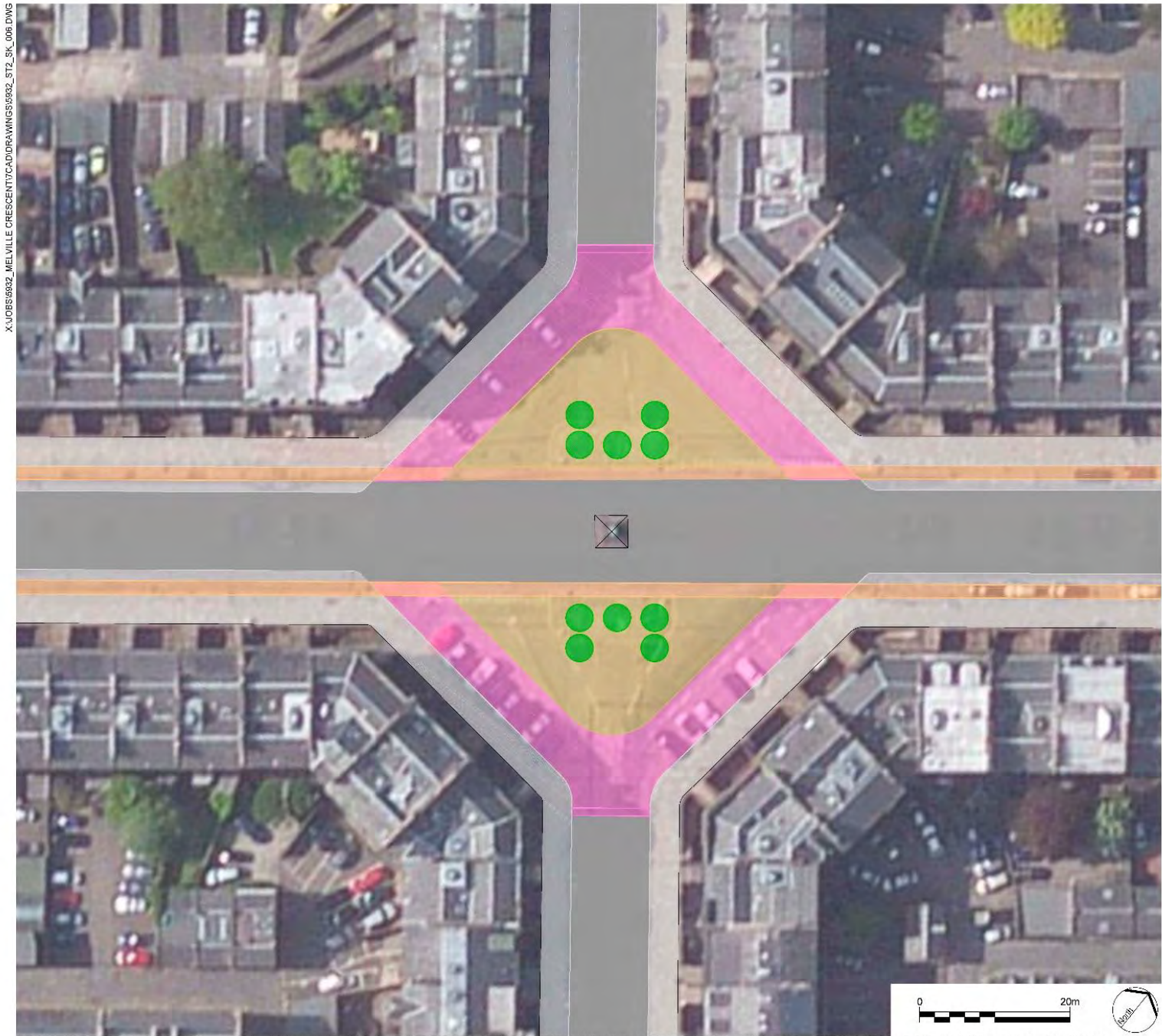
DRAWING TITLE
SKETCH OPTION 5
GREEN QUADRANTS

ISSUED BY	Glasgow	T: 0141 222 9780
DATE		DRAWN
SCALE@A3	1:500	CHECKED
STATUS	Sketch	APPROVED

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Appendix 3: Melville Crescent Preferred Concept Options at Stakeholder Consultation



LEGEND

- Cycle Lane
- Footpath
- Road
- Public Realm (pedestrians and cyclists)
- Shared Surface

REV.	DESCRIPTION	APP. DATE

LD&A DESIGN

PROJECT TITLE
MELVILLE CRESCENT

DRAWING TITLE
SKETCH OPTION 6
BISECTED PARK

ISSUED BY Glasgow T: 0141 222 9780
DATE
SCALE@A3 1:500 DRAWN
STATUS Sketch CHECKED
APPROVED

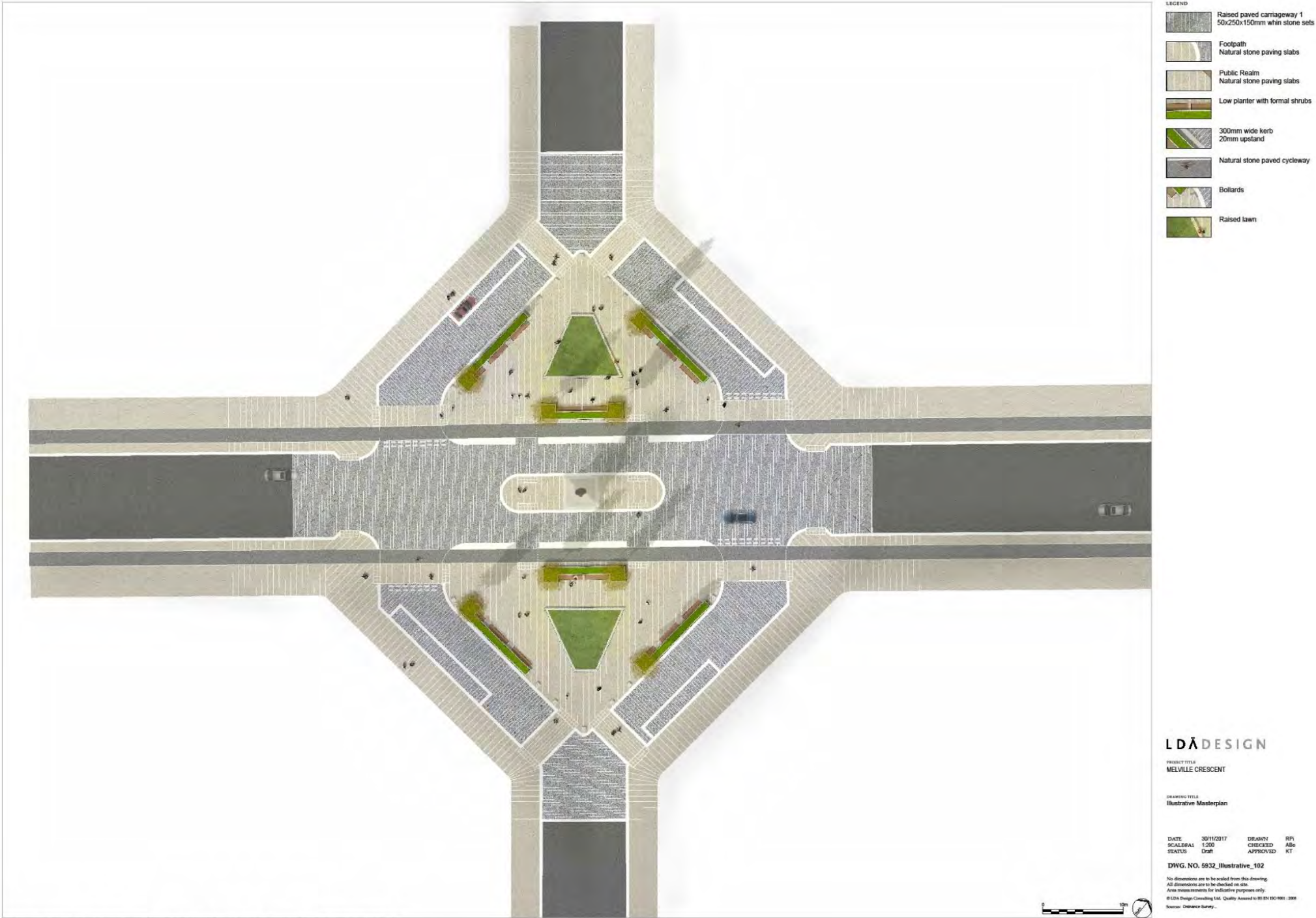
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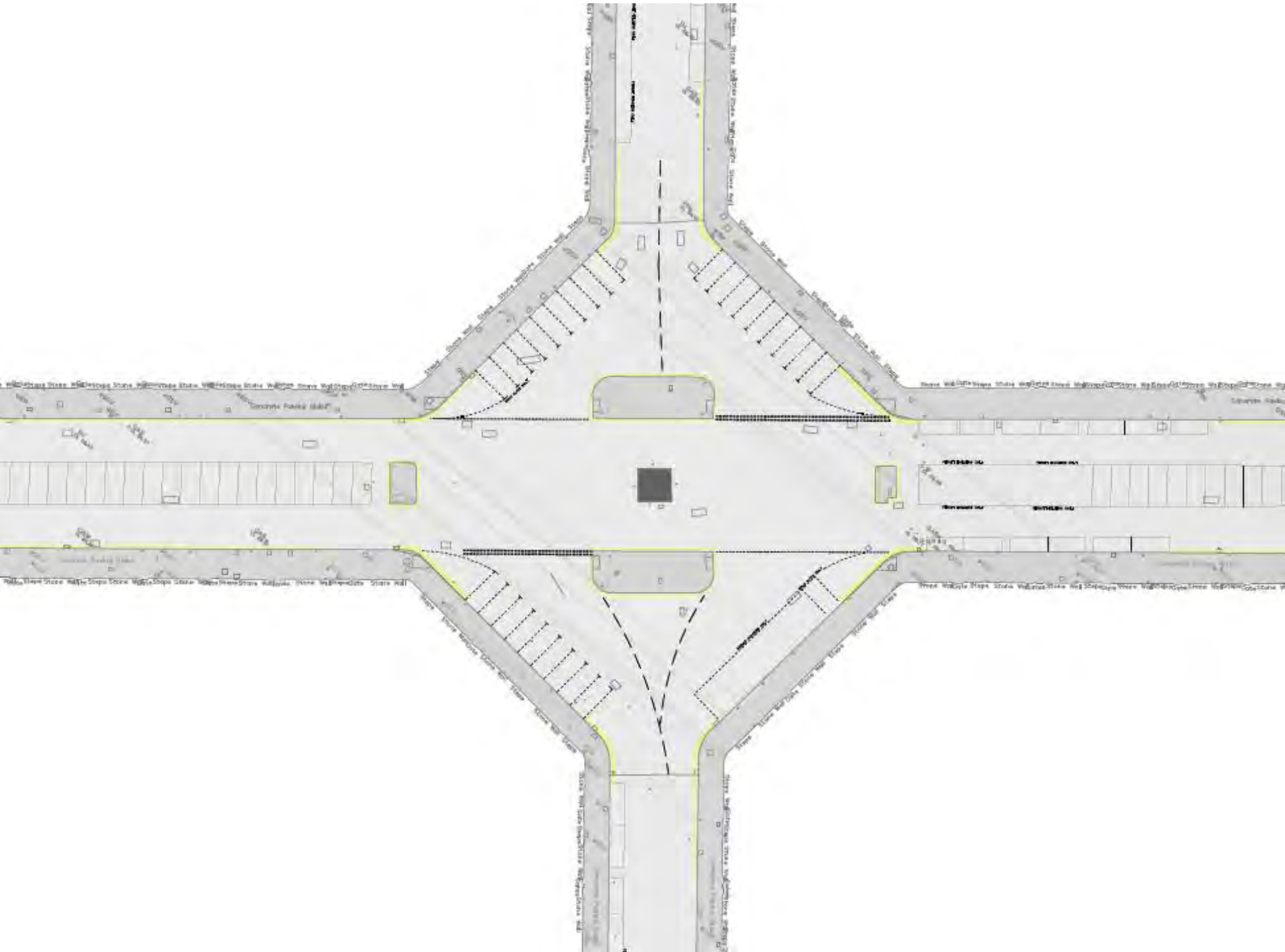
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Sources Ordnance Survey

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Appendix 4: Melville Crescent Preferred Option following Public Consultation and Current Layout



Appendix 4: Melville Crescent Preferred Option following Public Consultation and Current Layout



Appendix 5: Melville Crescent Visualisation and Current Street View



Appendix 5: Melville Crescent Visualisation and Current Street View



Transport and Environment Committee

10.00am, Thursday, 1 March, 2018

Bustracker and Bus Station Information System- Future Strategy

Item number	7.3
Report number	
Executive/Routine	Executive
Wards	All
Council Commitments	7 , 18 and 19

Executive Summary

Edinburgh's Real Time Passenger Information (RTPI) system, Bustracker, is provided by French based company Cofely Ineo and Edinburgh's Bus Station Information Management System and hardware were procured from and installed by TanData, now Vix Technology.

Both systems were installed in excess of 13 years ago. In a sector where technology has advanced significantly, both systems are outdated and new products exist that can provide more efficient services at lower maintenance cost.

The purpose of this report is to recommend that Committee approves the procurement of a new Bus Station Information System and procure a Content Management System (CMS). We recommend that Committee also approve the advancement of the on-street RTPI signage aspect of the project under the same contract via an output based specification to challenge the current market. This will allow the Public Transport Team to undertake an informed on-street signage review and implement the best future strategy. It is also recommended Committee approve the continued use of Atkins consultancy to assist the Public Transport team in the delivery of the new systems.

Bustracker and Bus Station Information System- Future Strategy

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 authorises the procurement of new Bus Station Information hardware and software management system and procure a new Content Management System (CMS);
 - 1.1.2 approves the advancement of the on-street RTPI signage aspect of the project under the same contract, via an output based specification, to challenge the current market;
 - 1.1.3 notes that a future report will detail the outcome of the procurement exercise. This will include the preferred supplier, bus station information system solution and pricing schedule for on-street sign options. This will inform what sign replacements can be undertaken with available budget; and
 - 1.1.4 approves the continued use of Atkins Global in assisting the Public Transport team in delivering all systems.

2. Background

Bustracker

- 2.1 The existing contract with Cofely Ineo to supply Edinburgh's RTPI has expired but continues to operate effectively and reliably under the terms of the original contract.
- 2.2 The Bustracker system's success is largely due to close partnership working with Lothian Buses and their commitment to jointly invest in the system, both financially and with dedicated staff to ensure accuracy of data.
- 2.3 The system has operated accurately and reliably since 2004. Numerous expansions and developments have resulted in today's system tracking all of Lothian Buses' fleet of 700 vehicles and providing RTPI via 400 on-street signs and various web based applications. Requests for information from the web server exceed 600,000 daily, representing bus users' trust and confidence in the RTPI and journey time data delivered.

- 2.4 Many aspects of the system architecture are shared between the City of Edinburgh Council (CEC) and Lothian Buses and cannot be easily separated. Original hardware is also coming to the end of its effective lifespan and cannot continue to be maintained effectively. A summary of the system elements and percentage distribution of maintenance responsibility is provided in appendix 1.
- 2.5 CEC need to procure a new contract, with updated system capability. Similarly, Lothian Buses need a new contract and replace their existing fleet tracking equipment. Instead of a new joint procurement exercise, it is believed that a new CEC system, which includes a CMS that can take RTP1 data feeds from Lothian Buses and other providers and then display that information on signs or via web applications, is the most straightforward, efficient and cost-effective solution for CEC.

Bus Station Information System

- 2.6 The existing Bus Station Information System contract with Vix Technology has expired but has continued to operate, at minimal cost, under the terms of the original contract.
- 2.7 Edinburgh's Bus Station Information System and hardware were procured from and installed by TanData, now Vix Technology, in 2002. Scheduled departure and arrival times of all bus operators using the station are shown but the system has no ability to display RTP1. Staff use a manual 'traffic light' system to control bus movements and use scheduled data to charge bus operators for each departure, and manually record 'stay over' times.
- 2.8 The current bus station system has now reached the end of its life span and cannot be effectively maintained. All servers have recently failed and an interim solution has been put in place but continued system operation cannot be guaranteed.

3. Main report

- 3.1 Atkins Global were assigned to assist with a full RTP1 system audit and production of a future solution options appraisal.
- 3.2 Following the system audit, Atkins Global produced an options table containing five potential solutions.
- 3.3 The Public Transport Team recommend the option of splitting the current Bustracker system into two:
 - 1 Voice radio system with Bus Automatic Vehicle Location (AVL) and RTP1 generation; and
 - 2 Display and CMS system.

Lothian Buses would operate and maintain 1. CEC would operate and maintain 2. This is simpler and less onerous than the current Bustracker system and has the potential to significantly reduce ongoing CEC Bustracker maintenance costs.

- 3.4 A soft market testing exercise showed that industry suppliers can provide a Bus Station Information system, a CMS and an on street RTPI system under one contract.
- 3.5 The preferred procurement strategy is, therefore, to tender for a new bus station information system and a CMS that will have the ability to manage both the bus station system and an on-street RTPI system. In addition, the tender will include an output based specification for on-street signs, with a view to challenging the market.
- 3.6 There will be no commitment to RTPI on-street sign replacement at this stage. The industry suppliers are best placed to detail available options, communication protocols and future development opportunities. Combining this element with the bus station information system and CMS is likely to provide best value.
- 3.7 Tender return details will be reported back to Transport and Environment Committee to agree an on-street RTPI sign replacement strategy. There may also be a requirement to report to Finance and Resource Committee if additional funding is required.
- 3.8 This solution would mean the City of Edinburgh Council retain on-street signs and control information displayed via a CMS. Lothian Buses will supply the CMS with RTPI via an agreed protocol. During the transition from the existing Bustracker system to the new CMS system and subsequent approved sign replacement strategy, CEC will continue to operate the existing on-street signs and associated radio communication infrastructure.
- 3.9 Senior officers and legal representatives from CEC and Lothian Buses have met to discuss the proposed procurement process and have agreed in principle. The precise process and detail of which existing infrastructure elements will novate to Lothian Buses will be concluded with an appropriate legal agreement.
- 3.10 Lothian Buses has an additional urgency in agreeing this solution, as the Automatic Vehicle Location technology used on their fleet has come to the end of its effective life span and needs to be replaced. This solution will allow Lothian Buses to take on the assets essential to running their service and procure a new contract with a supplier without CEC as a contract partner.
- 3.11 Bustracker is currently integrated with SEStran Bustracker. Both systems are provided by Cofely Ineo. The SEStran system has covered much of the First and Stagecoach fleet in its area and our integration work allows RTPI predictions for relevant services to be added to on-street signs in Edinburgh. Retaining on-street signage allows CEC to continue to manage the display of RTPI for all available bus operators.
- 3.12 Bustracker currently operates with radio communication. Any new CMS and on-street signage would operate through a lower cost alternative, for example, a mobile network or Wi-Fi. This will remove the significant costs associated with radio site rental and licence fees.

- 3.13 A new bus station system will deliver RTPI to passengers via modern displays as depicted in appendix 2. The ability to incorporate advertising, way-finding and real-time information for several modes of transport ie train and tram will be included in the specification.
- 3.14 The addition of an Automatic Number Plate Recognition (ANPR) system would ensure that operators are correctly charged for the use of the bus station. 'Layover' times are currently recorded manually and are subject to human error. This would increase the revenue for the Council.

4. Measures of success

- 4.1 An increased scope of data, including RTPI provision in the bus station.
- 4.2 Maintained high level of RTPI accuracy and reliability.

5. Financial impact

- 5.1 Indicative costs provided as part of a soft market testing exercise showed that a capital investment of approximately £250,000 would be required to upgrade the bus station hardware to the specification set out in the soft market testing exercise. The software could be maintained on a yearly basis for £24,000 per annum. This is a revenue saving of £25,000 over a 10 year period compared with the maintenance cost of the old system.
- 5.2 A new system will achieve further savings in other areas, for example the use of an Automatic Number Plate Recognition (ANPR) system to replace the current paper based bus charging system would reduce the loss in revenue associated with human error.
- 5.3 Indicative costs provided as part of a soft market testing exercise showed that a capital investment of £42,000 would be required to supply a CMS. This figure is a mean price between several suppliers.
- 5.4 Savings will be achieved by novating some costs associated with the current system to Lothian Buses and replacing on-street signs with new more advanced signs that do not use expensive radio communication. Initial savings associated with novating elements of the existing infrastructure will be approximately £100,000 per annum.
- 5.5 Costs will be presented to Committee regarding on-street RTPI sign replacement strategy, following tender returns.
- 5.6 In order for Atkins Global to continue to assist the Public Transport Team in delivering successful and value for money systems, a payment of £30,000 will be required.

6. Risk, policy, compliance and governance impact

- 6.1 The recommendation in this report is consistent with existing policies and aspirations of the Council.
- 6.2 Objective PubTrans5 of the current Local Transport Strategy applies to the issues addressed in this report.
 - 6.2.1 PubTrans5: The Council will seek to ensure a good waiting environment at bus stops, including shelter and seating wherever necessary and possible. Relevant and up to date information will be provided.
- 6.3 Any disruption in service is a significant risk to Council reputation and partnership working with Lothian Buses.

7. Equalities impact

- 7.1 Continued provision or enhancement of the quality of life of users through the enhancement of access to employment, educational, leisure and shopping opportunities.
- 7.2 Withdrawing the service would particularly affect vulnerable users who rely on the reassurance provided by accurate RTPI.

8. Sustainability impact

- 8.1 The proposals in this report will reduce carbon emissions by reducing dependence on transport by private car and encourage public transport use.
- 8.2 The proposals in this report will lessen the threat of climate change by making the customer journey more enjoyable on more sustainable public transport.
- 8.3 The proposals in this report will help achieve a sustainable Edinburgh because the system is open to all and promotes the use of sustainable transport.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because of enhancing the quality of life of users through the enhancement of access to employment, educational, leisure and shopping opportunities.
- 8.5 Environmental good stewardship is not considered to impact on the proposals in this report because no natural resources will be used as part of the proposals.

9. Consultation and engagement

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

10. Background reading/external references

10.1 None.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 - Edinburgh City Council – Bus Station Displays and CMS

Appendix 2 - Bus Station System Requirements

Appendix 1. Current Bustracker maintenance distribution

Phase 1

- RTS software and hardware
- PIS software and hardware
- BTS software and hardware
- 2 PI workstations
- 3 RT workstations
- 1 BT workstation
- ~~WiFi~~ facility in 3 depots
- 255 AVL equipped buses
- 4 TFT 40" indoor
- 10 Oscar signs (2LCD)
- 76 Horus signs (4LCD)
- PMR radio system for signs/buses
- (69 JPE units removed)

	50%
•EDINBVRGH•	50%
TOTAL	100%

SIRI Interface




	0%
•EDINBVRGH•	100%
TOTAL	100%

AVL / RTPI System



- + Additional workstations
- + 24/7 Helpline
- + GPS Tracking for Trams

	54%
•EDINBVRGH•	46%
TOTAL	100%

Radio Extensions



- + Additional radio sites
- + Additional frontal computers
- + Castle link replacement

	51%
•EDINBVRGH•	49%
TOTAL	100%



- + Web services APIs
- + Website
- + Operation costs

	50%
•EDINBVRGH•	50%
TOTAL	100%

Signs



- + 39 Horus signs
- + 75 ~~Solea~~ (2LCD)
- + 257 ~~Solea~~ (4LCD)
- + 26 ~~Solea~~ (8LCD)
- + 1 TFT 21" outdoor
- + 5 TFT 40" indoor

	0%
•EDINBVRGH•	100%
TOTAL	100%

Buses



- + 470 AVL equipped buses
- + 68 MOBIS TFTs – Gen1
- + 99 MOBIS TFTs – Gen2

	100%
•EDINBVRGH•	0%
TOTAL	100%

Garages



- + Canteen screens
- + MOBIS servers

	100%
•EDINBVRGH•	0%
TOTAL	100%

Appendix 2. Bus Station System requirements

From Multiple vendors
simultaneously



INEO
Siri

Scheduled



TransX

Marketing campaigns
/ Ads



Rail / Tram

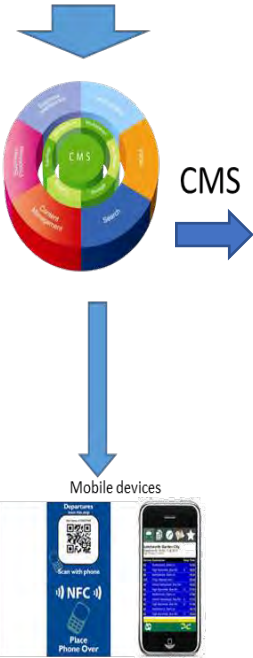


Darwin

FIDs



Bus Station



Bustracker

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Road, Footway and Bridges Investment – Capital Programme for 2018/19

Item number	7.4
Report number	
Executive/routine	Executive
Wards	All Wards
Council Commitments	15 , 16 , 17 , 19

Executive Summary

This report seeks approval for the allocation of the Road, Footway, Street Lighting and Traffic Signals and Structures Capital budgets and programme of works for 2018/19.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Road structures assets are maintained in accordance with national standards and Government legislation. Excessively high maintenance costs are avoided, as far as possible, by undertaking regular condition inspections and prioritising required work.

Road, Footway and Bridges Investment – Capital Programme for 2018/19

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the breakdown of the allocation of the capital budget for 2018/19 shown in [Appendix 1](#);
 - 1.1.2 approves the programme of proposed works for 2018/19, as detailed in section three of the report, and in Appendices [5](#), [6](#) and [7](#);
 - 1.1.3 approves the programme of proposed bridge works for 2018/19, as detailed in section three of this report, and in [Appendix 8](#);
 - 1.1.4 notes the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 3.39-3.49; and
 - 1.1.5 notes that a future report will be submitted to this Committee providing an overview of outstanding Infrastructure projects and investment.

2. Background

- 2.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2018/19.
- 2.2 The capital budget of £14.805m for 2018/19 was agreed as part of the capital investment programme, in February 2017.
- 2.3 The report provides details of the Road and Footway Capital Investment Programme for 2017/18. The report also includes details of street lighting investment. This report proposes how the capital budget of £13.305m should be allocated across eight different work streams. These are: Carriageways and Footways, Street Lighting and Traffic Signals; Road Structures; Other Asset Management; Localities; Miscellaneous and Cycling Allocation. The Carriageway and Footways work accounts for £6.735m or 45% of the available funding. The Road Structures work accounts for £2.95m or 20% of the available funding. A scheme of prioritisation, approved by this Committee in [January 2016](#), is used to identify which projects should be included in this part of the programme.

- 2.4 A 10% budget commitment has been allocated for cycling improvements. This is in line with the Council commitment to allocate a percentage of the Transport budget to improve cycling facilities throughout Edinburgh.
- 2.5 The Council's carriageway and footway stock has a gross replacement cost of £2,284m. It is essential that the carriageways and footways are maintained to an acceptable standard. A new investment strategy for carriageways was agreed by this Committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.
- 2.6 The Council's Bridge Stock has a gross replacement cost of £1,340m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely.
- 2.7 Bridges are inspected at regular intervals and the work is prioritised based on these inspections. Structure Condition Indicators are calculated for the whole bridge and critical load bearing members, in line with national guidance, and a score is developed. These scores are used to help prioritise work.
- 2.8 It is necessary to present this report to Committee in March 2018 to ensure that the programme can start on time and comply with the Road Works Registration notice periods.

3. Main report

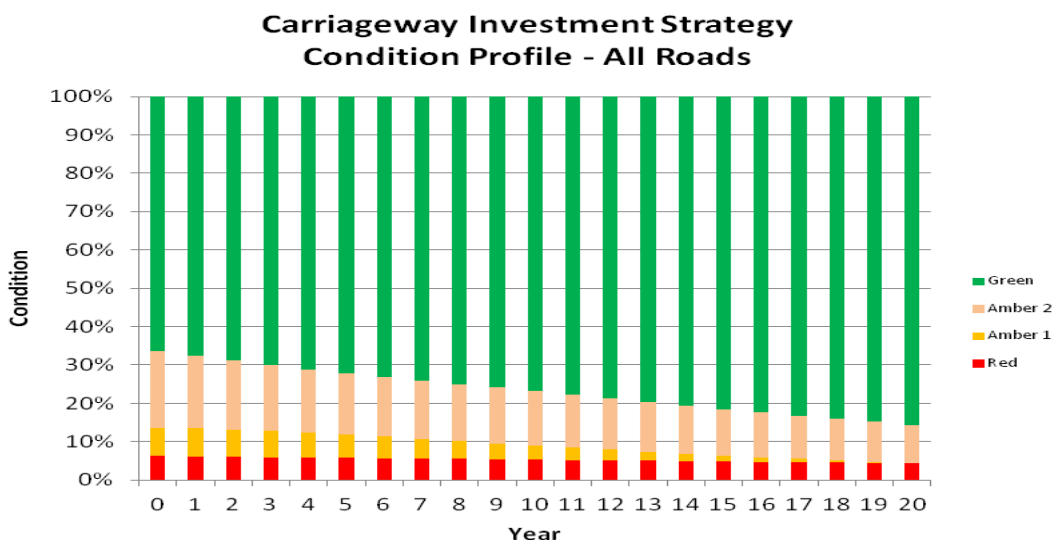
Capital Budget Provision 2018/19 – 2018/19

- 3.1 The current and projected capital allocation for Infrastructure, for 2017 to 2020 is shown in [Appendix 1](#).
- 3.2 Appendix 1 outlines how the proposed budget will be allocated across the eight elements in 2018/19.

Carriageway Investment

- 3.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.4 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.

- 3.5 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.
- 3.6 As part of the modelling work for the Roads Asset Management Plan (RAMP), alternative scenarios for capital investment were developed. These scenarios were predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads require less expensive treatments (eg surface dressing, slurry sealing), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the cheaper cost of the treatments required on Amber condition roads, more roads can be treated each year. The chart below illustrates the impact of this preventative approach over a 20 year period, assuming levels of capital investment remain at current levels, with the percentage of roads requiring maintenance reducing to 14%.



- 3.7 The basis of this approach is to target investment into the categories of carriageway network, as shown in [Appendix 2](#), that require investment, to achieve an overall improvement in the condition of Edinburgh's network. For example, the Unclassified and A Class roads contain the largest percentages of Red, Amber 1 and Amber 2. Therefore, the greatest percentage of investment needs to be targeted into these areas.
- 3.8 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.

- 3.9 [Appendix 3](#) shows how funding will be distributed throughout the carriageway network in order to improve the overall condition of Edinburgh's carriageway condition.
- 3.10 The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.
- 3.11 The UKPMS is used for systematic collection and analysis of condition data, ie Scottish Road Maintenance Condition Survey. The UKPMS analyses specific types of defects ie cracking, texture, profile and rutting, to select which roads should be considered for preventative, resurfacing or strengthening treatments. [Appendix 4](#) shows the criteria used to determine the appropriate treatment required.
- 3.12 [Appendix 5](#) shows the carriageway schemes that have been prioritised for investment, using the new Investment Strategy.

Footway Investment

- 3.13 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and footfall weightings to determine which projects should be prioritised for investment.
- 3.14 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan.
- 3.15 It is proposed to maintain the allocation of £200k for Local Footways in 2018/19. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score.
- 3.16 It is proposed to treat local footways with surfacing procedures ie slurry sealing. This is a preventative treatment and will allow a far greater number of footways to be treated each year.
- 3.17 The programme of proposed carriageway and footway works is shown in [Appendix 6](#). Whilst the aim of the footway improvement schemes is to improve the surface condition, these schemes will also result in improved facilities for walking in Edinburgh's streets.

Co-ordination

- 3.18 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off peak working, etc) to minimise disruption.

Public Realm

- 3.19 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group. A new Public Realm Strategy is being developed and will include procedures for prioritising investment in public realm which will be reported to a future Committee
- 3.20 A number of the carriageway and footway renewal schemes will contribute to public realm improvements, through use of high specification materials such as natural stone slabs and setts, as well as improvements in design and layout, utilising the Street Design Guidance.

Street Lighting and Traffic Signals

- 3.21 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40%, it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. The budget for street lighting works in 2018/19 is £0.5m. The programme of Street Lighting works is shown in [Appendix 7](#).
- 3.22 On [27 October 2015](#), the Transport and Environment Committee approved, in principle, the business case for the roll out of Light Emitting Diode (LEDs) lanterns across the city and the report was referred to Council on [19 November 2015](#) where the prudential borrowing was approved.
- 3.23 [On 23 January 2018](#), the Finance and Resources Committee approved the award of the contract for these works.
- 3.24 The business case supported the roll out of 54,000 LED lanterns over a three-year programme, and the introduction of a Central Management System, at a total cost, including financing, of £40.132m. The forecast energy, Carbon Reduction Commitment and maintenance savings/cost avoidance over 20 years resulting from this project is £54.157m.
- 3.25 Work to roll out LED lanterns is programmed to start in August 2018.
- 3.26 Edinburgh's traffic signal assets are maintained by in-house staff with assistance from Siemens Intelligent Traffic Systems, the current maintenance contractor. Each asset is electrically and mechanically inspected on an annual basis with preventative maintenance taking place as part of the inspection process.

- 3.27 The average age of the traffic signals asset is in excess of 25 years and is prioritised for replacement using ten separate criteria, with higher weighting placed on age, condition and availability of pedestrian facilities.

Other Asset Management

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

Localities

- 3.29 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £20k is given to each Locality to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 3.30 It is proposed to allocate £180k for drainage repairs (approximately £45k per Locality). This will be used to repair failed gully tails and frames throughout Edinburgh.
- 3.31 In addition to the budget set aside for dropped kerbs and drainage improvements within Localities, a further element of the programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Locality Managers to respond to the local issues identified by the Neighbourhood Partnerships. It is proposed to allocate £600k (£50k per Neighbourhood Partnership) in 2018/19.
- 3.32 It is proposed to allocate £240k for Bus Stop Maintenance. This will provide the Localities with £60k each to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear.

Inspection, Design and Supervision

- 3.33 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £1.10m from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and, if the costs are lower than expected, then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.

- 3.34 The majority of the schemes selected for investment will be designed by Transport's in-house design teams. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme. There are currently a number of vacant posts within the design team and staff retention has been an issue over the past two years. It is likely that consultants will have to be used to assist with the design process.

Contingencies

- 3.35 It is proposed to allocate £300k for contingencies in 2018/19. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.
- 3.36 The contingencies budget will be closely monitored and, if contingencies or emergency works do not arise as the year progresses, then the funding will be re-allocated on a quarterly basis and used to bring forward additional carriageway and footway schemes.

Cycling Improvements

- 3.37 The Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10%. 10% of capital budgets will be allocated for cycling related improvements in 2018/19.
- 3.38 The 10% budget commitment will enable the Council to deliver new cycling infrastructure, including the creation of links between existing off-road routes and upgrading the facilities that are available on-road.
- 3.39 The full detail of cycle improvements and spend has still to be determined for all of Transport Services. This may mean that funding is allocated from other areas within Transport and the full allocation of £1.305m is not required from this budget in order to achieve the 10% budget commitment from Transport. Once the allocation that will be taken from the Carriageway and Footway budget is known, this Committee will be updated.

Bridges

- 3.40 There are 474 bridges in the city with a span greater than 1.5m. This includes bridges, footbridges underpasses etc on the road network only. These bridges receive a General Inspection (GI) over a two-year cycle. This is a visual inspection from ground level of parts of the bridge that are readily accessible.
- 3.41 Now that funding has been made available, a Principal Bridge Inspection Programme has been developed and inspections have been undertaken. A Principal Bridge Inspection (PBI) is an inspection which entails the inspecting engineer being within touching distance of every part of the bridge. There may also be the need for intrusive inspections including testing of materials and specialist support such as divers, to inspect parts of the structure.

- 3.42 The Risk Based PBI Programme has been reviewed and more structures have been included and the frequency of inspection reduced to six years. There are 142 bridges in this programme and 43 bridges have now received a PBI.
- 3.43 From the GIs and PBIs, bridges are given scores based on their condition and individual parts of the structure requiring repair are highlighted. These scores are used to develop the programme of work and other factors such as volume of use, location, relationship with other parties and other work in the vicinity are also considered.
- 3.44 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock. The average indicator for the Bridge Stock in Edinburgh was 79.89 in 2016/17, placing Edinburgh 29th out of the 32 Scottish local authorities. There is also a concern that the score for Edinburgh may drop further now that funding is available to do more detailed inspections of the Bridge Stock.
- 3.45 There are 73.9 km of retaining walls with a retained height over 1.5m associated with the road and these are to receive a GI in 2018/19. The ownership of these walls has not been established. Scores will be calculated for retaining walls in a similar manner to bridges. There are insufficient internal resources to undertake the planned 24 number PBI'S and Retaining Wall GI's. Therefore, external professional services will be procured to undertake this work.
- 3.46 It was necessary to reprofile some of the identified work to be undertaken in 2017/18. This was due to internal resources needing to undertake reactive works particularly to North and Burnshot Bridges. This work will be carried forward into 2018/19. The work on St Mark's Bridge that was due to be carried out in 2017/18 has also been delayed and is now programmed to take place in the summer of 2018.
- 3.47 Design work has progressed in relation to North Bridge and this will be the subject of a separate report to this Committee.
- 3.48 All public utilities at Burnshot Bridge have been diverted to a newly constructed service bridge and the existing road bridge demolished. A new cycleway/footpath has been provided now that the bridge has been removed. The form of a new bridge has been identified and the design is now being progressed. Funding has been allocated in 2018/19 with further funding to be allocated in 2019/20. Construction of a new Burnshot Bridge will start in 2018/19.
- 3.49 The bridge stock was assessed to ensure that the load carrying capacity of bridges was not exceeded and it is now necessary to review these results. Accordingly, a programme has been developed to undertake the structural review of bridges which will be supported by the PBI programme. This review will take into consideration the current condition of bridges and if there have been any changes to the bridge usage.

- 3.50 [Appendix 8](#) details the proposed budget and Capital works for 2018/19. It will be necessary to appoint consultants to assist in the design of refurbishment works to Market Street and Great Junction Street bridges in order to achieve this programme.

Street Design Guidance

- 3.51 This Committee approved Edinburgh's new [Street Design Guidance](#) at its meeting on [25 August 2015](#). This Guidance sets out the City of Edinburgh Council's design expectations and aspirations for streets within the Council area.
- 3.52 The guidance will be embedded in the design process for all carriageway and footway schemes detailed in this report.

4. Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 36.4% in 2016/18. However, this is an increase from 34.6% in 2015/17. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.2 The Road Asset Management Plan is being prepared which will, in time, result in a long term strategy for the maintenance of all Council owned infrastructure assets. Now that funding has been made available, Principal Bridge Inspections are being undertaken which will ensure bridges are in a safe condition and that maintenance funding can be better directed.

5. Financial impact

- 5.1 The cost of improvement works, listed in Appendices 2 and 3, will be funded from the approved capital allocation for roads and footway investment.
- 5.2 The report outlines total Infrastructure expenditure plans of £14.805m of infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20-year period would be a principal amount of £14.805m and interest of £9.638m, resulting in a total cost of £24.443m based on a loans fund interest rate of 5.10%. The annual loan charges would be £1.222m.
- 5.3 The loan charges outlined above are allowed for within the current long term financial plan.

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

6. Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report will improve the condition of the roads, footways and structures listed. The capital programme of works will be monitored on a monthly basis to reduce the risk of not delivering the schemes detailed in this report.
- 6.2 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

7. Equalities impact

- 7.1 A full impact assessment will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 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. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

8. Sustainability impact

- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 Street Lighting capital will continue to implement agreed programmes for the implementation of energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).

- 8.3 The proposals in this report will increase carbon emissions as a result of the construction plant and materials that will be utilised during the works.
- 8.4 Adopting a proactive approach to inspection and maintenance will ensure that the road network is not compromised and will help to avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.
- 8.5 Successful implementation of the Council's Active Travel Action Plan (ATAP) will produce positive environmental benefits. The 10% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

9. Consultation and engagement

- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in [November 2010](#), was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in [October 2013](#). A further review of these procedures was agreed by this Committee in [January 2016](#).
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Locality Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

10. Background reading/external references

- 10.1 [Carriageway and Footway Investment Strategy 2016](#)
- 10.2 [Road, Footway and Bridges Investment – Capital Programme for 2016/17](#)

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11. Appendices

- [Appendix 1](#) Capital Budget Allocation
- [Appendix 2](#) Road Condition Index
- [Appendix 3](#) Full Investment Strategy – Annual Options Report
- [Appendix 4](#) SRMCS Defect Criteria for Treatment Types
- [Appendix 5](#) Proposed Capital Carriageway Programme – April 2018 – March 2019
- [Appendix 6](#) Proposed Capital Footway Programme – April 2018 – March 2019
- [Appendix 7](#) Proposed Capital Street Lighting Programme – April 2018 – March 2019
- [Appendix 8](#) Proposed Bridges Allocation and Programme – April 2018 – March 2019

Capital Budget Allocation

Current and Predicted Capital Allocation

	2017/18	2018/19	2019/20
£m	16.019	13.305	16.085

Proposed Budget Allocation for 2017/18

<u>Carriageways & Footways</u>	£m	
Budget for Carriageway Works	3.965	
Budget for Setted Carriageways	0.750	
Budget for Footway Works	1.820	
Budget for Local Footways	0.200	
TOTAL		-6.735
<u>Street Lighting & Traffic Signals</u>	£m	
Street Lighting	0.500	
Traffic Signals	0.400	
TOTAL		-0.900
<u>Road Structures</u>	£m	
	1.600	
TOTAL		-1.600
<u>Other Asset Management</u>	£m	
Asset replacement ¹	0.300	
TOTAL		-0.300
<u>Neighbourhoods</u>	£m	
Drop crossings (£20,000 per Locality)	0.080	
Drainage improvements (£30,000 per Locality)	0.120	
NEP - (£50,000 per Partnership)	0.600	
Bus Stop Maintenance	0.240	
TOTAL		-1.040
<u>Miscellaneous</u>	£m	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.100	
Contingencies	0.300	
TOTAL		-1.400
<u>Cycling Allocation</u>	£m	
10% Allocation	1.330	
TOTAL		-1.330
TOTAL SPEND		-13.305

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

Road Condition Index

The current RCI percentages for Edinburgh's carriageway network are:

					Red		Amber 1		Amber 2		Green	
Category	U-R	Length (m)	Width (m)	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)
Principal (A) Roads	Urban	129000	10.6	1367400	4.22	57704	6.77	92573	18.52	253242	70.48	963744
	Rural	44000	9.6	422400	1.52	6420	3.35	14150	13.79	58249	81.34	343580
Classified (B) Roads	Urban	41000	9.9	405900	2.36	9579	5.14	20863	14.35	58247	78.16	317251
	Rural	12000	8.8	105600	1.82	1922	2.16	2281	8.83	9324	87.19	92073
Classified (C) Roads	Urban	75000	9.7	727500	5.27	38339	5.91	42995	22.46	163397	66.36	482769
	Rural	45000	6.6	297000	2.86	8494	3.13	9296	18.00	53460	76.01	225750
Unclassified Roads	Urban	1110000	7.2	7992000	7.00	559440	7.68	613786	24.07	1923674	61.25	4895100
	Rural	55000	4.7	258500	11.31	29236	8.72	22541	28.75	74319	51.22	132404

Overall Road Condition Index: 36.4%

Full Investment Strategy - Annual Options Report

Next 4 years spend based on projected carriageway allocation.

Year 1	£3,965,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£540,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£450,000	£403,000	£1,000,000
U Road (Rural)	£80,000	£18,000	£75,000
Treatment Totals	£686,000	£903,000	£2,376,000

Year 2	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
Treatment Totals	£786,000	£1,074,000	£3,422,000

Year 3	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
Treatment Totals	£786,000	£1,074,000	£3,422,000

Year 4	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
Treatment Totals	£786,000	£1,074,000	£3,422,000

SRMCS Defect Criteria for Treatment Types

Criteria to be used when selecting the appropriate treatment type on Edinburgh Carriageway Network:

	Strengthening	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	Max	8	Max	10	NA	NA	NA	NA
2	Rut Depth %>10mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	Max	10	Max	10	NA	NA	NA	NA
4	LPV (3m) (mm ²) (%>10mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	100%	30%	100%	40%	NA	NA	NA	NA

	Resurfacing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	8	4	10	7	NA	NA	NA	NA
2	Rut Depth %>8mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	10	6	10	8	NA	NA	NA	NA
4	LPV (3m) (mm ²) (%>8mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	30%	10%	40%	20%	100%	40%	100%	40%

	Surface Dressing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Texture Depth (mm)	0.5	0	0.5	0	0.5	0	0.3	0
2	High Texture (mm)		1.5		1.5		1.5		1.5
3	Rutting / LPV (3m)	NA	NA	NA	NA	NA	NA	25%	0%
4	Cracking (>1)	100%	50%	100%	50%	100%	20%	100%	20%

Proposed Capital Carriageway Programme

April 2017 – March 2018

Strengthening

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Newhaven Road	Newhaven Road to Park Road	4	Forth	U Urban	Strengthening	Red	604	1.30	1.00	1.00
Parkhead Drive	Parkhead Loan to Sighthill Drive	7	Sighthill/ Gorgie	U Urban	Strengthening	Red	2,883	1.60	1.00	1.00
Craigour Drive	Craigour Place to Craigour Crescent	16	Liberton/ Gilmerton	U Urban	Strengthening	Red	1,101	1.30	1.10	1.05
Greenside Lane	Greenside Row to Greenside Place	11	City Centre	U Urban	Strengthening	Red	724	1.00	1.00	1.00
Leamington Terrace	Upper Gilmore Place to Bruntsfield Place	10	Meadows/ Morningside	U Urban	Strengthening	Red	2,428	1.00	1.00	1.05
West Port	East Fountainbridge to Lauriston Street	11	City Centre	C Urban	Strengthening	Amber 1	264	1.80	1.10	1.00
Charlotte Square	Glenfinlas Street to North Charlotte Street	11	City Centre	C Urban	Strengthening	Amber 1	918	1.80	1.00	1.05
Melville Drive	Marchmont Road To Meadow Place	10	Meadows/ Morningside	U Urban	Strengthening	Amber 1	341	1.80	1.00	1.00
Craigentinny Road	Nantwich Drive to Sydney Terrace	14	Craigentinny/ Dudd'n	U Urban	Strengthening	Amber 1	1,314	1.60	1.10	1.05
Oxgangs Farm Drive	Oxgangs Farm Avenue to Oxgangs Farm Grove	8	Colinton/ Fairmilehead	U Urban	Strengthening	Red	462	1.30	1.00	1.00
Belford Road	Bell' Mills to Belford Terrace	11	City Centre	U Urban	Strengthening	Amber 1	256	1.60	1.10	1.00
Muirhouse Parkway	Service road from Pennywell Medway to roundabout	1	Almond	U Urban	Strengthening	Amber 1	2,123	1.60	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Ferry Road	Bangholm Place to Bonar Place	4	Forth	A Urban	Strengthening	Amber 2	4,120	1.80	1.10	1.00
Bonnington Road	Bonnington Road to Cliftonhall Road	2	Pentland Hills	B Rural	Strengthening	Amber 2	3,014	1.60	1.00	1.00
Eastfield Road	Park and Ride to Hilton Roundabout	1	Almond	C Rural	Strengthening	Amber 2	5,823	1.30	1.25	1.00
Stevenson Road	Balgreen Road to Stevenson Avenue	7	Sighthill/ Gorgie	C Urban	Strengthening	Amber 2	476	1.80	1.25	1.00
Brandon Street	Henderson Row to Glenogle Road	5	Inverleith	C Urban	Strengthening	Amber 2	1,029	1.80	1.10	1.00
Bread Street	Spittal Street to West Port	11	City Centre	C Urban	Strengthening	Amber 2	757	1.80	1.10	1.00
Craigentinny Road	Restalrig Drive to Sydney Terrace	14	Craigentinny/ Dudd'n	U Urban	Strengthening	Amber 2	3,969	1.60	1.25	1.05
Dumbryden Gardens	Dumbryden Gardens to cul-de-sac	2	Pentland Hills	U Urban	Strengthening	Amber 2	1,292	1.00	1.00	1.00

Resurfacing

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Swanston Place	Swanston Avenue to Swanston Gardens	8	Colinton/ Fairmilehead	U Urban	Resurfacing	Red	1,683	1.00	1.00	1.00
Craighouse Road	Morningside Drive to Craiglockhart Entrance	10	Meadows/ Morningside	U Urban	Resurfacing	Red	880	1.30	1.10	1.00
Bingham Broadway	Duddingston Row rbt to Bingham Crescent	17	Portobello/ Craigmillar	U Urban	Resurfacing	Red	2,655	1.00	1.00	1.05
Swanston View	Swanston Gardens to cul-de-sac	8	Colinton/ Fairmilehead	U Urban	Resurfacing	Red	1,143	1.00	1.00	1.00
Maurice Place	Charterhall Road to Ladysmith Road	15	Southside/ Newington	U Urban	Resurfacing	Red	525	1.00	1.00	1.00
Wakefield Avenue	Inchview Terrace to Bryce Avenue	14	Craigentinny/ Dudd'n	U Urban	Resurfacing	Red	2,627	1.60	1.10	1.05
Brougham Place	Brougham Street to Tarvit Street	11	City Centre	U Urban	Resurfacing	Red	405	1.80	1.10	1.00
Orchard Brae Gardens	Full Length	5	Inverleith	U Urban	Resurfacing	Red	2,641	1.00	1.00	1.00
Craigleith Crescent	Craigleith View to Craigleith Avenue North	6	Corstorphine/ Murrayf'd	U Urban	Resurfacing	Red	859	1.30	1.10	1.00
Silverknowes Drive	Lauriston Farm Road to Silverknowes Road	1	Almond	U Urban	Resurfacing	Red	3,720	1.00	1.00	1.00
Dean Path	Dean Path to Belgrave Mews	5	Inverleith	U Urban	Resurfacing	Red	1,541	1.00	1.00	1.00
Farrer Terrace	Parker Avenue to Farrer Grove	14	Craigentinny/ Dudd'n	U Urban	Resurfacing	Amber 1	348	1.00	1.00	1.00
Belford Road	Ravelston Dykes Junction	6	Corstorphine/ Murrayf'd	U Urban	Resurfacing	Amber 1	156	1.60	1.10	1.00
Dumbryden Road	Dumbryden Drive to playing field entrance	2	Pentland Hills	U Urban	Resurfacing	Amber 1	476	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Craigmillar Castle Loan	Craigmillar Castle Avenue to Castlepark Gait	17	Portobello/ Craigmillar	U Urban	Resurfacing	Amber 1	1,264	1.00	1.00	1.00
Craigour Drive	Craigour Crescent to Craigour Gardens	16	Liberton/ Gilmerton	U Urban	Resurfacing	Amber 1	1,541	1.30	1.00	1.00
Whitehouse Loan	Strathearn Place to Greenhill Terrace	10	Meadows/ Morningside	U Urban	Resurfacing	Amber 1	1,576	1.30	1.00	1.05
Morningside Drive	Craighouse Road to Plewlands Terrace	10	Meadows/ Morningside	U Urban	Resurfacing	Amber 1	1,271	1.30	1.10	1.00
Fillyside Road	Nantwich Drive to Seafield Road East	14	Craigentinny/ Dudd'n	U Urban	Resurfacing	Amber 1	1,349	1.30	1.10	1.00
Pleasance	Brown Street to Gilmour Street	15	Southside/ Newington	U Urban	Resurfacing	Amber 2	667	1.60	1.10	1.00
Torphin Road		8	Colinton/ Fairmilehead	U Rural	Resurfacing	Amber 2	3,344	1.30	1.10	1.00
Restalrig Avenue	Moirra Terrace to Britwell Crescent	14	Craigentinny/ Dudd'n	U Urban	Resurfacing	Amber 2	1,037	1.60	1.10	1.05
Muirhouse Parkway	Silverknowes Parkway to end of central reserve	1	Almond	U Urban	Resurfacing	Amber 2	1,377	1.60	1.25	1.00
Clermiston Road	Caroline Terrace to Cairnmuir Road	6	Corstorphine/ Murrayf'd	U Urban	Resurfacing	Amber 2	568	1.60	1.00	1.05
Ratho Park Road	Lidgate Shot to West Croft	2	Pentland Hills	U Urban	Resurfacing	Amber 2	738	1.00	1.00	1.00
Oxgangs Farm Drive	Oxgangs Farm Grove to Oxgangs Farm Terrace	8	Colinton/ Fairmilehead	U Urban	Resurfacing	Amber 2	1,505	1.30	1.00	1.00
Abercromby Place	Heriot Row to Nelson Street	11	City Centre	U Urban	Resurfacing	Amber 2	1,214	1.60	1.00	1.00
Dreghorn Loan	Woodhall Road to Redford Drive	8	Colinton/ Fairmilehead	U Urban	Resurfacing	Amber 2	2,748	1.00	1.00	1.00
Cargil Terrace	Netherby Road to Stirling Road	4	Forth	U Urban	Resurfacing	Amber 2	788	1.30	1.00	1.00
Calton Road	Calton Hill Stairs to Lochend Close	11	City Centre	U Urban	Resurfacing	Amber 2	1,051	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Montgomery Street	Haddington Place to Windsor Street	12	Leith Walk	U Urban	Resurfacing	Amber 2	795	1.30	1.00	1.00
Muirhouse Parkway	Pennywell Road to turning link	1	Almond	U Urban	Resurfacing	Amber 2	355	1.00	1.00	1.00
Fishwives Causeway	Farrer Grove to no 33	14	Craigentinny/ Dudd'n	U Urban	Resurfacing	Amber 2	1,590	1.00	1.00	1.05
Polwarth Grove	Polwarth Terrace to Polwarth Gardens	10	Meadows/ Morningside	C Urban	Resurfacing	Amber 2	1,003	1.60	1.10	1.00
Portobello High Street	Brighton Place to Regent Street	17	Portobello/Craig millar	B Urban	Resurfacing	Red	1,104	1.80	1.25	1.00
Inverleith Row	Bangholm Terrace to Warriston Gardens	5	Inverleith	B Urban	Resurfacing	Red	1,469	1.80	1.10	1.00
Portobello High Street	St Mark's Place to Hope Lane North	17	Portobello/ Craigmillar	B Urban	Resurfacing	Amber 1	883	1.80	1.25	1.00
Portobello High Street	Brighton Place to Beach Lane	17	Portobello/ Craigmillar	B Urban	Resurfacing	Amber 1	1,066	1.80	1.25	1.00
Dalkeith Road	Queen's Crescent to Prestonfield Gardens	15	Southside/ Newington	A Urban	Resurfacing	Amber 1	3,749	1.80	1.25	1.00
Niddrie Mains Road	Niddrie Marischal Road to bus turning area	17	Portobello/ Craigmillar	A Urban	Resurfacing	Amber 1	968	1.80	1.10	1.05
Dalziel Place	Full Length	14	Craigentinny/ Dudd'n	A Urban	Resurfacing	Amber 1	2,019	1.80	1.25	1.00
Moat Place	Moat Drive To Jewson entrance	9	Fountainbridge/ C'hart	A Urban	Resurfacing	Amber 2	361	1.80	1.25	1.00
Meadowbank Road	Clockmill Lane to Parson Green Terrace	14	Craigentinny/ Dudd'n	A Urban	Resurfacing	Amber 2	1,164	1.80	1.25	1.00
Liberton Gardens	Alnwickhill Road to Little Road	16	Liberton/ Gilmerton	A Urban	Resurfacing	Amber 2	3,863	1.80	1.10	1.00
Roseburn Terrace	Roseburn Street to Wester Coates Terrace	6	Corstorphine/ Murrayf'd	A Urban	Resurfacing	Amber 2	1,288	1.80	1.25	1.05

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Gorgie Road	Westfield Street to Wheatfield Road	7	Sighthill/ Gorgie	A Urban	Resurfacing	Amber 2	494	1.80	1.25	1.00
Hillhouse Road	Marchfield Park Lane to Craigcrook Road	5	Inverleith	A Urban	Resurfacing	Amber 2	711	1.80	1.10	1.00
Gorgie Road	Chesser Avenue to Balgreen Road	9	Fountainbridge/ C'hart	A Urban	Resurfacing	Amber 2	5,026	1.80	1.25	1.00
Sir Harry Lauder Road	Ped crossing after signalised junction to coach park entrance	17	Portobello/ Craigmillar	A Urban	Resurfacing	Amber 2	6,541	1.80	1.10	1.00
Peffermill Road	Craigmillar Castle Gardens to King s Haugh	17	Portobello/ Craigmillar	A Urban	Resurfacing	Amber 2	2,822	1.80	1.25	1.05
Queensferry Road	Parkgrove Avenue to Drum Brae North	3	Drum Brae/ Gyle	A Urban	Resurfacing	Amber 2	2,915	1.80	1.25	1.00
Eastfield	Brunstane Mill Road to cash and carry junction	17	Portobello/ Craigmillar	A Urban	Resurfacing	Amber 2	1,761	1.80	1.10	1.05
Lanark Road West	Stewart Road to Curriehill Road	2	Pentland Hills	A Urban	Resurfacing	Amber 2	8,096	1.80	1.10	1.00

Surface Treatment

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Stevenson Road	Westfield Court to Westfield Avenue	7	Sighthill/ Gorgie	C Urban	Surface Treatment	Amber 2	1,071	1.80	1.25	1.00
Crewe Road South	Grigor Gardens to Grigor Avenue	5	Inverleith	C Urban	Surface Treatment	Amber 2	1,394	1.60	1.25	1.00
Morningside Road	Cluny Avenue to Cluny Gardens	10	Meadows/ Morningside	U Urban	Surface Treatment	Red	547	1.80	1.25	1.00
Saughtonhall Drive	Saughton Crescent to Saughtonhall Drive	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Red	391	1.30	1.10	1.00
Dalkeith Road	Lutton Place to Parkside Terrace	15	Southside/ Newington	U Urban	Surface Treatment	Red	667	1.60	1.10	1.00
Murrayfield Road	Kinellan Road to Ravelston Dykes Road	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Red	1,456	1.60	1.10	1.00
Pleasance	Cowgate to New Arthur Place	11	City Centre	U Urban	Surface Treatment	Amber 1	817	1.60	1.00	1.00
Swanston View	Swanston Avenue to Swanston Gardens	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 1	490	1.00	1.00	1.00
South Gyle Crescent	South Gyle Crescent Lane to South Gyle Trade Park	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 1	2,016	1.60	1.25	1.05
Bankhead Medway	Bankhead Avenue to Bankhead Place	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 1	1,122	1.30	1.00	1.00
Prospect Bank Road	Prospect Bank Place to Pirniefield Place	13	Leith	U Urban	Surface Treatment	Amber 1	1,129	1.00	1.00	1.00
Sydney Park	Vandeleur Avenue to Sydney Terrace	14	Craigentinny/ Dudd'n	U Urban	Surface Treatment	Amber 1	667	1.00	1.00	1.00
Sighthill Drive	Murrayburn Approach to Sighthill Crescent	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 1	1,101	1.30	1.00	1.00
Keith Row	Craigcrook Road to Craigcrook Road	5	Inverleith	U Urban	Surface Treatment	Amber 1	241	1.30	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Murrayfield Road	Campbell Avenue to Stair Park	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 1	1,086	1.60	1.10	1.00
Inverleith Place	Arboretum Road to Inverleith Avenue South	5	Inverleith	U Urban	Surface Treatment	Amber 1	3,117	1.00	1.00	1.00
Colinton Road	Mid Gillsland Road to Polwarth Terrace	10	Meadows/ Morningside	U Urban	Surface Treatment	Amber 1	3,344	1.60	1.10	1.00
Belford Road	Lynedoch Place to Hawthornbank Lane	11	City Centre	U Urban	Surface Treatment	Amber 1	2,123	1.60	1.00	1.00
Whitehouse Terrace	Grange Loan to Kilgraston Road	15	Southside/ Newington	U Urban	Surface Treatment	Amber 1	3,436	1.30	1.00	1.00
Main Street, Ratho	Craigpark Avenue to Baird Road	2	Pentland Hills	U Urban	Surface Treatment	Amber 1	3,046	1.30	1.10	1.00
Braid Road	Braid Hills Road to hotel junction	10	Meadows/ Morningside	U Urban	Surface Treatment	Red	1,456	1.30	1.00	1.05
Restalrig Circus	Full Length	14	Craigentinny/ Dudd'n	U Urban	Surface Treatment	Amber 1	2,016	1.00	1.00	1.00
Sighthill Drive	Sighthill Avenue to Sighthill Grove	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 1	1,278	1.30	1.00	1.00
Boswall Terrace	Boswall Avenue to Square	4	Forth	U Urban	Surface Treatment	Amber 1	724	1.00	1.00	1.00
Drum Brae Drive	No 176 to No 148	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 1	689	1.30	1.25	1.00
Stenhouse Gardens	Stenhouse Gardens North to Stevenson Drive	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 1	1,172	1.00	1.00	1.05
Manse Road	Featherhall Terrace to car park entrance	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	291	1.30	1.00	1.00
Brougham Street	West Tollcross to Brougham Place	11	City Centre	U Urban	Surface Treatment	Amber 2	1,157	1.80	1.10	1.00
Nantwich Drive	Craigentinny Road to Fillyside Terrace	14	Craigentinny/ Dudd'n	U Urban	Surface Treatment	Amber 2	2,123	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Broomhouse Drive	Broomhouse Avenue to roundabout	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	234	1.60	1.25	1.05
Craigcrook Road	Hillpark Terrace to Hillpark Road (plus Craigcrook Gardens to Jeffrey Avenue)	5	Inverleith	U Urban	Surface Treatment	Amber 2	3,266	1.30	1.00	1.00
Caiyside	First cul-de-sac to end	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 2	3,124	1.00	1.00	1.00
Russell Road	Roseburn Street to cycle path ramp	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	2,485	1.60	1.00	1.05
Sighthill Drive	Sighthill Gardens to Murrayburn Approach	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	2,847	1.30	1.00	1.05
Bankhead Drive	Bankhead Way to Bankhead Crossway North	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	2,293	1.60	1.00	1.00
Bankhead Terrace	Bankhead Drive to Bankhead Place	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	3,138	1.30	1.00	1.00
Saughtonhall Drive	Balgreen Road to Saughtonhall Crescent	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	3,926	1.60	1.10	1.00
Lochend Road	Hermitage Park to Lochend Park	13	Leith	U Urban	Surface Treatment	Amber 2	1,732	1.60	1.10	1.05
Caiystane Crescent	East Camus Road to Caiystane Hill	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 2	1,250	1.00	1.00	1.00
Drum Brae Drive	Drum Brae North to Clermiston Gardens	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 2	3,373	1.30	1.25	1.00
Redford Avenue	Redford Loan to Thorburn Road	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 2	2,847	1.00	1.00	1.05
Saughton Mains Drive	Saughton Mains Grove to Saughton Mains Avenue	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	824	1.00	1.00	1.05
Dalkeith Road	Parkside Terrace to Dalkeith Road	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	362	1.60	1.10	1.00
Broomhouse Place North	Broomhouse Walk to Shop junction	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	1,136	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
South Gyle Broadway	Gyle roundabout to Gogarloch Road roundabout	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 2	3,607	1.60	1.00	1.05
Strachan Road	Craigcrook Road to March Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	3,365	1.30	1.10	1.00
Gordon Terrace	Lady Road To Esslemont Road	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	476	1.30	1.25	1.00
Murrayfield Road	Kinellan Road to Campbell Avenue	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,299	1.60	1.10	1.00
Newbattle Terrace	Pitsligo Road to Whitehouse Loan	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	1,867	1.30	1.00	1.00
Ross Gardens	Savile Place to Ross Place	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	149	1.00	1.00	1.00
Station Road	Bankhead Road to The Loan	1	Almond	U Urban	Surface Treatment	Amber 2	7,057	1.30	1.00	1.00
West Caiystane Road	Caiystane Crescent to Caiystane Avenue	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 2	1,101	1.00	1.00	1.00
Linden Avenue	Gracemount Drive to Fala Place	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	604	1.00	1.00	1.00
Main Street, Ratho	Dalmahoy Road to North Street	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	483	1.30	1.10	1.00
Murrayburn Road	Wester Hailes Road to Murrayburn Motors entrance	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	746	1.60	1.25	1.00
Colinton Road	Mid Gillsland Road to Abbotsford Crescent	10	Meadows/ Morningside	U Urban	Surface Treatment	Amber 2	2,726	1.60	1.10	1.00
Chapel Street	Crichton Street to Windmill Street	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	362	1.80	1.10	1.05
Silverknowes Road East	Silverknowes Brae to Silverknowes Southway	1	Almond	U Urban	Surface Treatment	Amber 2	2,812	1.00	1.00	1.00
Gogarloch Road	South Gyle Broadway to Gogarloch Haugh	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 2	1,399	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
South Morton Street	Milton Road East to Queens Bay Crescent	17	Portobello/ Craigmillar	U Urban	Surface Treatment	Amber 2	1,314	1.00	1.00	1.00
Niddrie Marischal Road	Niddrie Marischal Crescent to cul-de-sac	17	Portobello/ Craigmillar	U Urban	Surface Treatment	Amber 2	1,441	1.00	1.00	1.05
Saughton Crescent	Saughton Loan to Saughtonhall Drive	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,967	1.00	1.00	1.05
Bellevue Crescent	East Scotland Street Lane to Bellevue	11	City Centre	U Urban	Surface Treatment	Amber 2	1,676	1.00	1.00	1.00
Saughton Park	Saughton Gardens to Saughton Loan	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,058	1.00	1.00	1.00
Prospect Bank Road	Claremont Road to Prospect Bank Place	13	Leith	U Urban	Surface Treatment	Amber 2	902	1.00	1.00	1.00
Harvest Road	Cliftonhall Road to Harvest Wynd	1	Almond	U Rural	Surface Treatment	Amber 2	3,848	1.30	1.00	1.00
Parkhead Drive	Parkhead Loan to Murrayburn Road	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	312	1.00	1.00	1.05
Gordon Road	Belgrave Gardens to Kaimes Road	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,534	1.00	1.00	1.05
Brunstane Bank	Brunstane Crescent to Brunstane Crescent	17	Portobello/ Craigmillar	U Urban	Surface Treatment	Amber 2	809	1.00	1.00	1.00
Kaimes Road	Old Kirk Road to Corstorphine Hill Avenue	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,186	1.30	1.00	1.00
Chesser Loan	Full Length	9	Fountainbridge/ C'hart	U Urban	Surface Treatment	Amber 2	2,371	1.00	1.00	1.00
Peniel Road	Overton Farm Road to underpass	1	Almond	U Rural	Surface Treatment	Amber 2	7,704	1.00	1.00	1.00
Wester Coates Terrace	Wester Coates Avenue to Wester Coates Gardens	11	City Centre	U Urban	Surface Treatment	Amber 2	717	1.00	1.00	1.00
Corbiehill Avenue	Corbiehill Gardens to Corbiehill Road	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,590	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Silverknowes Southway	Silverknowes Road East to Silverknowes View	1	Almond	U Urban	Surface Treatment	Amber 2	1,186	1.00	1.00	1.00
Silverknowes Gardens	Silverknowes Brae to cul-de-sac	1	Almond	U Urban	Surface Treatment	Amber 2	320	1.00	1.00	1.00
South Gyle Crescent	South Gyle Broadway roundabout to South Gyle Trade Park	3	Drum Brae/ Gyle	U Urban	Surface Treatment	Amber 2	1,385	1.60	1.25	1.00
Lennox Row	Trinity Road to Russell Place	4	Forth	U Urban	Surface Treatment	Amber 2	618	1.30	1.00	1.00
Craigour Crescent	Craigour Grove To Craigour Loan	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	1,179	1.00	1.00	1.00
Robb's Loan	Eltringham Gardens to Chesser Crescent	9	Fountainbridge/ C'hart	U Urban	Surface Treatment	Amber 2	781	1.00	1.00	1.00
Magdala Crescent	Eglington Crescent to West Coates	11	City Centre	U Urban	Surface Treatment	Amber 2	1,030	1.00	1.00	1.05
Silverknowes View	Silverknowes Green to Silverknowes Southway	1	Almond	U Urban	Surface Treatment	Amber 2	1,505	1.00	1.00	1.00
Rossie Place	Alva Place to Pitlochry Place	12	Leith Walk	U Urban	Surface Treatment	Amber 2	561	1.00	1.00	1.00
Warriston Road	No 17 to crematorium junction	12	Leith Walk	U Urban	Surface Treatment	Amber 2	2,918	1.00	1.00	1.00
Restalrig Road	Ryehill Terrace to Restalrig Park	13	Leith	U Urban	Surface Treatment	Amber 2	2,876	1.60	1.10	1.00
Orchard Terrace	Orchard Drive to Orchard Bank	5	Inverleith	U Urban	Surface Treatment	Amber 2	589	1.00	1.00	1.00
Pirniefeld Place	Prospect Bank Place to Prospect Bank Road	13	Leith	U Urban	Surface Treatment	Amber 2	888	1.00	1.00	1.00
New Mart Road	New Market Road to The Risk Factory entrance	9	Fountainbridge/ C'hart	U Urban	Surface Treatment	Amber 2	2,925	1.30	1.00	1.00
Stirling Road	Zetland Place to Lennox Row	4	Forth	U Urban	Surface Treatment	Amber 2	1,484	1.30	1.10	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Dovecot Road	Saughton Road North to Ladywell Avenue	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	2,506	1.00	1.00	1.05
Glendevon Place	Glendevon Avenue to Glendevon Park	6	Corstorphine/ Murrayf'd	U Urban	Surface Treatment	Amber 2	1,392	1.00	1.00	1.00
Saughton Road Service Road	Saughton Mains Place to Saughton Mains Grove	7	Sighthill/ Gorgie	U Urban	Surface Treatment	Amber 2	1,782	1.00	1.00	1.00
Gilmerton Dykes Place	Gilmerton Dykes Crescent to Gilmerton Dykes Grove	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	1,441	1.00	1.00	1.00
Gilmerton Dykes Crescent	No 122 to Gilmerton Dykes Gardens	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	2,180	1.00	1.00	1.00
Gilmerton Dykes Gardens	Gilmerton Dykes Crescent to Gilmerton Dykes Crescent	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	1,200	1.00	1.00	1.00
Swanston Gardens	Swanston Avenue to Swanston View	8	Colinton/ Fairmilehead	U Urban	Surface Treatment	Amber 2	2,357	1.00	1.00	1.00
Hallhead Road	Esslemont Road Lane to Mayfield Road	15	Southside/ Newington	U Urban	Surface Treatment	Amber 2	1,640	1.00	1.00	1.00
Wauchope Place	Niddrie Mains Drive to Niddrie Mains Road	17	Portobello/ Craigmillar	U Urban	Surface Treatment	Amber 2	959	1.00	1.00	1.00
Zetland Place	Stirling Road To Lomond Road	4	Forth	U Urban	Surface Treatment	Amber 2	760	1.00	1.00	1.00
Silverknowes Grove	Silverknowes Eastway To Silverknowes Bank	1	Almond	U Urban	Surface Treatment	Amber 2	1,314	1.00	1.00	1.00
Northfield Circus	Full Length	14	Craigentinny/ Dudd'n	U Urban	Surface Treatment	Amber 2	1,576	1.00	1.00	1.00
Murrayburn Gardens	Murrayburn Road to Murrayburn Park	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	1,150	1.00	1.00	1.00
Gilmerton Dykes Grove	Gilmerton Dykes Crescent to Gilmerton Dykes Place	16	Liberton/ Gilmerton	U Urban	Surface Treatment	Amber 2	852	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Gilmerton Dykes Drive	Cul de sac to cul de sac	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	710	1.00	1.00	1.00
Comiston Drive	St Ronan s Terrace to St Fillan s Terrace	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	845	1.00	1.00	1.00
Sleigh Drive	Lochend Square to Lochend Road South	14	Craigentinny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,832	1.60	1.00	1.05

Setted Streets

Street	Scheme Location	Ward Number	Council Ward	M ²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Brighton Place	TBC	17	Craigentinny/Dudd'n	TBC	18	1.6	1.10	1.05	33.26

Proposed Capital Footway Programme

April 2017 – March 2018

Main Footways

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Westside Plaza Wester Hailes	7	Sighthill/Gorgie	2384	18.00	1.8	32.40
Queen Street	11	City Centre	1,119	19.00	1.6	30.40
Magdala Crescent	11	City Centre	714	19.00	1.6	30.40
Chalmers Crescent	15	Southside/Newington	569	18.00	1.6	28.80
Warriston Road	12	Leith Walk	605	18.00	1.6	28.80
East Crosscauseway	15	Southside/Newington	987	18.00	1.6	28.80
Norton Park	12	Leith Walk	158	18.00	1.6	28.80
Learmonth Gardens	5	Inverleith	802	18.00	1.6	28.80
Anchor Close - f/way (steps)	11	City Centre	20	18.00	1.6	28.80
Beaverhall Road	12	Leith Walk	243	17.00	1.6	27.20
Spey Terrace	12	Leith Walk	736	17.00	1.6	27.20
Hillside Crescent	12	Leith Walk	562	17.00	1.6	27.20
Cornwallis Place & Summerbank	11	City Centre	427	17.00	1.6	27.20
Forth Street	11	City Centre	361	17.00	1.6	27.20

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Bruntsfield Place	10	Meadows/Morningside	316	17.00	1.6	27.20
Broughton Road	12	Leith Walk	251	17.00	1.6	27.20
Montrose Terrace	11	City Centre	408	16.50	1.6	26.40
Potterrow Port	11	City Centre	460	16.50	1.6	26.40
Niddry Street	11	City Centre	67	16.50	1.6	26.40
Dundas Street	11	City Centre	516	16.00	1.6	25.60
Promenade Terrace (Portobello)	14	Craighentinny/Dudd'n	5,186	16.00	1.6	25.60

Local Footways

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Clermiston Grove	3	Drum Brae / Gyle	1,119	21.00	1.2	25.20
Sighthill Loan	7	Sighthill/Gorgie	717	20.00	1.2	24.00
Broomhouse Court	7	Sighthill/Gorgie	446	19.00	1.2	22.80
Craigmount Terrace	3	Drum Brae / Gyle	1,013	19.00	1.2	22.80
Craigs Gardens	3	Drum Brae / Gyle	648	19.00	1.2	22.80
Clermiston Drive	3	Drum Brae / Gyle	943	19.00	1.2	22.80
Clermiston Hill & park	3	Drum Brae / Gyle	365	19.00	1.2	22.80
Craigs Crescent & Grove	3	Drum Brae / Gyle	1470	19.00	1.2	22.80
Henderland Road	6	Costorphine/Murrayf'd	1,049	19.00	1.2	22.80
Craigs Avenue	3	Drum Brae / Gyle	1,304	19.00	1.2	22.80
Crewe Road North	4	Forth	730	19.00	1.2	22.80
Hillview Cottages	2	Pentland Hills	537	18.50	1.2	22.20
Cammo Hill	1	Almond	677	18.00	1.2	21.60
Sighthill Gardens	7	Sighthill/Gorgie	1,297	18.00	1.2	21.60
Ferry Road rear of No 681	5	Inverleith	308	18.00	1.2	21.60
Craigleith Avenue North	6	Costorphine/Murrayf'd	763	18.00	1.2	21.60
Hillview Terrace	6	Costorphine/Murrayf'd	2,453	18.00	1.2	21.60
Drum Brae Place	3	Drum Brae / Gyle	629	18.00	1.2	21.60

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Durar Drive	3	Drum Brae / Gyle	2,266	18.00	1.2	21.60
Beaufort Road	10	Meadows/Morningside	239	18.00	1.2	21.60
Comiston Road	10	Meadows/Morningside	1,062	18.00	1.2	21.60
Ross Gardens	15	Southside/Newington	74	18.00	1.2	21.60
Wilkieston Road	2	Pentland Hills	108	18.00	1.2	21.60
Crewe Road North	4	Forth	1101	18.00	1.2	21.60
Clermiston Gardens	3	Drum Brae / Gyle	659	17.50	1.2	21.00
Drum Brae Avenue	3	Drum Brae / Gyle	539	17.50	1.2	21.00
Russell Place	4	Forth	384	17.50	1.2	21.00
Zetland PI / Spencer PI Ph1	4	Forth	1004	17.50	1.2	21.00
Dalkeith Street	17	Portobello/Craigmillar	800	17.50	1.2	21.00
Restalrig Crescent	14	Craigentinny/Dudd'n	1139	17.50	1.2	21.00
Craigmount View	3	Drum Brae / Gyle	842	17.00	1.2	20.40
Pentland View	2	Pentland Hills	775	17.00	1.2	20.40
Woodhall Bank Ph1	8	Colinton/Fairmilehead	765	17.00	1.2	20.40
Woodhall Bank Ph2	8	Colinton/Fairmilehead	729	17.00	1.2	20.40
East Caiystane Road	8	Colinton/Fairmilehead	410	17.00	1.2	20.40
Winton Terrace	8	Colinton/Fairmilehead	829	17.00	1.2	20.40
Belford Avenue	5	Inverleith	1,242	17.00	1.2	20.40
Sighthill Street	7	Sighthill/Gorgie	524	17.00	1.2	20.40

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Swanston Road	8	Colinton/Fairmilehead	378	17.00	1.2	20.40
Barony Terrace	6	Costorphine/Murrayf'd	499	17.00	1.2	20.40
Glendevon Road	6	Costorphine/Murrayf'd	483	17.00	1.2	20.40
Lady Menzies Place	12	Leith Walk	270	17.00	1.2	20.40
Colinton Road	9	Fountainbridge/C'hart	672	17.00	1.2	20.40
Lennel Avenue	6	Costorphine/Murrayf'd	1,022	17.00	1.2	20.40
Craigmount Grove	3	Drum Brae / Gyle	1,019	17.00	1.2	20.40
Kingsknowe Crescent	2	Pentland Hills	886	17.00	1.2	20.40
South Gyle Road	3	Drum Brae / Gyle	694	17.00	1.2	20.40
Clermiston Drive/Park Grove	3	Drum Brae / Gyle	1,131	17.00	1.2	20.40
Caroline Terrace	6	Costorphine/Murrayf'd	1,004	17.00	1.2	20.40
Parkhead Street	7	Sighthill/Gorgie	241	17.00	1.2	20.40
Craigleith Crescent	6	Costorphine/Murrayf'd	3,514	17.00	1.2	20.40
Barony Terrace	6	Costorphine/Murrayf'd	1,029	17.00	1.2	20.40
Stenhouse Cottages	7	Sighthill/Gorgie	159	17.00	1.2	20.40
Clermiston Green	3	Drum Brae / Gyle	454	17.00	1.2	20.40
Lauriston Farm Road	1	Almond	1,576	17.00	1.2	20.40
Featherhall Grove	6	Costorphine/Murrayf'd	169	17.00	1.2	20.40
Swanston Gardens	8	Colinton/Fairmilehead	1,575	17.00	1.2	20.40
Caroline Terrace	6	Costorphine/Murrayf'd	2,815	17.00	1.2	20.40

Footway Schemes	Ward Number	Council Ward	Area (sqm)	Raw Score	Usage Multiplier	Prioritisation Score
Strathalmond Park	1	Almond	1122	17.00	1.2	20.40
West Caiystane Road	8	Colinton/Fairmilehead	494	17.00	1.2	20.40
East Caiystane Place	8	Colinton/Fairmilehead	442	17.00	1.2	20.40
Dreghorn Park	8	Colinton/Fairmilehead	981	17.00	1.2	20.40
Blinkbonny Terrace	6	Corstorphine/Murrayf'd	690	17.00	1.2	20.40
Corstorphine Bank Terrace	6	Corstorphine/Murrayf'd	463	17.00	1.2	20.40
Baberton Mains Hill	2	Pentland Hills	765	17.00	1.2	20.40
Downie Terrace	6	Corstorphine/Murrayf'd	458	17.00	1.2	20.40
St John's Gardens	6	Corstorphine/Murrayf'd	148	17.00	1.2	20.40
Standingstone Road	1	Almond	743	17.00	1.2	20.40

Proposed Capital Street Lighting Programme

April 2018 – March 2019

Area	Location	Comments
City Wide	Various ancillary works	Revenue Column/Lantern replacements transferred to Capital
West	South Queensferry - replacement of 5th core cable network	Commitment to local Councillor due to Scottish Power faults
City Centre	Royal Mile Closes	General improvement scheme linked to obsolete equipment.
City Wide	Parks Lighting	General improvement scheme linked to obsolete equipment.
City Wide	City wide - street lighting renewal schemes	General improvement scheme linked to obsolete equipment and poor lighting levels.
City Wide	Illuminated traffic islands and traffic signage	General improvement scheme linked to obsolete equipment.
City Wide	Replacement of Test Failed Columns	Structurally deficient lighting and traffic signage columns.

Proposed Bridges Budget Allocation & Programme

April 2018 – March 2019

Structure Name	Work Required
ST MARKS BRIDGE	Bearing replacement, grouting of post tensioned tendons, deck waterproofing and structural repairs
Market Street	Repairs to structure
Great Junction Street	Principal Bridge Inspection, Intrusive Investigations, Assessment of load carrying capacity and recommendations for repairs
Belford Walkway	Replacement of Structure
Morrison Street	Bridge refurbishment

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Roads Asset Management Plan (RAMP)

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	15 , 16 , 17 , 19

Executive Summary

All 32 Local Authorities in Scotland have agreed to support the Society of Chief Officers in Scotland (SCOTS) Road Asset Management Project to produce a common framework for Road Asset Management Plans (RAMP).

The tender process for the next phase of the project was completed in 2017. The City of Edinburgh Council will continue to participate, develop and review a formal RAMP document.

The purpose of the RAMP is to establish future maintenance and management of the overall road network and set out options considered to take forward the management of the Councils road assets.

The assets considered within the Roads Asset Management Plan comprises of carriageways, footways, structures, street lighting and traffic management systems. The RAMP presented to this Committee is a first draft and a further, final version, will be presented at a future Committee meeting that will give details for all Transport assets, including cycling facilities, park and ride sites, and public realm.

Roads Asset Management Plan (RAMP)

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 approves the first draft of the Roads Asset Management Plan, shown in Appendix 1; and
 - 1.1.2 notes that a final draft of the Roads Asset Management Plan will be presented to this Committee within three Committee cycles.

2. Background

- 2.1 The transport network is the largest and most visible community asset that the Council is responsible for. It is used on a daily basis by a significant number of people and is fundamental to the economic, social and environmental well-being of our communities. It helps to shape the character and quality of the local areas that it serves and makes an important contribution towards the delivery of the Council's vision and commitments.
- 2.2 In order to meet the demands placed on it, it is crucial that the road network is adequately maintained. This includes not just carriageways and footways, but also bridges, street lighting, drainage systems and traffic control systems and street furniture. Continuing growth in traffic has brought an increasingly widespread recognition of the importance of road maintenance, and the high value placed on it both by users and the wider community.
- 2.3 Conversely, public concern is increasing about the condition of our road network and the implications of this for safety and journey reliability. Inadequate maintenance only stores up even greater problems for the future.

3. Main report

- 3.1 This plan sets out the City of Edinburgh's Council's plans for its road assets. The Road Asset Management Plan (RAMP) records the Council's plans for the maintenance of the road asset. The "road asset" comprises of carriageways, footways, structures, street lighting and traffic management systems. The powers and duties of road authorities are defined by the Roads (Scotland) Act 1984 and additional relevant legislation.

- 3.2 The plan is consistent with the Council's corporate approach to asset management. The purpose of the RAMP is to formalise strategies for investment in road asset groups and to define service standards.
- 3.3 The content of the RAMP has been produced using a framework common across all Scottish Councils, established by the Society of Chief Officers of Transportation in Scotland (SCOTS) and includes the production of the Code of Practice on Transport Infrastructure Assets published by the Chartered Institute of Public Finance and Accounts (CIPFA).
- 3.4 All Councils in Scotland receive support and participate in maintaining and developing their Road Asset Management Plans through SCOTS. The next phase of the project started in 2017 and the anticipated duration of the project is three to four years.
- 3.5 The report considers options for long term expenditure. Road assets deteriorate slowly so the impact of a level of investment cannot be shown by looking at the next couple of years. The report includes 20-year forecasts to enable decisions to be taken with an understanding of their long-term implications.
- 3.6 Whilst the capital investment strategy forecasts over a 20-year period, continuous revenue repairs will continue to be carried out on small scale defects on the network, such as potholes.
- 3.7 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.
- 3.8 Edinburgh's Road Condition Index has improved from 42.3% in 2005/6 to 36.4% in 2016/18. However, the latest figure is a deterioration from the previous 2015/17 figure of 34.6%. The RAMP looks at options that forecast an annual improvement in the RCI over a 20-year period. In previous years a large percentage of capital investment in roads has not been delivered due to a combination of internal resources and conflicts with other priorities on the network ie utility works. In order to achieve the projected improvement in the RCI, sufficient resources will have to be in place to deliver the annual capital investment programmes.
- 3.9 Work is already underway, as part of the Roads Improvement Plan, that will assist in improving Edinburgh's RCI. It is likely that consultants will have to be used to assist with the design process to ensure delivery of capital programmes.
- 3.10 It is widely recognised that the application of modern asset management practices can enable improved value for money. In these challenging times it is essential that the Council embraces these methods and strives to ensure that funding is invested as wisely as possible. This plan forms an important part of the Council's commitment to apply good asset management to roads.

- 3.11 The plan will also take account of the infrastructure renewal programmes procured through historic, current and future Revenue and Capital budgets and assess to what extent these investments have arrested depreciation of the asset as a whole. On this basis future plans will be able to indicate; if funding is sufficient to arrest depreciation or what funding is required to enable this to happen or what funding is necessary to improve the asset year on year. The RAMP will also help prioritise infrastructure renewal projects to make the most efficient use of the funding available.
- 3.12 Traditionally the road assets consist of carriageways, footways, structures, street lighting and traffic management systems. However, Place Management are proposing that the RAMP is expanded to include other Transport assets such as cycling infrastructure, park and ride sites and other active travel assets. An updated RAMP will be presented to this Committee at a future meeting.

4. Measures of success

- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) is 36.4% in 2016/18. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.1 The Road Asset Management Plan is being prepared which will, in time, result in a long-term strategy for the maintenance of all Council owned infrastructure assets. Now that funding has been made available, Principal Bridge Inspections are being undertaken which will ensure bridges are in a safe condition and that maintenance funding can be better directed.

5. Financial impact

- 5.1 There are no financial implications associated with this report. The capital requirements for the road network are detailed in a separate report to this Committee at this meeting.

6. Risk, policy, compliance and governance impact

- 6.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

7. Equalities impact

- 7.1 A full impact assessment will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 7.1 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. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

8. Sustainability impact

- 8.1 The RAMP highlights the current sustainability practices, policies and objectives within the management of the road network. Primarily focused on achieving best value from our existing resources, reducing carbon emissions and energy consumption, while increasing the use of recycled materials as appropriate.
- 8.2 Street Lighting capital will continue to implement agreed programmes for the implementation of energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).
- 8.3 Adopting a proactive approach to inspection and maintenance will ensure that the road network is not compromised and will help to avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.

9. Consultation and engagement

- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in [November 2010](#), was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in [October 2013](#). A further review of these procedures was agreed by this Committee in [January 2016](#).

10. Background reading/external references

10.1 None.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 Road Asset Management Plan (RAMP) First Draft March 2018.



Road Asset Management Plan (RAMP)

First Draft – March 2018

Foreword

This plan sets out the council's plans for the management of the council's Road Asset. It has been produced in accordance with national guidance and recommended good practice developed through the SCOTS Road Asset Management Project.

It is widely recognised that the application of modern asset management practices can enable improved value for money. In these challenging times it is essential that the council embraces these methods and strives to ensure that every penny spent is invested as wisely as possible. This plan forms an important part of the council's commitment to apply good asset management to roads.

The plan recognises the views of road users and residents and in particular the importance that is placed upon our Road Assets. Recent harsh winters have shown that our roads are susceptible to damage when bad weather occurs. It is essential that an appropriate level of investment is put into the road network to maintain and ultimately improve one of the main principles of the council, that of the economic wellbeing of the locality.

This plan supports 4 of the Council's 52 Commitments:

- | | |
|-----------------------|---|
| Commitment 15: | Protect Edinburgh World Heritage Status and make sure developments maintain the vibrancy of our city in terms of placemaking, design and diversity of use. |
| Commitment 16: | Invest £100m in roads and pavements over the next 5 years. This will include road and pavement maintenance, installing more pedestrian crossings, increasing the number of dropped kerbs and dedicate safer foot and cycle paths as well as introducing more pedestrian zones. |
| Commitment 17: | Guarantee 10% of the transport budget on improving cycling in the city. |
| Commitment 18: | Keep the city moving by reducing congestion, improving public transport to rural west Edinburgh and managing roadworks to avoid unnecessary disruption to the public. |

Document Control

Version Number	Amendments Made	Date
v1	Nil - Original	March 2018
Next Review Due		

Council Approval

Version Number	Council Committee	Date
v1	Transport and Environment Committee	1 March 2018

Responsibility for the Plan

The responsibility for the delivery of and updating of this plan are shown below

Council Officer	Responsible for

1. Introduction

Overview

This plan sets out the council's plans for the council's Road Assets for the period 2017-2020. The Road Asset Management Plan (RAMP) records the council's plans for the maintenance of the Road Asset. The "Road Asset" comprises of carriageways, footways, structures, street lighting, traffic management systems and street furniture.

This Plan is consistent with the Council's corporate approach to asset management as set out in the Corporate Asset Management Strategy.

The purpose of the RAMP is to:

- Formalise strategies for investment in Road Asset groups
- Define service standards

The plan aims to improve how the Road Asset is managed and to enable a better value for money roads service to be delivered.

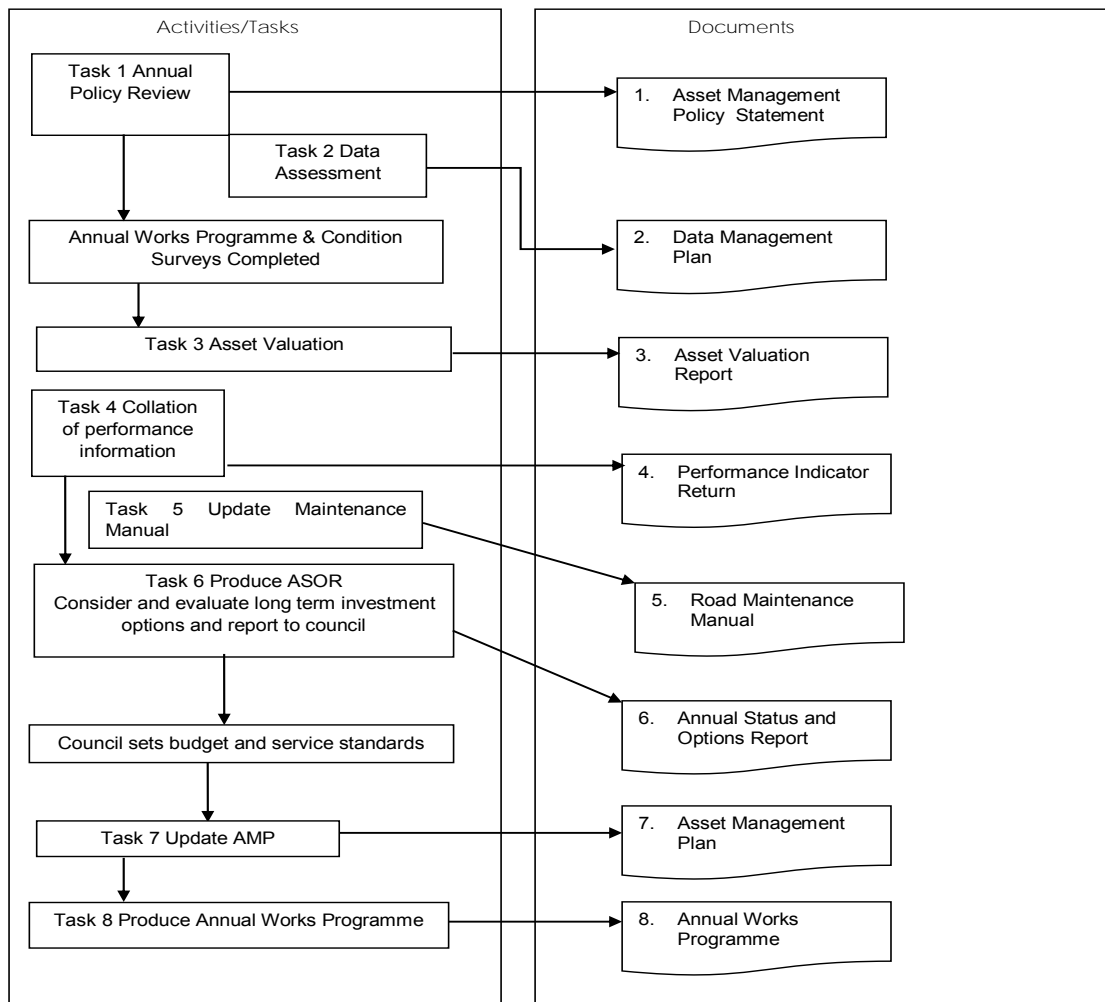
Corporate Asset Management

A Corporate Asset Management Strategy was presented to the Policy & Resources Committee on the 31 October 2013. The Corporate Asset Management Strategy incorporates the following six assets managed by the council:

- | | |
|--------------------------|----------------------------------|
| • Buildings and Property | • Vehicle Fleet |
| • Roads Infrastructure | • Information and Communications |
| • Council Housing | Technology (ICT) |
| • Open Space | |

Society of Chief Officers for Transportation in Scotland (SCOTS)

This plan has been developed in accordance with the SCOTS/CSSW recommended asset management planning practices and is informed by the tasks and documents illustrated.



2. Road Assets

Road Assets

The council's Road Assets covered by this plan are:

- | | |
|-----------------------------------|---|
| • Carriageways | 1,511 km |
| • Footways, footpaths & cycleways | 2,121 km |
| • Structures | 475 bridges/structures |
| • Street Lighting | 58,077 street lighting columns |
| • Traffic Management Systems | Approximately 600 Signalised Junctions and Pedestrian Crossings |

There are a further 16 bridges which are maintained by the Tram Operating Company.

Assets Not Covered

Assets not included in this plan but which will be included in a future revision to the plan:

- Road Drainage Infrastructure
- Weather Stations
- Other Traffic Management Systems – Information Systems, Safety Cameras, Variable Message Signs, Vehicle Activated Signs, Real Time Passenger Information

Some related assets that the roads department maintain are the responsibility of other council departments. The council owned Road Assets not covered in this RAMP are:

- Pay and display car parks
- Footpaths managed by Housing Association
- Bus Shelters
- Public Rights of Way

Assets that have been specifically excluded from this plan are:

- Private Roads
- Private Bridges
- Council owned bridges, not on or crossing the road network
- Decorative, seasonal lighting
- Water related infrastructure that does not form part of the road network
- Assets relating to the other five key areas of Council asset ownership (e.g. Buildings and Property, Council Housing, Open Space, Vehicle Fleet and Information and Communications Technology)

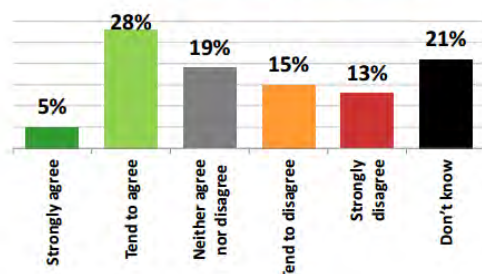
Inventory Data

This plan is based upon currently available inventory data for Road Assets, i.e. carriageway, footway, structures, street lighting and traffic signals. For some minor Road Assets inventory data is not currently held, however, an attempt has been made to incorporate these assets within this plan using local estimates and sample surveys. A plan to improve asset data forms part of the council's Road Asset data management plan⁽⁴⁾.

3. Customer Satisfaction

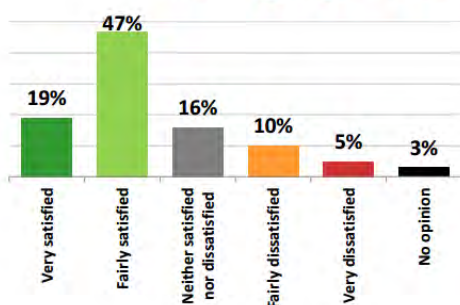
City of Edinburgh Council undertakes an annual Citizens Survey to understand the level of public satisfaction in regard to council services. These surveys were undertaken between 2007 and 2016. The source of each of the following graphs is the Edinburgh People Survey 2016.

33% agree that the Council displays sound financial management



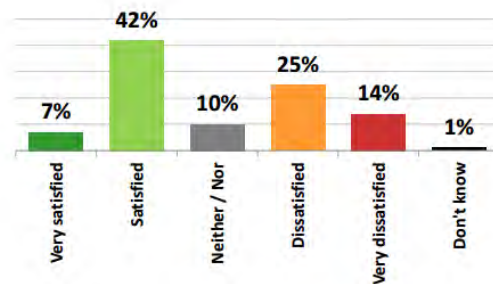
This shows an improvement from 2015 (29%), 2014 (24%) and 2013 (26%). Hopefully the implementation of the RAMP will improve this score even further.

66% are satisfied with the way the Council is managing the City



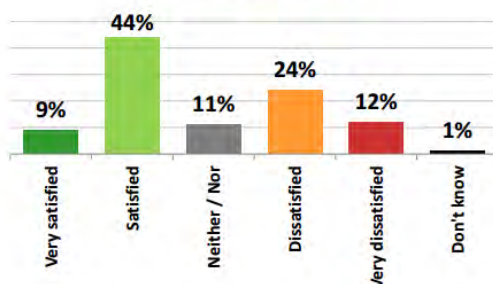
Satisfaction with how the Council is managing the city has dropped from 68% in 2015 and 67% in 2014. With the road network being a major asset of the Council in shaping public perception a more coordinated approach to maintenance outlined in the RAMP should see this score increase.

49% satisfied with maintenance of roads



Public satisfaction with road maintenance has declined since 2015 (51%) and is at a similar level to 2014 (48%). The approach the maintenance in the RAMP should see this rating improve year on year and the Road Condition Index (RCI) of the network decreases.

53% satisfied with maintenance of pavements and footpaths



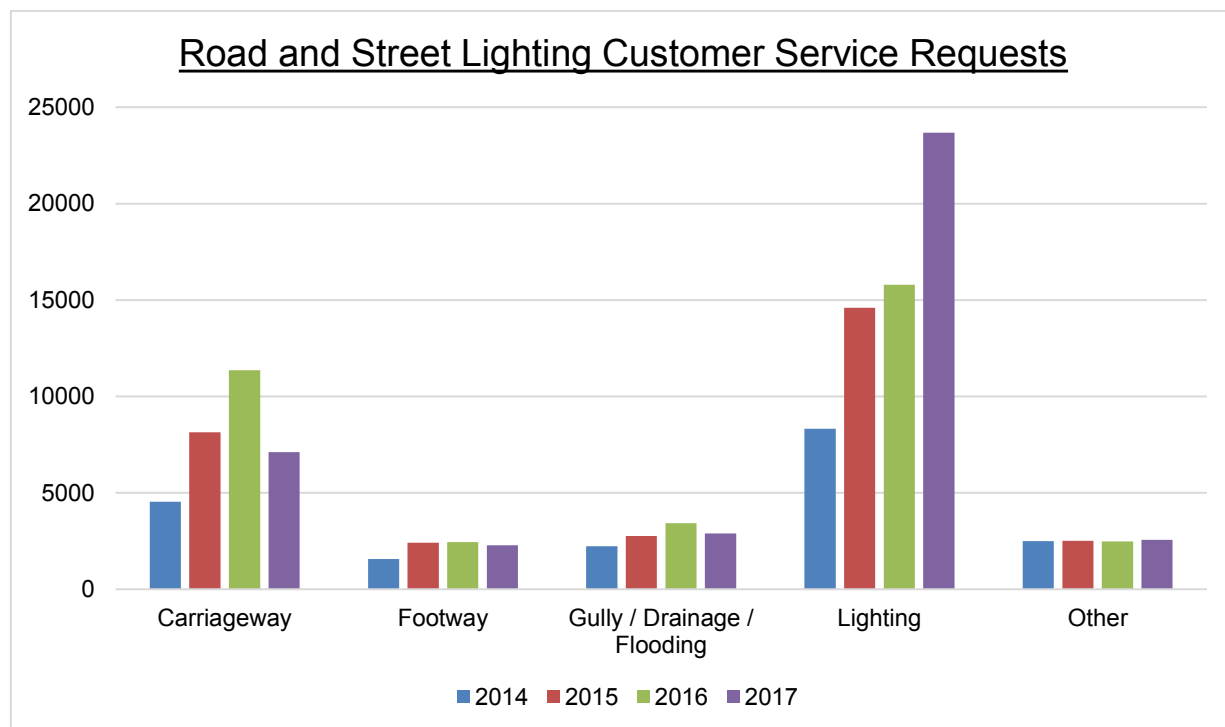
Satisfaction with the maintenance of pavements and footpaths remained the same as 2015, which was slightly higher than 2014 (50%) but lower than years previous to 2014. As with the roads maintenance, the approach given in the RAMP should see this score improve annually.

1. The results of the survey show that a lot of work is required to improve public satisfaction with how the road network is maintained.
2. The implementation of the RAMP should also lead to an increase in how the public perceive the Council with regards to sound financial management.
3. Satisfaction with how the Council manage the city as a whole should again improve if the measures suggested in the RAMP are implemented as the road assets are maintained.

Customer Contact

Customer contacts in relation to the highway assets are recorded in the council's customer relationship management system, Confirm.

A summary of the contacts received by category is shown below for 2014 to 2017.



The other column includes requests regarding cycling, parking, permits, street furniture, traffic signs, utilities and school crossings as well as traffic management, adoption information and events.

The results show that customer contacts to the council are predominantly in regards to street lighting issues (mainly lights being out). Service requests involving the carriageway are second to that, the majority of which are reporting defective or damaged sections, which is indicative of the current condition of the carriageway and the damage caused by severe winter conditions.

Also of note is the number of contacts in regards to drainage issues, nearly two thirds of which are reporting gullies that are blocked. This means that when carrying out carriageway improvements in any given area potential drainage improvements should also be taken into consideration.

4. Demands

Asset Growth

The asset grows each year due to the adoption of new roads and construction of new road links. Over the last 5 years the following additional assets have been adopted by the council:

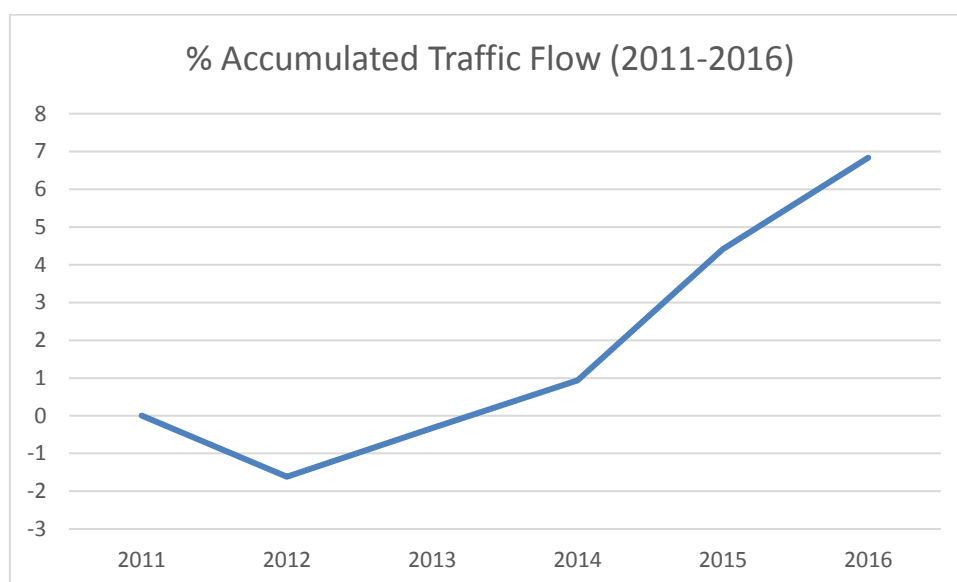
- Carriageways, 83 km
- Footways, 61 km
- Street Lighting, 816 columns.

New assets create the need for maintenance, management and associated funding in future years as these additional assets age. This is particularly relevant to street lighting as energy costs increase immediately exacerbating the effect of rising energy prices.

Traffic Growth

Traffic growth places increasing pressure on the road network due to the significant increase in the general volume of traffic and in particular, large commercial vehicles. Many of the council's roads were not designed to accommodate this level of traffic. This creates a growing need for investment in maintenance.

City of Edinburgh Council faces a significant challenge in balancing the requirement to enhance the quality of life for its residents and visitors against ensuring that growth takes place in a sustainable manner. The key transportation issue associated with this aim are increased congestion and its subsequent effect on the environment, the economy, integration, accessibility and safety that are on contributing factors to the perceived quality of life.



Data collected by the Department for Transport shows that the Annual Average Daily Flow (AADF) for all motor vehicles raised by 6.83% between 2011 and 2016. This is a cumulative total from counts taken at 84 separate count locations throughout Edinburgh. Apart from a slight downturn in 2012 the data shows that the number of vehicles on our network is increasing so it is essential that the maintenance of the road network is properly planned in order for the city's economic growth to continue.

Environmental Conditions

Pressure is also being placed upon the asset as a result of environmental conditions including:

- Harsh winters: recent unseasonably harsh winters have caused significant damage to road surfaces resulting from freeze/thaw action.
- Climate change: Current projections indicate, on average, warmer, wetter winters and warmer, drier, summers with what are currently considered to be exceptional heat and precipitation events becoming more common and severe events becoming more extreme. This has the potential to cause more rapid deterioration in the road network than currently forecast.

5. Service Standards

This plan is based upon delivering the service standards below. The standards reflect the funding levels in section 6. They are the standards that users (customers) can expect from the council's Road/Highway Assets during the plan period. Details of how the specific measures shown below are calculated are included in the road maintenance manual.

Service	Measured By	Target Standard	
		Standard	Compliance
Carriageways			
Safety	Undertake routine safety inspections on Category 2 Strategic Routes at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 3(a) Main Distributors at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 3(b) Secondary Distributors at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 4(a) Link Road at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 4(b) Local Access roads at intervals of	12 Months	100%
	Category 1 defects shall be rectified or made safe within	24 Hours	100%
	Category 2 defects shall be rectified or made safe within	5 Working Days	100%
Condition	Maintain the condition of all 'A' roads such that the percentage in a RED condition remains below	4%	90%
	Maintain the condition of all 'A' roads such that the percentage in a RED and AMBER condition remains below	27%	90%
	Maintain the condition of all 'B' roads such that the percentage in a RED condition remains below	2.5%	90%
	Maintain the condition of all 'B' roads such that the percentage in a RED and AMBER condition remains below	20%	90%
	Maintain the condition of all 'C' roads such that the percentage in a RED condition remains below	5%	90%
	Maintain the condition of all 'C' roads such that the percentage in a RED and AMBER condition remains below	30%	90%
	Maintain the condition of all 'U' roads such that the percentage in a RED condition remains below	7%	90%
	Maintain the condition of all 'U' roads such that the percentage in a RED and AMBER condition remains below	40%	90%

Service	Measured By	Target Standard	
		Standard	Compliance
Footways			
Safety	Undertake routine safety inspections on Prestige Area footways at intervals as described	2 Weeks	100%
	Undertake routine safety inspections on Primary Walking Routes at intervals as described	1 Month	100%
	Undertake routine safety inspections on Secondary Walking Routes at intervals as described	12-18 Months	100%
	Undertake routine safety inspections on Linking Footways at intervals as described	12-18 Months	100%
	Undertake routine safety inspections on Local Area Footways at intervals as described	12-18 Months	100%
	Category 1 defects shall be rectified or made safe within	24 Hours	100%
	Category 2 defects shall be rectified or made safe within	5 Working Days	100%

Service	Measured By	Target Standard	
		Standard	Compliance
Street Lighting			
Safety	Electrical testing of all equipment shall be undertaken at a frequency of	6 years	100%
	Emergency faults shall be made safe or repaired within 4 hours of notification	4	95%
Condition	Street Lighting Priority Repairs shall be completed within 24 hours of notification	24	75%
	Street Lighting 5-day Repairs shall be completed in time	5 days	70%
	Street Lighting 28-day Repairs shall be completed in time	28 days	95%

Service	Measured By	Target Standard	
		Standard	Compliance
Structures			
Safety	Carry out General Inspections on all bridges at a maximum frequency of 2 years.	2	100%
	Carry out Principal Bridge Inspections at a maximum frequency of 6 years. There are currently 136 bridges on the Risk Based Principal Bridge Inspection Programme.	6	100%
	Carry out General Inspections on all retaining with a retained height of over 1.5m at a maximum frequency of 2 years	2	100%
	To undertake programmed safety inspections on 4 bridges	4	100%
Condition	Maintain all Structures such that the $BSCI_{ave}$ for the Bridge Stock is above 80	80	100%
	Maintain all Structures such that there are no structures with a critical element with a BCI_{crit} indicating a poor condition (currently 62 bridges). It is intended to address 7 structures per year	0	11%
	The total number of Council owned weight restricted bridges (excluding environmental weight restrictions and acceptable permanent weight restriction) within the authority shall remain at or below One (off Dundee Street)	1	100%

Service	Measured By	Target Standard	
		Standard	Compliance
Traffic Signals			
Safety	Attendance at Major faults shall be within 'X' contract hours	2	100%
	Attendance at Minor faults shall be within 'X 'contract hours	4	100%
	Undertake electrical inspections for electrical assets at each installation every “X” years	1	100%
Condition	Initial repair of major faults shall be within 'X' further contract hours	2	100%
	Initial repair of minor faults shall be within 'X' further contract hours	4	100%
	Complete repair all faults within 'X' contract hours	20	100%
	Bulk lamp change, (tungsten halogen and standard fluorescent tube regulatory box sign), all vehicle and pedestrian aspects (including wait lamps) every “X” months	6	100%
	Bulk lamp change, (2D fluorescent tubes) regulatory box signs every “X” months	24	100%
	The percentage of traffic signal installations exceeding their ESL (20 years) should be no more than	20%	
	Damage repair of major faults shall be within "X" days	5	100%
	Damage repair of less urgent faults shall be within "X" days	5	100%
	Failed lamps shall be replaced within "X" contract hours	20	100%

6. Financial Summary

6.1 Planned Funding

The service standard targets shown in section 5 are based upon the following predicted funding levels. In future years the cabinet will decide upon the level of funding for the road taking into account the information and options supplied in the complimentary Asset Strategy and Options Reports (ASORs). Any updates required to the RAMP will then be made.

Section 5 of this RAMP is based upon the assumption that the funding levels will be of the level shown in the table below.

Asset	Year 1 2017/18 £M	Year 2 2018/19 £M	Year 3 2019/20 £M
Carriageways & Footways	8.737	6.735	8.737
Structures & Flood Prevention	0.600	1.600	0.600
Street Lighting & Traffic Signals	1.850	0.900	1.900
Footways Street Lighting	0.500	0.300	0.500
Dropped Crossings	0.180	0.180	0.180
Drainage	0.180	0.180	0.180
NEPs	0.600	0.600	0.600
Bus Stop Maintenance	0.180	0.240	0.240
Staff and delivery Costs	1.250	1.100	1.250
Contingencies	0.400	0.300	0.400

6.2 Historical Expenditure

Historical expenditure invested in works on the Road Asset is shown below:

Asset	Works	Historical Expenditure £M				
		11/12	12/13	13/14	14/15	15/16
Carriageways & Footways	Capital	18.548	15.763	20.606	16.328	12.412
	Revenue	3.881	3.474	3.525	3.089	4.759
Structures	Planned	0.607	0.832	0.125	0.04	0.022
	Routine & Reactive	0.054	0.177	0.272	0.867	0.330
Street Lighting	Energy Costs	2.766	3.287	2.886	3.104	3.284
	Planned	1.530	1.686	1.815	1.052	1.276
Traffic Signals	Energy/Communication Costs	Energy Costs included in Street Lighting				
	Planned	0.182	0.137	0.139	0.111	0.325
Totals:		27.568	25.356	29.368	24.591	22.408

6.3 Asset Valuation

As at July 2017 the Road Asset is valued as follows:

Asset Type	Gross Replacement Cost (GRC)	Annualised Depreciation Cost (ADC)
Carriageways	£1,867m	£204m
Footways	£416m	£185m
Structures	£1,340m	£1.2m
Street Lighting	£135m	£7m
Traffic Management	£11m	£1.9m
Total	£3,769m	£399.1m

Gross Replacement Cost (GRC): The amount that the Council would have to pay to replace the asset at the present time, according to its current worth.

Annualised Depreciation Cost (ADC): The value that the asset depreciates in one year.

7. Asset Investment Strategies

The strategies in this section have been determined using predictions of future condition over a 20 year period. The predictions enable strategies to be created to look at the whole life cost of maintaining the asset. Using long term predictions means that decisions about funding levels can be taken with due consideration of the future maintenance funding liabilities that are being created. Investment strategies for the major asset types are summarised below. These strategies are designed to enable the service standards in section 5 to be delivered.

Investment between Asset Types

In comparison to historical investment future investment is planned to be:

- Carriageways: level of investment increased.
- Footways: level of investment increased
- Structures: level of investment maintained at similar levels
- Street lighting; level of investment maintained at similar levels, plus additional investment in “spend to save” energy efficiency initiatives
- Traffic signals; level of investment maintained at similar levels

Carriageways

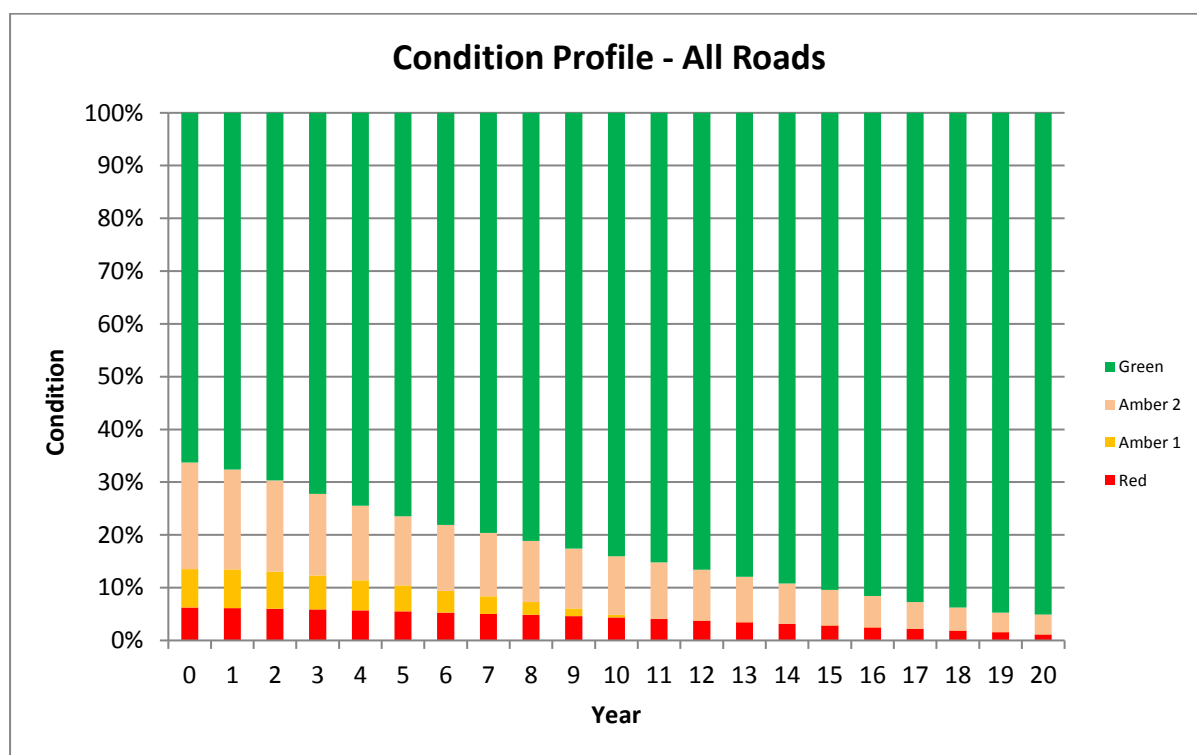
The overarching strategy for carriageways is to invest where possible in preventative maintenance in order to reduce the rate of deterioration of the asset.

The condition information indicates that the A, B, & C roads are generally in a good condition with little strengthening or resurfacing maintenance required. We will however continue to invest in carrying out these repairs in order to improve public perception of the condition of the road network given that these classes of road include the busier routes.

The unclassified roads will require larger investment across all level of works (over 61% of the budget in year 1) in order to bring them up to the target standards prior to focussing on the preventative maintenance strategy. It is anticipated that after 10 years however there will be no roads requiring resurfacing allowing the budget to be split between preventative measures and repairing the sections of the network which require strengthening.

Routine and reactive repairs are expected to continue at current levels and will require continued investment.

This graph shows the predicted improvement of the Road Condition Index (RCI) for entire road network across the next 20 years if the investments levels remain as currently forecast.



Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of works gangs on emergency and non-emergency repairs such as patching.				
Planned Maintenance Preventative	To catch roads in the initial stages of deterioration and prevent further deterioration.	The strategy is predicted to require the following annual approximate lengths of surface treatment:				
		Road Class	2018/19	2019/20	2020/21	2021/22
		A	£740k	£840k	£840k	£840k
		B	£187k	£187k	£187k	£187k
		C	£374k	£374	£374	£374
		U	£1,075k	£2,969	£2,969	£2,969
Planned Maintenance Corrective	Programme of resurfacing where the carriageway condition means a preventative treatment cannot be applied	The strategy is predicted to require the following annual approximate lengths of resurfacing:				
		Road Type	2017/18	2018/19	2019/20	2020/21
		A	£394k	£394	£394	£394
		B	£32k	£32k	£32k	£32k
		C	£56k	£56k	£56k	£56k
		U	£421k	£592	£592	£592
	Programme of strengthening where the carriageway condition requires a more substantial repair	The strategy is predicted to require the following annual approximate lengths of strengthening:				
		Road Type	2017/18	2018/19	2019/20	2020/21
		A	£60k	£60k	£60k	£60k
		B	£56k	£56k	£56k	£56k
		C	£40k	£40k	£40k	£40k
		U	£630k	£630k	£630k	£630k

Footways

The overarching strategy for footways is to invest where possible in preventative maintenance of bituminous footways in order to reduce the rate of deterioration of the asset.

The condition information indicates that the Flagged footways are generally in a good condition with only a small amount of resurfacing maintenance required in order to remain within the target standards.

The bituminous footways will require an initial investment in resurfacing works in order to bring them up to the target standards prior to focussing on the preventative maintenance strategy. A small amount of strengthening works is required where constant overriding of the footway is causing severe damage and a higher standard of construction will reduce this.

Routine and reactive repairs are expected to continue at current levels and will require continued investment.

Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of 4 work gangs on emergency and non-emergency repairs such as small areas of broken slab replacement and patching etc.				
Planned Maintenance Preventative	A programme of preventative treatment of bituminous footways in the initial stages of deterioration.	The strategy is predicted to require the following annual approximate lengths of footway surface treatments:				
		Footway Type	2018/19	2019/20	2020/21	2021/22
		All	£200k	£200k	£200k	£200k
Planned Maintenance Corrective	Programme of resurfacing/renewal of footways.	The strategy is predicted to require the following annual approximate areas of footway renewals:				
		Footway Material	2018/19	2019/20	2020/21	2021/22
		All	£1,820k	£1,820k	£1,820k	£1,820k

Street Lighting

The aim of the maintenance strategy is to ensure that all street lights are operating 99% of the time and all columns are in a safe condition. The night time inspection process enables 'dark lamps' to be identified and repaired within a seven day response time.

The structural testing programme enables columns in poor condition to be identified and replaced before an incident occurs.

The Council has developed a Carbon Management / Energy Reduction Plan which has highlighted major CO₂ emission savings available through improved street lighting management. All street lights which meet the appropriate criteria are turned off between midnight and 5am and a programme of lantern replacement with new energy efficient (LED) lanterns has been agreed where existing lanterns have become life expired.

Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of 3 number works gangs on emergency and other non-emergency repairs.				
Planned Maintenance Corrective	Programme of structural renewal	The strategy is predicted to require the following approximate annual quantities of columns to be renewed:				
			2017/18	2018/19	2019/20	2020/21
		Columns Renewals	£1.5m	£0.5m	£1.5m	£1.5m
Carbon / Energy Reduction	Programme of lantern replacement	The strategy is predicted to require the following approximate annual quantities of lanterns to be replaced with LED units: 3 year programme of full LED replacement lanterns.				

Structures

The Council has identified 62 structures that are in poor or very poor condition which require remedial works. The strategy developed is to undertake these works over a 10-year period focussing initially on those structures that are of high priority. The scale and cost of each project will vary. The nature of the schemes means that funding requirements will change each year and this has been allowed for in the funding allocation above.

There is 1,703 retaining walls (approximately 68km) with a retained height of over 1.5m associated with the road. Ownership of a wall is only established when repair work is required and notice is served on the owner to affect a repair if necessary.

It is intended to undertake the following capital works in 2018/9

Structure	Description	Estimated Cost
North Bridge (separate budget)	Major refurbishment which will continue to 2020	£22.3m
New Burnshot (separate budget)	Investigations and Design	£300k
Market Street Bridge	Strengthening	£1m
Belford Walkway	Replacement	£125k
Morrison Street (main span only) (further investigations when on site)	Refurbishment	£425k
Great Junction Street	Investigations to develop repair contract	£50k
St Mark's Bridge	Grouting to tendon, waterproofing, bearing and joint replacement	£500k
Total		£2.1m

Routine maintenance needs are different for each structure type which will be funded for the Bridge Revenue Budget. It should be noted that structures in poor and very poor condition may also be addressed through the Revenue Budget.

Traffic Signals

The aim of the traffic signals maintenance strategy is to ensure that all traffic signals are operating 99% of the time and all equipment remains in a safe condition. Installations are replaced only following obsolescence due to life expiry or external damage.

Where possible installations are replaced as a whole rather than replacing individual items of equipment.

Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defect to current intervention standards and response times.	The strategy requires the deployment of 2 work gangs/other agencies on emergency repairs and other non-emergency repairs.				
Refurbishment of signalised junctions	Refurbishment of junction that have deteriorated or the equipment has become obsolete/unreliable	The strategy is predicted to require the approximate annual quantities of junctions to be renewed:				
			2017/18	2018/19	2019/20	2020/21
		Junction Renewals	£450k	£450k	£450k	£450k
Refurbishment of signalised crossings	Refurbishment of junction that have deteriorated or the equipment has become obsolete/unreliable	The strategy is predicted to require the approximate annual quantities of pedestrian crossings to be renewed:				
			2017/18	2018/19	2019/20	2020/21
		Pedestrian Crossing Renewals	£150k	£150k	£150k	£150k

8. Risks to the Plan

The risks that could prevent achievement of the standards specified in this plan (section 6) are:

Plan Assumption	Risk	Action If Risk Occurs
The plan is based upon historical weather patterns	Adverse weather will create higher levels of defects and deterioration than have been allowed for	Budgets and predictions will be revised and this plan updated if abnormally harsh winters occur
Available budgets have been assumed as shown in section 7	External pressures mean that government reduce the funding available for roads	Target service standards will be revised to affordable levels
Construction inflation will remain at level similar to the last 5 years	Construction inflation will increase the cost of works (particularly oil costs as they affect the cost of road surfacing materials)	Target service standards will be revised to affordable levels
Levels of defect and deterioration are based on current data which is limited for some assets (e.g. footways)	Assets deteriorate more rapidly than predicted and the investment required to meet targets is insufficient	Split between planned and reactive maintenance budgets will be revised
Resources are available to deliver the improvement actions	Pressures on resources mean that staff are not allocated to service improvement tasks such that the predicted benefits cannot be fully achieved	Target dates will be revised and reported

The risk has been evaluated in accordance with the council's corporate risk management strategy⁽⁴⁾. In addition to the risks above a Road/Highway Asset risk register is maintained recording the risks associated with each asset type. A review of this register is used annually when programmes of works are developed.

References

- 1) Edinburgh People Survey 2016
- 2) Active Travel Action Plan
- 3) Local Transport Strategy
- 4) Public and Accessible Transport Action Plan

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Finalised Strategy for Setted Streets

Item number	15
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	15 , 16 , 17 , 19

Executive Summary

Edinburgh is recognised as having retained much of its traditional palette of street materials including stone setts, kerbs and channels as well as some examples of stone pavement flags. Around 4.6% of the city's streets are setted. Setts are important features of historic and cultural significance for the city. Edinburgh is required to safeguard the Outstanding Universal Value of the Old and New Towns of Edinburgh World Heritage Site; its Conservation Areas; and other historic parts of the city including the setting of its numerous listed buildings where setted streets are recognised as integral to the historic identity of its townscape and authenticity.

Initial collaboration with Edinburgh's partner city Krakow reinforced the cultural significance of setted streets, as well as identifying the complex range of measures that need to be applied to conserve, enhance and maintain setted streets.

The Council in partnership with Historic Environment Scotland (HES) and Edinburgh World Heritage (EWH) commissioned the British Geological Survey (BGS) to prepare a project that has reviewed traditional setted streets in Edinburgh; analysed the performance of setts and setted streets; and also, examined the prospects for sourcing and preparing stone for setts, kerbs and channels in Scotland. This work has provided invaluable supporting information and clear guidance assisting the Council in achieving the aims of the strategy for setted streets and incorporated into the Edinburgh Street Design Guidance Fact Sheet for setts.

Work has continued to have been undertaken on the setted streets review in the preparation of the strategy for setted streets now proposed.

Finalised Strategy for Setted Streets

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the content of this report highlighting further information on the agreed actions;
 - 1.1.2 approves the finalised strands of work and the Principles for settled streets as detailed in appendix 2;
 - 1.1.3 notes the incorporation of these principles into the Edinburgh Street Design Guidance Fact Sheet for setts and its subsequent inclusion into Part C Detailed Design Manual for the Edinburgh Street Design Guidance previously approved by the Transport and Environment and Planning Committees;
 - 1.1.4 notes the close partnership working and input of Historic Environment Scotland, Edinburgh World Heritage and the British Geological Survey in the formulation of the strategy for settled streets;
 - 1.1.5 approves the additional principles outlined in connection with different techniques used to lay setts; the required skills associated with their maintenance and the supporting information on sustainability of settled streets provided as detailed in paragraphs 3.22 – 3.26;
 - 1.1.6 acknowledges the level of support for the retention, maintenance, repair and laying of new settled streets as demonstrated through the responses received via the consultation exercise undertaken; and
 - 1.1.7 approves the reconstruction of the settled carriageway in Brighton Place, as detailed in paragraphs 3.31 – 3.35.

2. Background

- 2.1 An outline of the measures required to conserve, enhance and maintain settled streets in Edinburgh was presented to Transport and Environment Committee on 15 March 2016. Committee agreed that the following actions would be reviewed and developed into a strategy for settled streets:
- Raise awareness of the cultural and economic value of the condition of settled streets;

- Prepare and compile an up to date survey of the condition of setted streets and review the traffic use on setted streets to assess where changes would help the long-term management;
 - Establish a range of specifications for the repair and maintenance of setted streets, including laying of setts, jointing and re-using or re-facing setts to improve the walking and cycling surface, for example;
 - Improve in-house maintenance skills, drawing on Edinburgh World Heritage (EWH) and Capital Skills Programmes, to enable repairs to be tackled at an early stage and avoid significant comprehensive repairs, review current budgets and funding and work with partners to build up additional funding and resource for maintenance; and
 - Review the Framework contracts to ensure that the appropriate specification is used for repairs and consider increasing the maintenance liability period to ensure better quality results.
- 2.2 The report was referred to Planning Committee on [19 May 2016](#).
- 2.3 The Planning Committee asked for a future report to be submitted that would include information on the sustainability of setted streets. This was to include the different techniques used to lay setts, the skills required and the costs associated with maintenance.
- 2.4 Further work was undertaken by Planning and Transport staff in relation to these strands of work and a draft strategy for setted streets was developed. A Setted Streets Progress Report outlining the draft strategy was presented to the Transport and Environment Committee on [17 January 2017](#).
- 2.5 The Committee agreed to continue consideration of the report by the Executive Director of Place at the meeting of the Transport and Environment Committee on [21 March 2017](#) to allow for further engagement/consultation and associated costs to be established.
- 2.6 The incorporation of the principles detailed within the draft strategy into the Edinburgh Street Design Guidance Fact Sheet for setts within Part C Detailed Design Manual for the Edinburgh Street Design Guidance which would be used for the design of both existing and new streets was also presented to the Transport and Environment Committee on [17 January 2017](#).
- 2.7 The report was referred to the Planning Committee on 2 March 2017 and approved matters within its remit without any further actions recommended.
- 2.8 Further work has been undertaken by Planning and Transport staff in relation to these strands of work to further develop and finalise the strategy for setted streets. Details of the progress against these actions are outlined below.

- 2.9 One such strand has involved the Council's partnership with Historic Environment Scotland (HES) and Edinburgh World Heritage (EWH) in the commissioning of the British Geological Survey (BGS) to deliver a project that has reviewed traditional setted streets in Edinburgh; analysed the performance of setts and setted streets; and, examined the prospects for sourcing and preparing stone for setts, kerbs and channels in Scotland. This has further strengthened the above actions and the principles of the strategy for setted streets as outlined below. The BGS report is presented in appendix 5.
- 2.10 A consultation survey was created and hosted on the Council's Consultation Hub, inviting comments between 13 September 2017 and 11 October 2017. A consultation description with a link to the survey website was sent to approximately 270 stakeholders including community and amenity groups and members of the public.

3. Main report

Cultural and Economic Value

- 3.1 A further review has been undertaken to establish the contribution made by setted streets to the cultural and economic value of Edinburgh. The value is recognised by assessing:
- historical associations;
 - the role they have in understanding the cultural heritage of Edinburgh;
 - their contribution to the character and authenticity of an area;
 - public opinion;
 - their contribution to the state of repair of protected places, as part of national and local identity;
 - the use of local stone; and
 - the contribution of new setts.
- Details of these assessments have been presented in appendix 2.
- 3.2 Stone setts have significant historic importance as they have been part of Edinburgh's character since the end of the eighteenth century. Setted Streets, much like stone paved footways and other stone street details are all intrinsic features that are important to the character of Edinburgh's built environment and public realm.

- 3.3 In the context of this tradition, a series of recommendations have been drawn together. These recommendations set out a series of principles for setts which propose that retaining setts and introducing new stone setts is prioritised in areas that are recognised for their historic importance. These protected streets include those that are within the World Heritage Site and Conservation Areas. Setted streets that provide an integral part of the setting of a listed building, may also be protected. These sites will be judged on their own merit. Recommendations also outline details relating to the ongoing maintenance of setted streets.

Condition and Traffic Management

- 3.4 Approximately 4.6% of the city's streets are setted. These setted streets provide value to the city's streetscape in a similar way as stone buildings do to the townscape. Like stone buildings, setted streets perform better if correctly maintained.
- 3.5 The greatest threat to the integrity of setted streets comes from commercial vehicles and other heavy axle vehicles, such as buses. Carriageways are designed based on the number of such vehicles using each road. However, only a small percentage of the setted streets in Edinburgh carry significant flows of such vehicles.
- 3.6 The volume of buses on each road is assessed. Table 1 shows how this is calculated.

Table 1

Bus Use	No. Buses per Hour
High	>50
Medium	15-50
Low	<15

- 3.7 Appendix 3 shows the list of setted streets in Edinburgh with their associated Road Type and bus use. Thirty setted streets (6%) are on bus routes.
- 3.8 Improvements have already been made to several setted streets in 2016/17 and 2017/18. These include Circus Place, Howe Street and Queen Street Gardens West. These streets have low bus use and their renewal will make them more robust to the impact of this loading. The investment in the repair and improvement of these streets amounted to over £1m.
- 3.9 A review of vehicular use and traffic volumes on setted streets will be undertaken to establish if changes could be made to the network in order to reduce the loading capacity on these streets and slow the deterioration of the setts as previously reported to Committee.

Consultation

- 3.10 A consultation survey was created and hosted on the Council's Consultation Hub, inviting comments between 13 September 2017 and 11 October 2017. A consultation description with a link to the survey website was sent to approximately 270 stakeholders including community and amenity groups and members of the public. A total of 954 responses were received over the consultation period.
- 3.11 A total of 16 survey questions were the subject of the consultation exercise. The first five questions asked for information about the participant including their age and which ward of the city they stayed. The following 11 questions focused on the value of setts, their retention or removal and the impediments they may cause when using various forms of transportation in the city.
- 3.12 A range of feedback was obtained as a result of the consultation. This feedback primarily focused on the positive contribution setts have to heritage in all areas of the city, support for their preservation and increased maintenance, the challenges they present when cycling and the damage contractors can cause when lifting setts for utility or telecommunication works.

The Contribution of Setts to Heritage

- 3.13 The consultation survey explored the value of setts to residents in all areas of the city. The results demonstrated that:
- Just over 90% of people agreed (90% with 70% of those strongly agreeing) that setted streets play an important role in defining Edinburgh's heritage, whilst 5% disagreed with this statement (1% strongly disagreed);
 - 89% agreed (74% strongly agreed) that setted streets should be protected and retained as an historic asset as they contribute to the identity, value and character of Edinburgh's UNESCO World Heritage Site, whilst 7% disagreed (2% strongly disagreed);
 - 87% agreed that setted streets should be protected in Edinburgh's designated Conservation Areas as they contribute to their identity, value and character, whilst 7% disagreed (2% strongly disagreed); and
 - Over 80% of respondents agreed that setted streets should be protected in other areas of the city (80% with 66% strongly agreeing), whilst 14% disagreed that setts contribute to the identity, value and character of these areas (5% strongly disagreed).
- 3.14 The overall consensus for this section of the survey shows that there is overwhelming support for the retention and protection of setted streets in Edinburgh, with over 80% of respondents in either agreement or strong agreement with each statement.

Cyclists and Setted Streets

- 3.15 The consultation survey asked if setted streets present an impediment when walking, cycling, using a motorbike or using a motor vehicle. A number of participants commented on the difficulties that they or someone they know have experienced when cycling on setted streets.
- 15% of respondents agreed that setted streets present an impediment when walking (5% strongly agreed) whilst just under three-quarters disagreed (73% with 43% strongly disagreeing);
 - 41% agreed (20% strongly agreed) that setts present an impediment to cycling, whilst 34% disagreed (with 15% strongly disagreed);
 - 17% agreed that setts present an impediment to motorcycles (6% strongly agreed) whilst 43% disagreed that they do (22% strongly disagreed); and
 - 15% agreed that setted streets present an impediment to motor vehicles (with 5% strongly agreed) whilst over two-thirds disagreed (70% with 40% strongly disagreeing).
- 3.16 In addition, the consultation asked participants if any impediment they experienced whilst using setted streets influenced their behaviour.
- Almost one-third of survey respondents said that setts did not influence their behaviour (303/953);
 - Over half of respondents advised that they tend to slow down on setted streets (591/953), whilst 12/953 said that they tend to speed up;
 - Just under one-tenth of participants advised that they dismount on setted streets (81/953) and 43/953 respondents advised that they consider an alternative transport mode if they know that their route will involve travelling on setts;
 - Over one-fifth of respondents said that they take an alternative route if they know they will encounter setted streets (210/953); and
 - 85 respondents selected 'Other' as an option during the consultation exercise. The majority of follow up comments reiterated previous survey selections, for example, slowing down on setts or provided an alternative option not mentioned, for example, cycling on the pavement to avoid setts. In contrast, a number of comments advised that they actively choose a route that involves setts for pleasure, stating that they cause no impediment during travel. Some comments suggested that it is not the setts that creates an impediment, but the condition of the setted surface if poorly maintained.
- 3.17 Cycling on setted streets was commented on by a significant number of participants. Feedback advised that cycling can be a difficult task on setts when they are round-topped, uneven, wet or when they have large gaps between them. As in appendix 1, over 50 respondents expressed their support for the adaptation of setted streets to better cater for cyclists and their safety, including the introduction of segregated cycle lanes on setts with smoother, more suitable surfaces.

Contractors and Setts

- 3.18 It is understood that contractors including utility companies, telecommunication companies and developers have to lift setts during construction or when carrying out maintenance works. Participants raised issues with these contractors during the consultation exercise that can be seen in appendix 1, particularly when they have failed to reinstate setts to an equivalent or improved quality following the completion of works.

Damaged Setts

- 3.19 The consultation survey asked respondents their opinion on what to do if setts are damaged.
- Just over one-tenth agreed that damaged setts should be replaced with other alternative surfacing materials (13% with 6% strongly agreed), whilst 80% disagreed (57% strong disagreed); and
 - Almost one-third agreed that if damaged setts need to be removed, they should be replaced with new, modern setts (61% with 37% strongly agreed), whilst just over one-quarter disagreed (12% strongly disagreed).
- 3.20 The consultation exercise also asked if repair works to setted streets or proposals for large development schemes within an area that has setted streets should seek to match both the materials and laying practice of the existing setts.
- 86% agreed (with 72% strongly agreed) that any repair works or proposals for large development schemes within an area that has setted streets should seek to match both the materials and laying practice of the existing setts, whilst just under one-tenth disagreed (9% disagreed with 3% strongly disagreed).
- 3.21 A number of participants advised that they would like to see tarmac removed that has been used to repair setted streets in the past and setts reinstated.

Specifications for repair and maintenance

- 3.22 The specifications for construction and maintenance of setted streets has been developed in partnership with Historic Environment Scotland, Edinburgh World Heritage through the commissioning of the British Geological Survey who has produced a detailed specification sheet for the repair, maintenance and laying of new settled surfaces for a variety of different street types dependent on their location, designation and traffic usage. This accompanies the Fact Sheet for Setted Streets and forms part of the Edinburgh Street Design Guidance. This is detailed in appendix 4.
- 3.23 Consideration must be given to all road users, including cyclists and walkers, when designing the renewal of setted streets. The use of new flat-topped setts brings additional benefits for walking and cycling across the city and will be an important consideration prior to carrying out maintenance, repair and improvements for setted streets. This should be looked at on an individual street basis.

- 3.24 A setted carriageway will have a longer life than an asphalt carriageway but the initial costs to reconstruct a setted carriageway is far greater. Depending of the location and traffic management required the costs for renewal of a setted carriageway are shown in table 2:

Table 2

Type of Construction	Cost per M ²
Sett Reconstruction	£250 - £350
Asphalt Reconstruction	£50 -£70
Asphalt Overlay	£15 - £20

- 3.25 Whilst a setted carriageway will generally last a lot longer than an asphalt carriageway before maintenance is required, it should be noted that once a setted street has been excavated and reinstated, for example, to enable utility works, then the initial expected life of the setted street can no longer be guaranteed.

Maintenance Skills

- 3.26 In-house maintenance skills have been reviewed in tandem with the work undertaken in association with the production of detailed specification sheet for the repair, maintenance and laying of new settled surfaces by the British Geological Survey. The recommendation for a dedicated team to undertake repair, maintenance and laying of new settled surfaces is currently being investigated with a view to introducing an in-house squad to carry out all sett repairs in the city.

Funding and Budgets

- 3.27 The renewal of setted streets is currently funded 100% by the Infrastructure capital budget. Maintenance of existing setted streets, which includes reactive response to localised repairs and improvements, is committed from the Roads Revenue budget and managed by each of the four Localities. Details of the 2017/18 budget were contained within the Road, Footway and Bridges Investment Capital Programme report to the Transport and Environment Committee in January 2017.
- 3.28 Closer links between capital and revenue investment are being considered through the review and improvements that will be made to the Roads Asset Management Plan (RAMP). This review will take place in 2018/19 and will work towards improving in the funding and maintenance of roads and setted streets.

Framework Contracts

- 3.29 The Roads and Transport Framework has been revised and the new Framework was in place in February 2018. The new tender documents include specifications and requirements for setted streets.

- 3.30 Work undertaken by Statutory Undertakers and private developers is controlled under the new Roads and Street Works Act 1991 with the requirements set out in the *Specification for the Reinstatement of Openings for Roads*. The terms were last updated and revised in January 2015. Changes and addendums can be sought between formal reviews by writing to Transport Scotland. As an additional measure, and as a suitable starting point towards improvements on the quality of maintenance, the Council can add setted streets to the Gazetteer of Streets with Special Engineering Difficulty (SAD). In making these additions, the Council can apply more onerous specification requirements and these would, again, be drawn up in line with the Framework contract specifications.

Brighton Place

- 3.31 The resurfacing of Brighton Place was approved by the Transport and Environment Committee, as part of the 2015/16 Capital Investment Programme, on [28 October 2014](#). It was agreed that consultation should be carried out in Portobello to determine the appropriate type of resurfacing. Brighton Place is a setted street in a conservation area.
- 3.32 The most extensive of the consultations was carried out by Portobello Community Council, receiving over 400 responses. The results from their consultation slightly favoured removing the setts and replacing with asphalt. Consultation was also undertaken by Brighton and Rosefield Residents Association, Portobello Heritage Trust and Portobello Amenity Society. All of these stakeholders strongly supported the renewal of setts in Brighton Place.
- 3.33 The Transport and Environment Committee approved the resurfacing of Brighton Place with asphalt, removing the setts, at its meeting on [12 January 2016](#).
- 3.34 Since this meeting several deputations have been presented to the Transport and Environment Committee and the decision was taken to put the resurfacing of Brighton Place on hold until the findings of this report were presented to Committee.
- 3.35 Based on the findings within this report it is recommended to reconstruct the setts in Brighton Place, in line with Council policy.

4. Measures of success

- 4.1 Addressing the actions will result in:
- 4.1.1 Positive improvements against the World Heritage Site, Outstanding Universal Value indicators;
 - 4.1.2 Improvements to data management;
 - 4.1.3 Improvements in the quality and performance of maintenance operations;
 - 4.1.4 Improved maintenance skills;
 - 4.1.5 Reductions in wear and tear of the asset;

- 4.1.6 Increasing the available funding;
- 4.1.7 Improvements in quality and reductions in maintenance liability;
- 4.1.8 Improved pedestrian environment with more walkable surfaces; and
- 4.1.9 Better conditions for cycling.

5. Financial impact

- 5.1 The cost of renewals of setted streets is funded from the existing Road and Footway Capital Investment Programme. The level of investment in setted streets is being considered through the RAMP workstream.

6. Risk, policy, compliance and governance impact

- 6.1 The loss of setted assets, and the failure to maintain and enhance conservation areas, continues to be a risk for the Outstanding Universal Value of the World Heritage Site.
- 6.2 Improving the approach and mechanisms to the way the Council maintains setted streets would remove the risk of increasing costs resulting from increasing deterioration of the road asset.

7. Equalities impact

- 7.1 A review of setted street management and maintenance will have a positive impact on human rights through potential improvements to health, physical security, education and learning and could provide for productive and valued activities.
- 7.2 Improved walking and cycling surfaces would also bring positive impacts to the elderly and those with disabilities and as well as for cyclists of all ages. The Council's Access Panel, and other user groups, will be consulted as part of the preparation of the Edinburgh Street Design Guidance.

8. Sustainability impact

- 8.1 The impacts in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered below:
 - 8.1.1 The update on actions in this report will help to reduce carbon emissions, for example, the project design will seek to reduce energy and use improved materials;
 - 8.1.2 There are negative impacts from slower vehicle movements which can add to air pollution;

- 8.1.3 The proposals in this report will increase the city's resilience to climate change impacts by retaining original materials;
- 8.1.4 The proposals in this report will help achieve a sustainable Edinburgh because the design aims to improve setted streets for all users and deliver improvements to materials;
- 8.1.5 The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm are recognised as being key to economic wellbeing;
- 8.1.6 The proposals in this report will assist in improving social justice by improving public space; and
- 8.1.7 Further details regarding specifications to help to bring improvements for cycling and walking will be required.

9. Consultation and engagement

- 9.1 A consultation survey was created and hosted on the Council's Consultation Hub, inviting comments between 13 September 2017 and 11 October 2017. A consultation description with a link to the survey website was sent to approximately 270 stakeholders including community and amenity groups and members of the public.
- 9.2 A blog post advertising the consultation was posted on www.planningedinburgh.com that has 53 followers and 214 e-mail subscribers. The blog post was subsequently tweeted on two occasions, reaching up to 2574 followers.
- 9.3 In total, 953 survey responses and four written submissions were received in response to the consultation exercise.

10. Background reading/external references

- 10.1 Scotland's Building Stone Industry: a review. Minerals and Waste programme Commissioned Report CR/16/026N British Geological Survey 2016.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 – Setted Streets Consultation Results

Appendix 2 – Setted Streets
Cultural Assessment and Principles

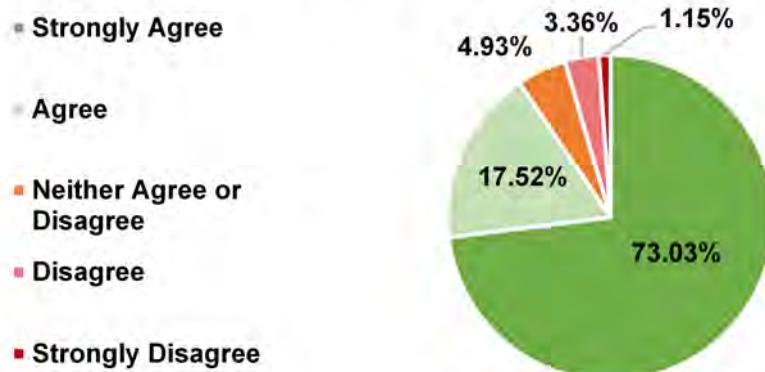
Appendix 3 – Edinburgh Setted Street Survey

Appendix 4 – Edinburgh Street Design Guidance: Part C – Footway Materials and
Surfacing – Setts

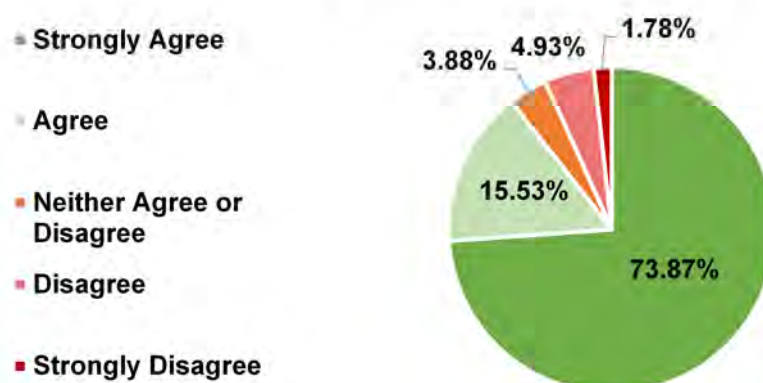
Appendix 5 – British Geological Survey Report

Setted Streets Consultation Results

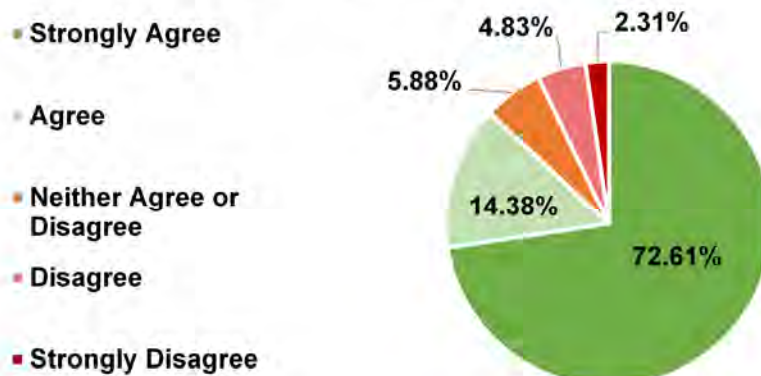
Q6. "Setted streets play an important role in defining Edinburgh's heritage"



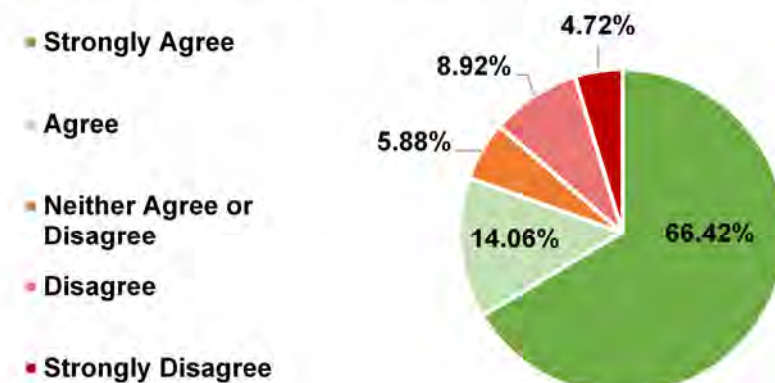
Q7. "Setted streets should be protected and retained as an historic asset as they contribute to the identity, value and character of Edinburgh's UNESCO World Heritage Site"



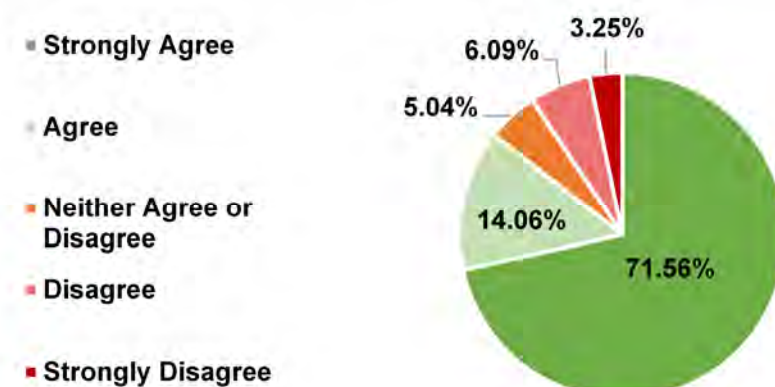
Q8. “Setted streets should be protected and retained and as historic asset as they contribute to the identity, value and character of Edinburgh’s designated Conservation Areas”



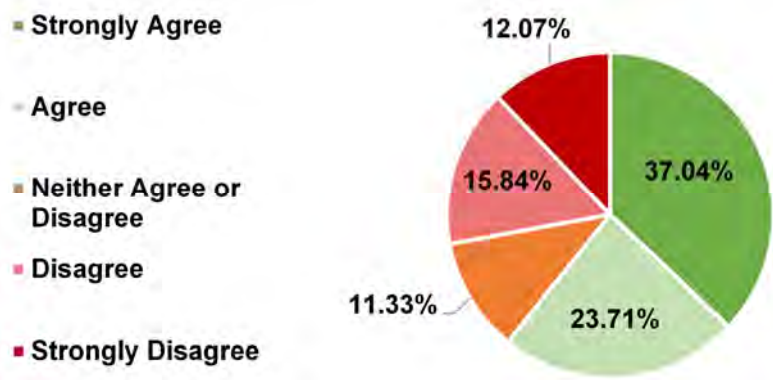
Q9. “Setted streets should be protected and retained as an historic asset as they contribute to the identity, value and character of other areas of the city”



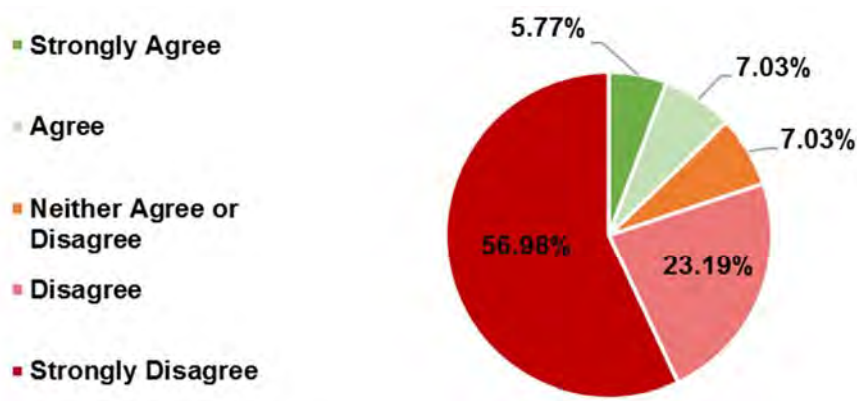
Q10. “Any repair work to setted streets or proposals for large development schemes within an area that has setted streets should seek to match both the materials and laying practice of the existing setts”



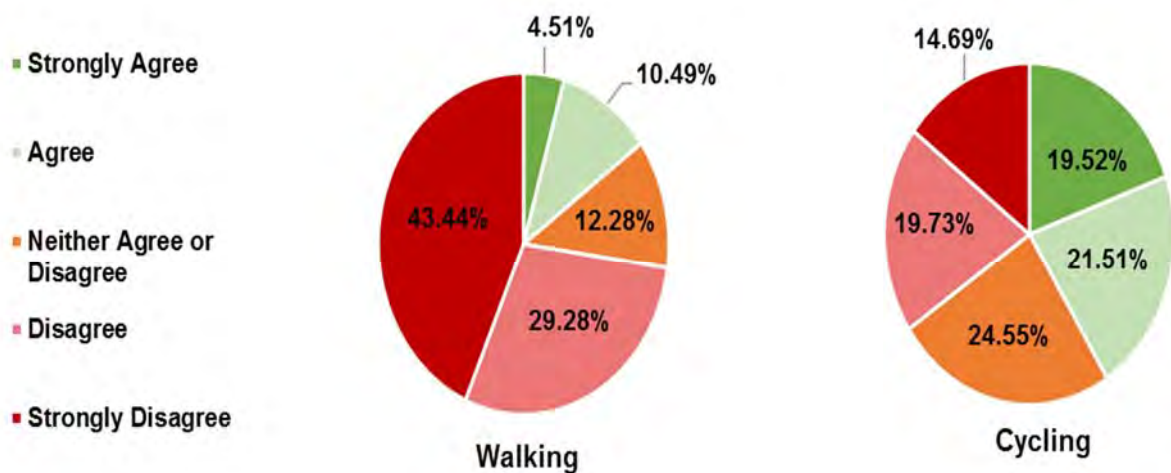
Q11. “If damaged setts need to be removed, they should be replaced with new, modern setts”



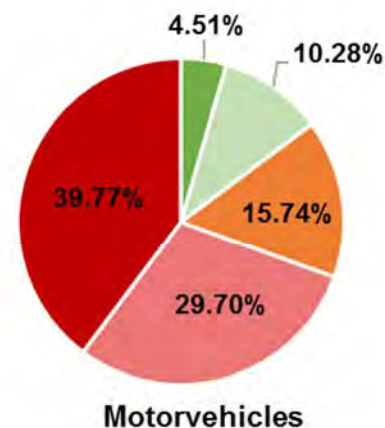
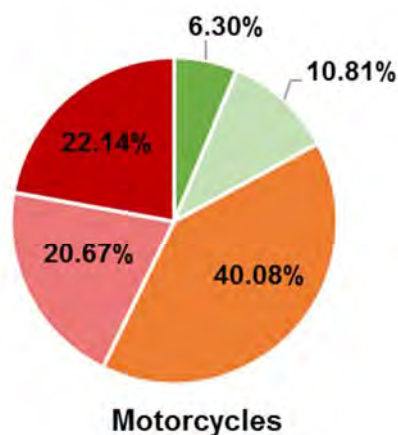
Q12. “If damaged setts need to be removed they should be replaced with other alternative surfacing materials”



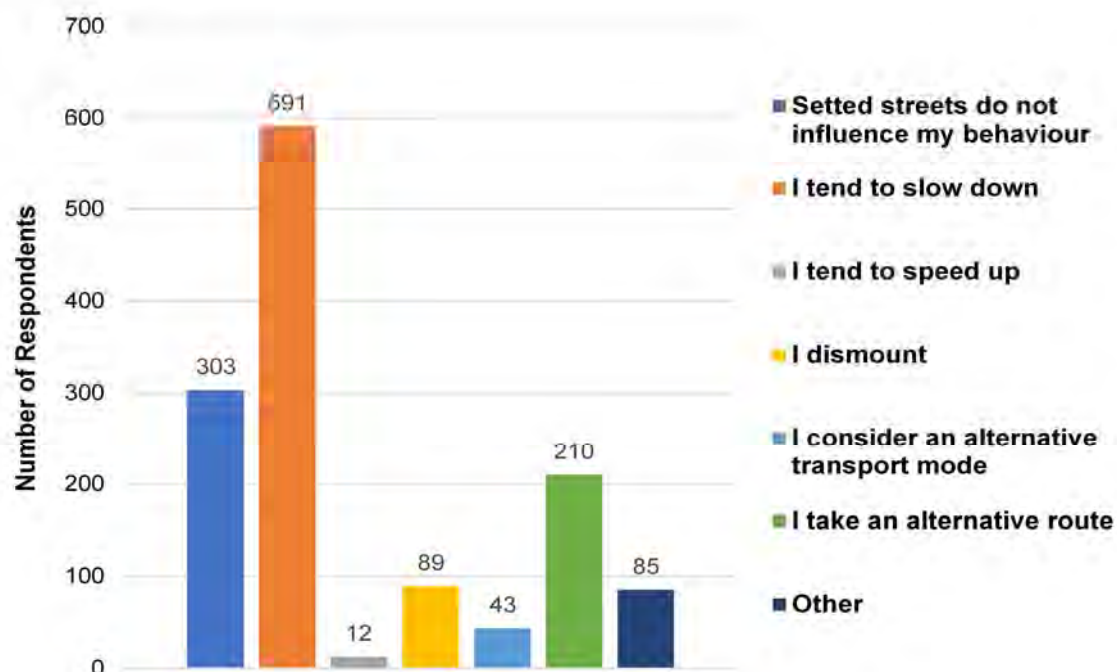
13. “Setted streets present an impediment to the following modes of transportation”



- Strongly Agree
- Agree
- Neither Agree or Disagree
- Disagree
- Strongly Disagree



Q14. "How do these impediments influence your behaviour when using the above transportation modes?"



“Other” comments primarily reiterated previous survey options. A number of comments said that they cycle on the pavement.

1. I will occasionally ride on the pavement if it is empty.
2. Cycle on the pavement instead.
3. I often cycle on pavement in Thirlestane Road (I know that I shouldn't!).
4. Cycle on the pavement. Very careful of other users.
5. Cycle on the pavement - with great care of other users!!
6. I'd probably cycle on the pavement.
7. Occasionally go on the pavement with bike if the setts are badly maintained.
8. If it's safe, I cycle on the pavement in settled streets.

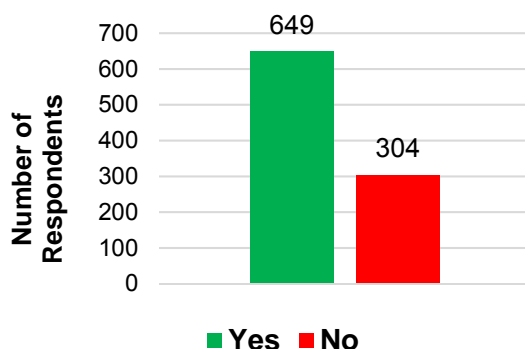
Further follow up “Other” comments said that they experienced no impediment when using setted streets and rather enjoying travelling on them.

1. *I will choose to walk on a setted street to enjoy the experience of being in a world heritatge area.*
2. *Well laid setted streets do not impede my cycling.*
3. *When walking, I actively prefer to pick a route that will be pleasant and enjoyable. Setts are a component of that.*
4. *I cycle on setts every day and still enjoy the setted streets.*
5. *I appreciate their historic and visual character.*
6. *The use of the term 'impediment' betrays a bias.*
7. *I don't see them as "impediments"!!*

Some “Other” feedback suggested that it is not the setted surface that causes an impediment but the condition of the setts.

1. *If they were maintained, they would present less of a problem for walkers and cyclists.*
2. *In my opinion you are asking the wrong question (Q13 and Q14). When setted streets are properly installed and maintained, including appropriate detailing and construction of the bedding material they sit within, setted streets are not only a huge asset and positive feature of Edinburgh's urban realm, but also do not cause any impediments to cyclists etc (as per Q13). The issue comes when setted streets are poorly maintained or installed in the first place, resulting in quick deterioration of the quality of surface for cyclists or cars to move over and bumpy surfaces (and resultantly seem to be patched with tarmac as a temporary fix or cause issues to cyclists). In those scenarios where the setts are not appropriately maintained by CEC, setted streets do cause impediments. I am worried by phrasing your questions (especially Q13) as above people will respond that setted streets are an impediment to cycling/vehicle movement and this will be used as an excuse to get rid of them, when actually - in my opinion - they significantly add character and value to Edinburgh's public realm, street scape and heritage, and the issue is actually that they need to be better maintained or constructed in the first place. Compare the setts in the central parking area of George Street (well installed and maintained) with those on Brighton Place (poorly installed and maintained and as such cause an issue to cyclists, who often find it impassable)... I strongly believe setted streets should be kept in Edinburgh as an integral part of the historic and contemporary character of the city, but better installation and maintenance by CEC is needed to ensure their condition does not hinder cyclists or other forms of transport. Even if there are concerns around cyclists navigating cobbled/setted streets, there are ways to design around this (segregated smooth coloured tarmac bike surface adjacent to setted main carriageway). In my opinion, it is essential to keep the setted streets, and instead focus should be on how to better install/maintain these so issues do not occur.*
3. *Setted streets only represent an impediment when they are poorly maintained.*
4. *This only applies to setts that have been badly maintained e.g. George Square. Well-maintained setts do not cause a problem for me travelling by foot or bike.*
5. *The condition of the setts may be critical to these questions*

Q15. “Can these impediments present a benefit to public and/or road safety?”



In total 41.03% of respondents agree or strongly agree that setted streets present an impediment to cycling. 89/ 957 respondents advised that they dismount on setted streets. The difficulties associated with cycling on setts has been commented on by a number of respondents:

1. *Generally discouraging to cycle use.*
2. *Setter streets in my neighbourhood are very badly damaged e.g. Halmyre Street. They are horrible to cycle on.*
3. *As a cyclist I don't like setted streets and I have actually fallen off on wet setts.*
4. *Why has Brighton Place been allowed to turn into a potential death trap due to the unrepresentative but vocal minority? I no longer feel I can object to adult cyclists on the pavement because the road is so dangerous.*
5. *While setts are a part of history I only feel they should be kept in the centre of town in areas of historical importance. I have witnessed many close calls due to bikes slipping on wet cobbles and hitting pot holes caused by them not being replaced correctly.*
6. *Setted streets form a danger to cyclists when they are mis laid.*
7. *So many of these streets are badly maintained with uneven setts and big gaps so lethal for bikes.*
8. *Setts are dangerous and uncomfortable to cycle on. Avoiding them on a bike, by cycling on the pavement or in the gutter, is hazardous to the cyclist, to pedestrians, and to other road users.*
9. *I can appreciate the aesthetic value of setted streets, and like the more modern paving solutions found on Waverley Bridge. The uneven surfaces of traditional setts can make cycling hazardous and unpleasant, especially on the steep hills of the New Town. The jarring can make cycling feel hazardous. More than once I've had bits of my bike shake off while cycling on setts.*
10. *Brighton Place in Portobello is a very good example where the setts have shifted under the weight of traffic and braking buses to create a very dangerous surface. I used to cycle this route but can't anymore because it's so dangerous.*
11. *They are very unappealing to cycle on.*
12. *Too much of a mixture of settled streets and not settled streets. It is not cyclist friendly.*
13. *Setted streets can be uncomfortable to cycle on but overall the benefits far outweigh the negatives, they keep the character of Edinburgh in a big way*
14. *We have some half and half in Leith that are odd and hard to cycle on.*

Over 50 comments suggest that settled streets must be adapted to cater for cyclists and their safety. These suggestions include the introduction of segregated cycle lanes with smoother surfaces and better maintenance in general:

1. *Segregated cycle lanes using either new setts or tarmac would be of great use on high-capacity streets with setts, as often cyclists are slowed and impede motor vehicle traffic flow.*
2. *Settled streets do indeed contribute significantly to the character of the city, however they are very difficult to cycle on. If the city is serious about encouraging active travel and harnessing the significant social, environmental and economic benefits of cycling then their retention in certain areas requires consideration. Cobbled setts require continuous maintenance and to be supplemented by safe and direct cycle routes. Where this isn't possible they may need replaced by cycle friendly surfaces.*
3. *Cycling is my main form of transport and I'm keen to see how we balance conservation with making cycling easier. I do believe that settled streets are an important part of Edinburgh's heritage, particularly in the world heritage site and conservation areas and as such I would not want to see large scale removal of setts. Indeed, we should make more effort to repair those we do have both so they look good and so they are easier to walk, cycle, and drive on. I'm interested in whether there are measures that can be taken to provide cycle lanes on settled streets. Could we take up existing sets, cut them in half and re-lay to provide smooth sets at the sides of the road where cyclists are? Done right, this could benefit cyclists and create a pleasing design feature on the road. Warrender Park Road is a good example of where this would be helpful, as I see an unusually high number of cyclists on the pavement here – traffic is low so they're on the pavement because of the cobbles.*
4. *Wherever feasible, cycle lanes in settled streets should be constructed in modern flat setts, in order to improve ride comfort/safety.*
5. *There are several potential solutions, including ...*
 1. *High quality flat-topped and skid-resistant setts such as the junction of George IV Bridge and the High Street.*
 2. *Asphalting, except in heritage areas.*
 3. *Smooth strips for cyclists through cobbled areas, and smooth crossing points for pedestrians, using asphalt or flat-topped non-skid materials, as in the cobbled stretch of Linlithgow High Street for example, or as with the flush-sided drainage channels in Edinburgh High Street for a short stretch near St Giles.*
 - a. *I stress that (3) is less good than 1 or 2, because (a) cars may park on the strips, forcing you to divert onto the cobbles, and turning across them whilst looking behind you is no fun (b) you can be forced out of them by traffic passing too close (c) you still need slightly more attention on the road surface, to ensure you remain within the strip.*
6. *Settled streets themselves are not terrible if they are perfectly maintained. The problem is that they are never maintained, even in high traffic areas. Modern Sett system are at least bearable. Edinburgh is a living city. It is the economic heart of Scotland. People have to get around, live, and make things happen. Setts should be moved to modern setts except around monument areas (castle, etc), and in general should be reduced because they block cycle traffic throughout the city. This city has to be the economic engine of Scotland. We need an attractive city for young people. So we need great cycling infrastructure. This means either eliminating most of the setts or converting to modern setts. Anything else is just creating a city for old people.*
7. *Any route that is a cycling thoroughfare should have at least a section of unsetted road surface for cyclists, or the setts should be modernised for ease of access. This includes many of the roads in New Town which provide access to areas such as Stockbridge and Comely Bank.*
8. *It could be a thought to have smooth cycle lanes on settled streets. Unless they are like on Waverley bridge where they are smooth - but most don't seem to be replaced like that.*
9. *Consider having smooth lanes for bikes, where possible?*
10. *Settled streets are part of the fabric and character Edinburgh's architecture; replacing them with tarmac may be convenient, but would homogenise the streets with those found everywhere in the UK. This seems likely to reduce the distinctiveness of Edinburgh, which would be to its detriment. Settled streets do present an obstacle for cyclists - an increased in the abundance of well-defined cycle lanes would help.*
11. *Where settled streets form cycle route a modern sett surface should be laid.*
12. *Need to design bike paths on settled streets.*
13. *Setts should be retained but where there are crossing points or cycle lanes these should make use of new flatter and smoother setts.*

14. *I'd like strips of unccobbled arias as cycle lanes where possible.*
15. *Edinburgh has a lot of work to do to not only repair existing setted streets, but to maintain those we have already and bring them up to 21st century active travel standards.*
16. *I am a committed cyclist and cycle into to the City for meetings most days. Properly laid setts are fully acceptable to me even with increased vibration.*
17. *Relaying or patching of setted streets must be done to a high standard to reduce the possibility of bicycle wheels catching between setts and to minimise vibrations caused by traffic passing over them.*
18. *Using mastic/grout between the setts makes the ride somewhat smoother for people on bikes, see for example speed humps at west end of Thirlestane road. <https://goo.gl/maps/aG6hF1E8cf12>. Consideration should be given to adding filtered permeability to streets with setts. This would reduce number and speed of heavy motor vehicles, and thus the damage caused. When in Trondheim, many of the cobbled/setted streets had been laid with a bike lane made of paving stones. This made it much easier for bikes, but kept most of the historic character. <https://goo.gl/maps/8yWL8k4MFY12>*
19. *Edinburgh should seriously consider - and implement - the modern solution for cycling on cobblestones / setts: a narrow smooth, stylist lane as done recently in Norway and also in New York City. Here is a picture link: <https://i.pinimg.com/736x/f8/a5/d6/f8a5d6b8b6d033a1229469f921544ae3--lower-manhattan-manhattan-new-york.jpg>*
20. *Where setts are retained, I would like to see tarmac or other smooth surface lanes provided for cyclists where the street is a key cycling route. These need only be narrow spaces towards the edge of the street. If you watch cyclists cycling up the Royal Mile you will notice that many go up the gutter channels as a smoother alternative to the setts.*
21. *From a cyclist's point of view, the flatter setts used for example on the High Street are greatly preferable to the more traditional ones.*
22. *Edinburgh should look to the example of cities like Copenhagen who provided smooth gulleys for the safe and easy movement of cycles along setted streets. Edinburgh should also consider restricting through traffic on most setted streets in the city. This would prolong the life of the streets, reduce maintenance costs and present opportunities for active travel routes.*
23. *If setts have to stay, as a cyclist it would be great to have a smooth section of road to avoid the setts, where segregated cycle paths are not possible.*
24. *From recent experience, standard design practice in Germany for setted streets was to provide a narrow 50cm or so smooth strip in either direction for cyclists otherwise with no markings and colored to match setts.*
25. *I'd be happy for them to be replaced with suitable surfaces, for better cycling and walking.*
26. *They make life hard for pedestrians and cyclists, and thus encourage people to use the car - contrary to the city's proclaimed policies, and bad for health and the environment. By contrast, freshly tarmac'ed streets are a pleasure and relief to ride on, and take much less energy. Well surfaced streets could do much to encourage cycling. It would be better if certain roads used as through routes were "de-setted". For example, getting to Stockbridge by bike from the city centre it's almost impossible to avoid setts, and the roads are steep, and when wet, too hazardous. Randolph Cres, Gt Stuart St, Dean Park Cres, Comely Bank Ave, East London St, Warrender Park Rd, Drummond St and other similar near the University - all these should be 'de-setted' to encourage cycling and walking.*
27. *Please invest in flat-topped setts that are suitable for cycling on for cycle routes. Currently, existing old sets are very uncomfortable and difficult to cycle on, which discourages people from using active modes of transport. Flat-topped setts retain the pleasant aesthetics of a setted street, while enabling people to travel actively.*
28. *I think that there needs to be some creative thinking around setts - so that the traditional appeal is retained but modern needs are met. Flat stone cycle paths and crossings (modern setts or similar)...replace traditional setts on bus routes - with modern setts rather than tarmac except for main arterial routes ...and hold onto the traditional setts and resurface tarmac roads in conservation areas with setts (eg: John Street, James Street etc in Portobello/Joppa).*
29. *there needs to be careful and diligent consideration to how stone setts affects cycling in Edinburgh. If the city is to become more cycling friendly then this should be a priority. Stone sett streets tend to be quieter and therefore safer for cycling. If there was a lane down the side of the streets which had flat-top setts for bikes to travel along then this would be a fantastic way to improve the streets for bikes and at a relatively cheap method which maintains the visuals of having stone setts and using the original stones. My previous comment points out a method of cutting the top of stone setts to make them flat for cycling. This has been done in other parts of the country, and globally, with much success.*

30. *Settled streets are key to maintaining the character of the city. However I would also like to see cycle friendly routes/surfaces incorporated in to part of the street to support cycles. Settled streets cause a hazard to cyclists especially when wet.*
31. *I would like to see a strip of tarmac in every settled street that could be used by a cyclist. This would mean a safer & more comfortable ride. If CEC policy is to promote active travel then this step would support the policy.*
32. *There are setts and setts. Modern setts can accommodate cyclists and pedestrians in wheelchairs and pushing buggies better than the old fashioned kind.*
33. *The idea of slicing setts in two to create a flat top that, when laid together in a bike lane, create a better surface for cyclists would make big difference for encouraging people to cycle on setts without adversely impacting the appearance of Edinburgh's streets. Ideally, this should be on a section of street that heavier vehicles are unable to use so the levelness of the setts is not disturbed through overuse by buses etc (i.e., segregated cycle lanes, ideally protected by parking bays or kerbs). I have also seen the same approach successfully used for pedestrian routes in Freiburg (at pedestrian crossings and across a public square to the front door of the cathedral). Again, this approach is unobtrusive but makes setts more comfortable for wheelchair users and buggies. It goes without saying that following any utilities work on settled areas it must be a requirement that the setts are relaid by properly trained and qualified sett-layers to ensure the integrity of the surface is maintained.*
34. *If you want to keep setts for historic reasons then please consider adding a tarmacked cycle line to the side that is segregated and cars cannot drive on. The cost of repeated replacement of settled streets is disproportionate - Tarmac lasts much longer.*
35. *Generally, I think the priority should be to preserve the original setts. However, to address emerging concerns about the 'uneven' surface traditional setts have, it may be appropriate to look at having modern flat-topped setts at pedestrian crossings and (preferably only in essential circumstances) to surface cycle lanes within a street.*
36. *I do strongly favour settled streets in historically significant areas. However the findings of neurological damage risk for cyclists on such areas seem to me to require a modification of the yes/no approach to deciding. Instead an approach of strongly favouring a settled surface but adapted to take account of the needs of cyclists would seem to me to be called for.*
37. *Use flat setts or smooth cycle strips.*
38. *Make settled streets smoother to cycle along.*
39. *I would like to add that even though I support the preservation of settled streets, cycle lanes should be built in.*
40. *I generally cycle around town. I don't like cycling on settled streets but would still rather the setts were retained because of what they add to the historic environment. Maybe a non-settled cycle lane could be introduced on settled streets? it makes absolutely no difference to me when driving or walking or going by bus.*
41. *Traditional repair methods should be followed, using local materials to minimise the carbon footprint of the works. Settled streets are a marvellous, hardwearing and useful part of Edinburgh that add mightily to its character. They age far more gracefully than grotty tarmac and retain a classy air. My only fault with them is that when cycling down New Town streets they can be uncomfortable awkward. The possibility of reducing cars in Edinburgh and making smooth settled cycle lanes should be investigated, along with planting trees in the centre of areas of excessive traffic such as Queen Street, reducing lane numbers and the speed of vehicles. Pedestrian boulevards...one must dream!*
42. *Ideally there would be flat paved or settled corridors on settled streets for prams/wheelchairs to cross and for cycling. An example of this is in Norwich on Pottergate.*
43. *There should be a smooth path for cyclists in a safe location along all settled streets. This can be made of stone to blend in.*
44. *It would be handy if there were a smoother bit near the gutter (bigger flagstones) for cycling on, a la Linlithgow Main St.*
45. *Badly maintained, uneven setts are highly unpleasant to cycle over. Your average driver doesn't realise this, of course, and does not alter their behaviour to suit. I would quite happily see all setts removed from Edinburgh, but accept that this isn't going to happen for heritage reasons. In places where they must be retained, they should be well-maintained and smooth, and as little heavy traffic as possible should be allowed in these streets in order to keep the setts in good condition. In some cases money can be saved by removing or tarmacking over setts where the heritage imperative is not so great.*

46. *I understand that we need to encourage more cycling in the city (for environmental and personal health benefits), and would welcome better design of cycle paths and cycle lanes. I am not impressed with current standards.*
47. *Is it possible, on some routes,, to have a strip of tarmac along the side of the road for bikes?*
48. *We should not be investing in infrastructure for the benefit of cars in the city centre. The fewer cars the better. That said, I don't think cobbles are enticing to cyclists either so a strong cycle path system alongside conservation of setts would be ideal.*
49. *Properly maintained and even surface, suitable for most users. Challenge is many are uneven and not easy to cycle on.*
50. *Setted streets create noise pollution for residents in those streets. Setts can be very slippery and a danger to cyclists. Setts are generally very bumpy and often have large gaps between them in which bicycle wheels can get stuck. Properly maintained setts with flat non-slip tops and level pointing should be provided for cyclists on all setted streets. Bristol trials of cutting setts in half and having the flat insides on top have proven successful. Heavy vehicles such as busses should not be on setted streets as they cause too much damage. There are problems with busses using setted streets (eg East London Street) that are not considered to be bus routes. Setts often sink, causing deep depressions with wide gaps again dangerous for cyclists. Some streets in non heritage areas would be better converted to tarmac or modern (flat) setts - it is not necessary to retain all setted streets - consider each location and the residents views. Setts need to be properly maintained and re-instated after repairs. My response re the impact on pedestrians does not include the less able, blind and those pushing or pulling pushchairs, suitcases etc for whom setts are a hazard.*
51. *Although in theory I agree with the need to keep streets setted in historic areas, in the case of my local Street-Brighton Place -I would not be sorry to see them go so that I don't have to cycle over them any more. Maybe the modern setts are a good compromise.*
52. *Considerable improvements needed to many areas to provide smooth, reasonable looking surfaces. I find it particularly hypocritical that the council is so protective of windows in buildings within the world heritage site yet make near permanent fillings with tar. Even setts that appear smooth to cars need upgrading for cycle routes.*
53. *As a cyclist I often find setted streets quite difficult to navigate which is why I believe setts should be well maintained.*
54. *The lengthy works in Howe Street produced finally a very good result - thank you for taking the trouble. It was worth the delays. My impression too is that the relaid setts in that street are a lot smoother, so reducing the problem they cause to cyclists.*

Respondents raised issue with utility companies, telecommunication companies, contractors and developers who lift setts and do not reinstate them to a satisfactory standard:

1. *This often happens after public works. These contractors must be kept to a high standard of restoration. There is little point in spending large amounts of money on setts if they are soon taken up by contractors and either badly replaced or replaced with tarmac also replacing setts with setts is very expensive -many more streets can be repaired if tarmac is used. It might be argued that tarmac is inappropriate in a conservation area or world heritage site but so are rubbish bins and parked or moving motor vehicles !*
2. *They are an integral part of Edinburgh's historic fabric and need better conservation and workmanship. Could companies that disrupt them be compelled to pay for their repair (and that work done to a higher standard)?*
3. *There are several examples of where setted streets have been poorly restored after streetworks - contractors MUST have an obligation to restore setts to their original quality.*
4. *Streets like North Frederick Street, and Charlotte Lane are disgraceful and dangerous. Clancy Dowd carried out some electrical work on Queensferry Street Lane the other year and while a quality job was done at relaying the setts, they used a different method to the rest of the setts which has resulted in large grouting gaps which are troublesome to walk on, and have altered the look of that part of the street. The issue is that they did not do like for like, which is a general issue across town and needs to be addressed.*
5. *When utility contractors lift setts, they should replace them immediately they are finished -- neatly, in an appropriate pattern, and on a properly compacted base so there is no subsequent subsidence -- rather than throwing in blacktop and leaving it. To ensure this happens, a deposit should be paid to the Council for each excavation specifically for sett replacement, so that if the work is not done, or not done to a sufficient standard, the Council can then commission the work themselves.*

6. *Contractors very often replace setts with poor workmanship also a tendency to get the road open asap appears to give contractors the right to dump tarmac in place of setts. See royal mile for this practice.*
7. *Setts are a key part of built heritage in Edinburgh, utility contractors should have to obtain a permit to dig up and replace and the fee cover inspection by the Council to ensure left in proper repair.*
8. *Its fundamental for the council and its developers to maintain setts to the highest standard. To date in Leith contractors such as those laying BT cables have ruined large areas of setts and the council sign off this work with no regard for their quality, presentation, workmanship and aesthetics. This is criminal as we pay rates to have council staff fix private projects. Setts must be kept and investment made in re setting our historic city and not to forget Leith in any programmes.*
9. *It's imperative that the setts are retained, and that settled streets are maintained. They are less likely to pose hazards to cyclists and pedestrians if the setts are correctly laid and maintained as the surface will be smoother and more robust. Utility companies must be forced to relay setts properly and not to pour in tarmac patches.*
10. *Utility companies should ensure any work is carried out to the highest quality. Regular checks and fines should be issued where they take shortcuts.*
11. *Settled streets are visually very important to the cityscape, both in and out of conservation areas. The maintenance of the roads--all roads for that matter--to a high standard is imperative. It would lessen disruption on the roads if utility repairs could be co-ordinated and repairs done promptly and to the highest standard. Setts are beautiful as are settled streets.*
12. *Repairs to settled streets should be inspected after repair and use of tarmac should be avoided for permanent repairs. Too often the utility companies just tarmac over and take too long to carry out permanent repair even allowing for settlement. Quite often the setts are removed and not put back. Will the City Council carry out a survey in the WHS to establish the amount of setts that have been covered in tarmac, something that was done extensively in the late 50s and 60s?*
13. *I think settled streets are an important part of Edinburgh's heritage wherever they are located in the city. Utility companies should be made to replace or repair any damage to settled streets when they undertake works. This unfortunately is not always the case and proper reinstatement of setts is not always undertaken resulting in patches of tarmac in these areas. Council enforcement officers need to ensure that proper reinstatement is undertaken. Our conservation areas greatly benefit from their settled streets which enhance their character.*
14. *I think the council is also seriously remiss in ensuring that utility repairs are carried out with proper respect for sets and the number of tarmac patches that appear post-resetting (Eyre PI for eg) result in uneven surfaces, spreading gaps and general messy appearance.*
15. *It is important to maintain them properly and where there are utility works to replace them skilfully, not create tarmac areas within them.*
16. *They are expensive but if they are retained they need to be repaired properly when necessary so any contractors that dig them up for whatever reason need to know this.*
17. *Utility companies should be forced to replace setts they dig up in the course of accessing their cables/pipes instead of patching the holes with tarmac. It looks dreadful and damages the whole street.*
18. *Utilities companies and agreements - There needs to be stronger agreements in place when utility companies are going in and making repairs to their infrastructure. These kind of agreement in terms of replacement of the surface construction are in place in many London Boroughs and work in controlling haphazard replacement on road surfaces in settled streets.*
19. *Important that settled streets are kept and repaired properly when dug up by utility companies. In some cases streets which were tarred over some years ago should have the tarred surface removed so that the undamaged setts are revealed.*
20. *The first problem for CEC to resolve is that of decent road repairs and reinstatements of the surface by utilities. No point in keeping setts if they are poorly laid, repaired, or reinstated. So that's going to require a lot of agreement and expertise which does not appear to exist at present between CEC and utilities.*
21. *A longer term strategy is required with utility companies to co-ordinate their work so that unnecessary work is avoided. How many times do we see the same stretch of street dug up numerous times for different utility companies.*
22. *It is imperative that any work done which removes setts ensures that setts are replaced. The loop hole that allows contractors to replace temporarily with tarmac never to reappear MUST be outlawed. Tight monitoring and enforcement by the Council is the answer.*
23. *The biggest issue is lack of proper replacement after works and Tarmac being used instead.*

24. *Not convinced that CEC actually care about setted streets: couple of years ago Scottish Water removed some of the setts in Springwell Place, EH11, to undertake work on a water pipe. When they replaced the setted area, some of the setts were bulging up out of the road in comparison to the setted area not affected by the works. Indeed, a few of the setts were sticking out at a circa 20% angle compared to those which were flat. CEC did absolutely nothing to resolve this and it was residents' badgering Scottish Water which resulted in Scottish Water returning to remedy their poor replacement work. Given the heritage importance of setts, I would have expected CEC to visit disturbed setted streets to ensure they are relaid exactly as they were prior to workmen removing them.*
25. *The biggest problem at present is poor maintenance, patching with different materials (tarmac etc) and poor reinstatement after setts are lifted for works / repair.*
26. *The heritage and aesthetic value of setts is undermined by poor repair e.g. tarmac infill. Tarmac infill also impedes cycling by creating an uneven surface, more of an issue than the setts themselves. Planning enforcement should require developers to replace setts, aided by a maintenance manual. Likewise telecom companies should also be required to replace setts (e.g. note the tarmac infill on East London Street in front of the BT Openreach exchange presumably following fibre to cabinet installation).*
27. *We have already lost too many setts, and poorly replaced setts encourage those who argue for their removal. More enforcement is necessary regarding poor reinstatement by contractors working for the utility companies.*
28. *All current streets including Brighton Place, Portobello should continue to be setted to preserve our cultural and architectural heritage. The important thing is to make sure they are maintained properly and utility companies must be forced to replace them properly when lifted for essential maintenance.*
29. *It is extremely important to keep these settled streets. This is Ecinburgh's heritage. Utility firms which dig up the roads should be forced to replace the sets and not leave tarmac patches, even if they have to return once the ground has settled, the council fails to enforce this resulting in a squabble as to who is responsible for repairing the sets.*
30. *All Reinstatement required to done to the same standard as junction at High Street and Bank Street.*
31. *There must be greater supervision and enforcement of standards of repair by the Council when utility companies lift setts.*
32. *When streets need to be dug up for maintenance/repairs to utilities, setts can be reinstated without loss of aesthetics (cf tarmacadamed surfaces, which end up as an unsightly patchwork). This is important when retaining heritage status.*
33. *It's all about maintenance, and especially careful road repairs. Most issue can be directly traced to roadworks where a street hasn't been opened up and then set not carefully returned or soil not carefully compacted before relating the street. The Council should hold the contractors to account if work not done correctly.*
34. *Yes. In Holland they have setts almost everywhere. Ok it's not stones but they manage the cost and skills to do it. AND they coordinate all their utilities to be delivered under the ground - but in a way that never seems to need the roads dug up. Please can we learn how they do it?!!*
35. *If repairs to street surface or sub-street infrastructure need to be made, the surface should be reinstated 'as was'. Patches of bitumen give the worst of both worlds both in appearance and in comfort for road users.*
36. *Should they be damaged by utility companies, then they ought to be returned to previous condition by company involved. They are a very distinctive part of Edinburgh heritage.*
37. *They need to be well looked after and monitored and repaired as and when rather than waiting for a whole street or number of streets to be repaired. It's also important to coordinate utility companies and other digging up the sets to that the same streets aren't being dug up over and over again unnecessarily.*
38. *It seems to me that the contractors who repair the setts don't manage to effect repairs which last well. I'm greatly in favour of retaining the setted streets of Edinburgh but would like to see work done on them lasting better and better maintainance of these historic roads.*
39. *The main problems arise where streets are poorly maintained e.g. subsidence resulting in uneven, unpredictable sett lines, or repairs and reinstatement are badly done and with no consequences in terms of fines, loss of contract etc. Rigorous post-works inspections are needed.*
40. *Keep and maintain all of them . It disgusts me when i see contractors have not replaced them after road works in lanes and roads . e.g. the lane off queensferry st. Do they think no -one will notice. It should be mandatory!*

41. *I am appalled at the way that utilities companies are allowed to dig up setted streets in the World Heritage Site and replace them with huge patches of tarmac. I walk down the Royal Mile every day. It was recently dug up for gas works and has now been dug up again. Last time the setted area was replaced by large patches of dark tarmac which had a detrimental impact on the appearance of the street. The crossroads at the junction of St Mary's Street and Jeffrey Street has had a huge tarmac patch in the middle of it for years. I assume the utilities companies will get away with doing the same thing again. Surely there should be an agreement that they put the setts back exactly as they were when they started work.*
42. *Force utility and other roadwork companies to make proper replacement of setts they dig up (and check their work both when they complete and a year later!)*
43. *Maintenance and reinstatement need CEC enforcing, e.g. following work by Utilities. There are obvious long-term examples of this. For example - Walker Street, where years have passed without temporary tarmac patching being replaced - Coates Crescent where temporary protective tarmac cover during tram diversions has not yet been removed.*
44. *Utility services for years have been allowed to carry out inappropriate road repairs to setted roads contributing to present road conditions. Had utility services been forced to comply with appropriate reinstatement then the setted road conditions would be in better condition than presently found.*
45. *We try to do it in a quick and efficient manner and any gas works needing to be done is replaced correctly.*
46. *Setted streets should be retained wherever possible but strict standards should be imposed on any lifting/replacement/repair work to ensure a uniform surface.*
47. *When disturbed, the organisation disturbing them to replace them at their cost and to the standard acceptable to UNESCO/EPH.*
48. *Uneven surfaces in setted streets mostly arise because of intrusive work by utility companies and the poor consolidation of back-fill. Whilst I accept that the Council cannot stop utilities from carrying out road works, there appears to be little inspection of work during restitution work and no follow on inspections after 6 months to ensure no detrimental settlement has occurred. This is a resource issue for the Council at this time of scarce revenue resources but is a cost that should be borne by the private utility companies and not paid for from the public purse.*
49. *I think utility companies should not be allowed to dig up setts without having them properly reinstated by experts after their work is complete. I think this should be an absolute rule.*
50. *Wherever possible utilities should not be allowed below setted streets -- which seem to be more vulnerable to being dug up and relaid than ordinary streets. I seem to recall Thirlestane Road being 're-setted' a few years ago, to the great credit of the Council and the benefit of the area. It was good to see that such skilled work could still be carried out so effectively.*
51. *Often much damage is caused by contractors installing or working on cables and so on. It is obvious to the observer that there is no real effort made to police such repairs and to demand that when lifted, setts are properly re-laid on the work's completion.*
52. *When setts need to be replaced after road works, they should be put back to the same standards as the original laying. After utility work, the repair work can be very shoddy leading to sinking of setts which then settle to awkward heights and angles, posing a hazard particularly for cyclists.*

A number of respondents support the reinstatement of setted streets and the removal of tarmac and other materials that has previously been used to cover setts:

1. *Sections that have been repaired with black tar should be replaced with stone. Black tar destroys the overall image of a setted street.*
2. *Setted streets should be valued and maintained, indeed streets where setts have been covered in tarmac should be repaired to reveal the setts.*
3. *I strongly support the retention and maintenance of setted streets. Restoring setts which have been covered with tarmac would enhance the look and feel of many of our streets including streets outside of the immediate city centre like Bruntsfield, Marchmont and Morningside.*
4. *I think several setted streets in the city have been tarmacked over; it would be good if they could be uncovered in the due course of maintenance.*
5. *Essential for Edinburgh's economic future that CEC maintains setted streets to the highest standards, and, as far as resources permit, works to restore setted streets which have been "tarmacked" to their original condition.*

6. *I find it sad to see where sets have been tarmacked over and the setts peer through - like parts of Easter Road. As Easter Road is pretty congested (i.e. slow-moving) anyway, maybe there could be a case for returning that street to the original setts.*
7. *I believe it is very important for the Local Authority to invest in maintaining existing setts and that serious consideration should be given to reclaiming those below currently degrading tarmac. Our inscription as a World Heritage Site is something to be valued for both it's cultural Kudos and the benefits it brings to the City's world wide reputation and our economy. I strongly believe that the public realm around all of our historic buildings and in all the Conservation Areas should be treated with as much care and attention as the City centre as visitors explore and find accommodation and get aesthetic pleasure from so many areas of our historic City. This also applies to those who aspire to live in Edinburgh. The kudos and economic benefits that come from peoples' appreciation of the authenticity of our historic fabric, including the make up of public realm, should not be underestimated. As such every effort should be made to maintain and re-use setted streets.*
8. *There might be some which are buried under tarmac, it would be nice if they could be restored when the roads are being re-done. Don't believe Transportation people if they say there are not there any more, go and look!*
9. *Please retains setts wherever possible. I'd also like to see streets with buried setts reinstated - tarmac covering rarely lasts, and looks very scruffy.*
10. *There is a case for the restoration of setting streets in historic residential areas (such as the Blacket Conservation Area).*
11. *I think they should replace tarmac in the Old Town Conservation Area, especially on the Canongate.*
12. *The setts should be replaced where they have been removed. This is especially required down the Royal Mile. The tarmac surface has downgraded the character of this important street. The loss of setts anywhere detrimentally changes the character of our historic city.*
13. *I would very much like the tarmac removed in Ainslie Place so that it looks of a piece, and its time Fredrick Street was properly repaired, with the tarmac patches removed.*
14. *Setted surfaces should be returned to all streets where they exist beneath the tarmavadam.*
15. *I have already written to the Council to suggest setted streets currently covered in tarmac should also be restored to their original form. I have seen examples of street repairs being done where setts have been replaced with patches of tarmac and where setts under tarmac have been discarded and replaced with more tarmac. More setted streets would attract more tourists to Edinburgh. We should restore those in the old centres first, eg Old and New Towns, Stockbridge, Leith, Portobello. There could also be apprenticeships in setting to develop a workforce for the purpose and for maintenance.*
16. *It would also be excellent if more stone pavements could be restored and the current unaesthetic concrete slab replacements could be gradually replaced in their turn.*
17. *I would like the Council to remove the tarmac and restore the setts at the junction of Great Stuart Street and Ainslie Place, as they once promised.*
18. *remove the tarmac from the existing ones that have been covered up, now that the city has a ridiculous speed limit we might as well have the town looking attractive.*
19. *Streets that are tarred over but still exist underneath ought to be reinstated wherever possible and safe to do so, particularly in residential/ conservation areas.*
20. *I live in a street (Hart Street) where the setts have been buried under a layer of rather nasaty tar-macadam. It would be nice to think that might reappear one day!*
21. *As before they are a wonderful part of our heritage and I believe as many as possible should be uncovered. In Germany they are proud of their setts and are no impediment to a city's 21st century operations. It's their attractiveness, much appreciated by tourists and natives alike. They are part of the picture of Edinburgh.*
22. *The historic Dalry Colonies present a good example of where - over time - the original setts have almost all been replaced by inferior tarmac and gravel. Their access paths are highly deserving of reinstatement under the original stone setts.*
23. *Setted streets must be cherished and efforts should be made to remove tarmac and revert to setts in areas which were originally setted, for example, including streets in places like Gorgie-Dalry, Portobello and Marchmont.*

Appendix 2

Setted Streets

Cultural Assessment and Principles

1.0 Introduction

- 1.1 This document draws together knowledge about setted streets, the use of setts in Edinburgh and provides guidance on the conservation of historic setted streets and the application of new setted streets and surfaces in the 21st century.

2.0 Cultural context and Value

History

- 2.1 There is evidence of Edinburgh's streets being the "best paved streets with' bowther stones' that had ever been seen" from this quote in 1632. Edinburgh seemed to take steps to improve its roads in line with national priorities and the city was fortunate to have ready access to local stone. Records show that Regent Road and Regent Bridge were constructed with stone blocks created from sources of stone in Holyrood Park. These stone surfaces were preferred as they provided a robust and clean surface. An indication of how and when streets were setted can be established from the stone materials used to make the setts. Basalt from Holyrood and other local quarries and Dolerite was available from quarries at Ratho and Ravelrig etc.
- 2.2 As Edinburgh was fortunate to have good stone supplies it continued with setted street improvements to both new streets and by retrofitting older streets throughout the nineteenth century. Without this ready access to stone, trends elsewhere were for tarmac which was developed in the twentieth century and preferred to setts. Setts had become problematic with the increasing weight of vehicles, displacing the surfaces so that they became bumpy. It was recognised then, as today, that even with the introduction of mortar joints, the use of the reclaimed setts created some difficulties for modern transport.

Character and Authenticity

- 2.3 Where setts survive, much like the original sandstone flag paving, kerbs and channels, they have weathered and worn in varied and attractive ways that complement the surrounding buildings. The setted carriageways and accesses that survive help to define the dimensions of the carriageways, contributing to the understanding of the hierarchy of design.
- 2.4 Edinburgh is seen as fortunate in having retained so much of its original buildings, streets and traditional features, resulting in a wealth of original natural stone materials.

Significance

- 2.5 *Historic streets and their features are important to the historic environment.* Until the twentieth century streets were paved with natural stone. These natural materials are hard wearing and are now seen as more attractive than modern products.
- 2.6 Surviving historic surfaces make a significant contribution to the character and authenticity of an area, and can provide us with interesting historical information about the design, construction and development of the urban environment. Setted surfaces provide a very important part of the identity of the places and streets they survive.
- 2.7 In 1986 a policy of protection and retention of setted surfaces was established. A list of 387 setted streets was identified of which about 174 (nearly 50%) lay in the World Heritage Site.

World Heritage Site

- 2.8 At an international level the Old and New Towns of Edinburgh are recognised as a World Heritage Site (WHS). The quality of the public realm within the WHS is important in contributing to a quality built environment, particularly in a living city where the heritage site is so heavily used both by pedestrians, cyclists and vehicular traffic. Setted streets are especially significant for the World Heritage Site as they contribute to the outstanding universal values of the site, ‘an outstanding example ... which illustrates significant stages in human history’.
- 2.9 Scheduled Ancient Monuments, Archaeology, Conservation areas, Listed Buildings and their state of repair are all an important part of national and local identity and therefore significant to the WHS. They contribute to our history and education, tourism, sustainability, local distinctiveness, place making and quality of life. It is a finite and non-renewable resource that contains unique information and reflects the lives of people who lived in Scotland over the past 10,000 years.
- 2.10 The Old and New Towns World Heritage Site Management Plan 2011-16 recognises the role the historic fabric of streets, including setts, add to their character and individuality. Their condition will have an impact on the state of conservation of the World Heritage Site which is monitored for UNESCO.

Conservation Areas

- 2.11 At a local level, the significance of features of conservation areas is described in the Conservation Area Character Appraisals. Conservation area management is guided by the need to understand the historic context of the area.

“Physical change in conservation areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in conservation areas should always be founded on a detailed understanding of the historic and urban design context.” From PAN 71, Conservation Area Management.

- 2.12 The Council's review of conservation area character appraisals has included extensive consultation with local communities which has enabled a shared understanding of the historic significance of surviving materials. In the Grange, for example, Hope Terrace is one of the few streets which retain their original setted surface. There was strong opinion about the poor condition of many road and pavement surfaces; however there was agreement that surviving materials should be considered in situ. It was also recognised that conservation- appropriate new materials should be specified places where surfaces were inferior and in poor condition.
- 2.13 When consulted on a review of the Conservation Area Character Appraisal, the community in Queensferry were asked if there were any additional special characteristics or features that had been missed, issues relating to cobbled streets were referenced as the most common issue. In particular the good quality historic and more recent streetscape and boundary features were noted. Although the community acknowledged that the majority of the traditional, natural stone finishes of the High Street are the result of streetscape enhancement works of the 1990s, they considered that the general design and material palette reflect the historic character of the street and respond to its distinctive features. The Character Appraisal recommended *"Historic surfacing materials, ironwork and detailing should always be retained and repaired where they survive. Lost features should be reinstated where there is evidence. Training and education in specification and maintenance of appropriate materials would assist in protecting these features in the longer term"*.

Setted Streets Elsewhere

- 2.14 Setted streets are often associated with specific listed buildings, areas of townscape that have remained unchanged, and areas that were originally sites of industry. Industrial areas have often retained setted streets where the buildings are long gone. The Canal is designated a Scheduled Monument. The setted surfaces form an integral part of the recognised industrial heritage, particularly in Fountainbridge, where it passes through old industrial areas. When the communities in the Colonies across the city were asked about their areas with a view to designating them as Conservation Areas, they highlighted the importance of setted streets to the character of the townscape.

Public Opinion

- 2.15 The Council has annually sought public opinion on the 'quality of the built environment' through the environmental quality indicators survey. In 2014, one of the projects that was used to find out what people felt about improvements and changes to the built and natural heritage of Edinburgh was Castle Hill, where improvements have been made to the historic setted street, retaining the original setts. The majority of people surveyed felt that the proposals fitted well with its surroundings and considered the street to be attractive.
- 2.15 Public support for traditional surfacing materials, including stone paving and setted streets have been raised in consultations for George Street. The use of setts has been embedded in the design approach for public realm proposals for tram, St Andrew Square and Charlotte Square in the city centre and in town centre projects in Balerno.

3.0 Stone supply

- 3.1 The provenance of stone is overseen by The British Geological Survey. It undertook a review of Scotland stone industry which is outlined in a report published in 2016 - '*Scotland's building stone industry: a review*'. This report highlighted the Scottish legacy of building with natural stone. The use of stone had contributed to the rich built heritage and the strong sense of history. The Scottish stone industry has shrunk and is currently very fragile and international trade in natural stone has grown enormously.
- 3.2 Edinburgh has a policy of retaining and storing setts from streets that may have undergone repair or have changed their use. This resource is used to make repairs to existing setted streets. The material is managed under contract for the Council.
- 3.3 Due to procurement requirements, both public and private contracts operate in most Scottish authorities and do not generally specify Scottish stone. The significant impacts from the use of imported stone are environmental costs, often hidden in supplies into the UK, and the visual consistency is often compromised, which may have a longer term impact on community pride. The small indigenous Scottish market is not able to make any impact on this agenda. It is accepted that an improved stone industry, specifically for materials traditionally used for setts could lead to an increase in the use of local stone.
- 3.4 Studies undertaken by Edinburgh World Heritage, the BGS and the City of Edinburgh Council on paving stone, have led to the continued use of stones traditionally used in Edinburgh, Caithness stone and Sandstone being specified from UK quarries in Scotland and England.
- 3.5 We do not have enough information about the properties of imported granites and how they may wear or perhaps retain their colours in the same way as original quarried stone used for setted streets. The Council is working with Edinburgh World Heritage to commission further studies to ascertain a more detailed understanding of materials and their properties in order that we can ensure we are using suitable materials for Edinburgh Streets.

New Setted Streets

- 3.6 Investment in public realm in the 1990's brought a renewed investment in the repair of existing setted streets and in reintroducing new setted streets and surfaces in Edinburgh. Funding for public realm improvements was made available to the Council through Scottish Enterprise, which was not previously available. Projects to improve the Royal Mile and Old Town were implemented and included improvements to Cockburn Street and the repair of the setts. The Capital Streets Project included the reintroduction of setts into Castle Street and the repair of setted surfaces in the Grassmarket. The use of new flat topped setts bring additional benefits for walking and cycling across the city and will be an important consideration when considering maintenance, repair and improvements for setted streets.

4.0 Historic Stone Setts

Materials

- 4.2 The type of stone used for setted streets varies. The materials include a range of Gabbro, Basalt and Dolerite, all of which are described as whin (any one of various hard crystalline types of igneous rocks) and granite.
- 4.3 The type of stone sett used in specific streets reflects changing availability. Where the whin stones are used they tend to be of a more uniform colour and tone. The granite setts are more varied in colour and can include grey, red and pinks.

Size and laying practices

- 4.4 Setts are commonly laid onto a firm base and the joints filled with loose material (stone chips, gravel and/or sand). In more recently improved setted streets and where new setts are installed, the joints are filled with cementitious mortar or a proprietary mix.
- 4.5 Setts are laid in uniform widths at right angles to the street and sizes varied to accommodate bends in the street. In some places setts were laid in long herringbone courses, particularly on steep slopes and at junctions, to assist in increasing resistance to movement.

Kerbs and Channels

- 4.6 Historic Setted streets are often also associated with original stone kerbs, channels and other stone street features which are intrinsic to the character of the street. Whinstone kerbs have replaced many of the original kerbs. There are some surviving examples of sandstone kerbs and occasionally granite which are grander in proportion and twice the width of the standard whin kerbs. Channels are either created from 2/3 string courses of setts or a dished channel.

5.0 Locations

- 5.1 There are 502 streets identified by the Council as retaining historic setts in Edinburgh. The locations are listed in Appendix 1. There may well be more that are overlaid or retain small sections of setts that are not identified.
- 5.2 There are also streets in Edinburgh that have been re-setted. These include key streets in the city centre such as Waverley Bridge, New Street, Castle Street and Cambridge Street.

6.0 Policy and Strategy

- 6.1 Setted streets can make it difficult for pedestrians and cyclists to move around easily. The uneven surface and the smoothness of the setts can be problematic. The Edinburgh Street Design Guidance outlines the importance of setted streets. Detailed design guidance will be provided that will outline the different specific features of setted streets including types of stone and sizes etc. A range of specifications will be provided to guide maintenance of existing setts. Specifications for new setted streets will also be included along with treatments to provide solutions for improving surfaces for cycling and walking.

- 6.2 Temporary management arrangements, on occasion, require measures to be put in place to remove (as at Ainslee Place with tram diversions) or overlay setted streets (the latter has been a common practice for many years), as a way of preserving the setted street. In these cases, joint decisions are taken by the Senior Management team or by Committee in the context of the strategy in place for setted streets.

7.0 Management and Maintenance

- 7.1 The World Heritage Site Management Plan has established a number of policies to prevent the erosion of the unique sense of place and outstanding townscape including:
- To manage the streets in a way that respects, promotes and enhances its Outstanding Universal values;
 - To encourage the availability and use of traditional materials;
 - To promote the retention or re-establishment of traditional materials (especially those which may be in short supply or no longer obtainable);
 - To respect the existing palette of traditional materials in new work and in the maintenance of existing historic fabric.

These practices will be applied to the Council's Design Guidance for setted streets and included into the Council's framework contracts for Roads and Transport. They will also be included in the Specification for the Reinstatement of Openings for Roads and the gazetteer of Streets with Special Engineering Difficulty (SAD).

Practical Issues

- 7.2 The assessment of historic setted streets shows that there are a number of setted streets that have been damaged and in disrepair, detracting from their qualities and therefore their setting in the surrounding area.
- 7.3 In order to protect these and the remaining areas they need to be identified in the Council's mapping system and model specifications agreed.
- 7.4 With sources of local stone limited, there is a need to retain sources of reclaimed, historic setts. The Council has secured sources of historic setts along with kerbs and channels etc and arrangements for storing and retaining further quantities of setts. These are available for making repairs.
- 7.5 In the long term, further studies into sources of stone that match the properties of the original materials will be undertaken. In the meantime sources of granite and whinstone are supplied to standard specifications that will form part of the detailed guidance for the Edinburgh Street Design Guidance.
- 7.6 Skills in handling stone have been affected by the downturn in the industry in Scotland, something other countries, such as Poland, have maintained. The improvement of internal maintenance skills is essential to the survival of setted streets. Addressing this shortage will be taken forward once the Roads Asset Management Plan (RAMP) is developed in detail.

8.0 Principles

- 8.1 Historic streets and their features are important to the historic environment. Providing good information on the historic and cultural importance of setted streets will help inform changes and interventions.
- 8.2 Stone setted streets have been a part of Edinburgh's character since the end of the eighteenth century. Unlike many other parts of the UK, the practice of using stone for paving streets was more extensive, probably due to the availability of stone such as basalts, granites and whinstone etc in Scotland.
- 8.3 Streets have traditionally been laid out with a central carriageway, paved with setts, and bounded with kerbs and a simple paved footway.
- 8.4 Setted streets and stone paved footways and the details such as kerbs, channels and special features such as mounting stone, lighting plinths, bollards and horonizing are all intrinsic features that are unique to the character of Edinburgh's built environment and public realm. Retaining these features as well as introducing new high quality stone materials is prioritised in areas that are recognised for their historic importance (including the World Heritage Site, Conservation Areas and the setting to listed buildings).
- 8.5 The City of Edinburgh Council is also committed to encouraging the greater use of walking and cycling for everyday journeys and it is recognised that traditional setted surfaces are not always suited to this. This can be compounded if they are badly maintained. It is also recognised that setts can raise specific issues for some users.
- 8.6 As such, it is important that setted streets are designed in ways which enable and encourage day to day walking and cycling.
- 8.7 In the above context, the following principles outline the importance and significance of setted streets and provide recommendations towards an approach for the future protection and management of setted streets in Edinburgh.

The Significance of setts

1. Historic streets and their features are important to the historic environment. Setted streets, and the use of natural stone paving and features, are an intrinsic part of the cultural heritage of Edinburgh. They are finite resource, containing unique information that reflects the lives of people who lived in Scotland. Edinburgh's use of setts prevailed where trends elsewhere were for replacement with modern materials;
2. Setted streets and setted surfaces make a significant contribution to the character and authenticity of an area and are an important part of national and local identity including the setting of individual or groups of listed buildings, streets and village, town and city centres;
3. Public support has been expressed for retaining setted streets and for the appropriate introduction of new stone materials;
4. The use of local stone is a significant aspect of the character of the setts.

Protection of setted streets

1. Setted streets that fall within the WHS and/or are in a conservation area will be protected;
2. Those setted streets that provide an integral part of the setting to a listed building, or are integral to the identity of the townscape arrangement in other parts of the city, will also be protected (and will be judged on their own merit).

Setted Streets and Active Travel

1. The promotion of active travel is an important commitment of the Council. The design of setted street renewals will take into consideration the needs of walking, especially where there is a high level of pedestrian use at crossing points.
2. The design process should also consider cycle use on setted streets, which could pose different issues to walking.
3. As such, any construction or re-construction of setted streets in Edinburgh which is regularly used by cyclists and pedestrians should use setts in a way that facilitates active travel. This may mean using the sawn edge on the upward facing side or, especially at crossing points for walking and, where possible, design features, such as strips of flat-top setts to aid cycling. Details of this will be established in the Street Design Guidance factsheet on setted streets

Edinburgh Setted Street Survey

Street Name	Usage	Bus Use	World Heritage Site (WHS)	Conservation Area (CA)	Comments
Abbey Lane	Cway Type 4	No Bus Use	No	No	
Academy Park	Cway Type 4	No Bus Use	No	No	
Academy Street	Cway Type 4	No Bus Use	No	Yes	
Adelphi Place	Cway Type 4	No Bus Use	No	Yes	
Admiralty Street	Cway Type 4	No Bus Use	No	Yes	
Ainslie Place	Cway Type 1	No Bus Use	Yes	Yes	
Albany Lane	Cway Type 4	No Bus Use	Yes	Yes	
Albany Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Albert Street	Cway Type 2	No Bus Use	No	Part	Leith Walk to Murano Place
Albert Terrace	Cway Type 4	No Bus Use	No	Yes	
Allan Street	Cway Type 4	No Bus Use	No	Yes	
Anderson Place	Cway Type 4	No Bus Use	No	No	
Ann Street	Cway Type 4	No Bus Use	Yes	Yes	
Annandale Street Lane	Cway Type 4	No Bus Use	No	Yes	Boundary for Conservation Area runs down middle of street
Annfield	Cway Type 4	No Bus Use	No	Yes	
Annfield Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Argyle Street	Cway Type 4	No Bus Use	No	Yes	
Assembly Street	Cway Type 4	No Bus Use	No	Yes	
Atholl Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	
Avondale Place	Cway Type 4	No Bus Use	No	Yes	
Bakehouse Close	Cway Type 4	No Bus Use	Yes	Yes	
Baker's Place	Cway Type 1	Low Bus Use	Yes	Yes	
Balmoral Place	Cway Type 4	No Bus Use	No	Yes	
Bangor Road	Cway Type 4	No Bus Use	No	Yes	East side of a small part is in Conservation Area only
Barony Place	Cway Type 4	No Bus Use	Yes	Yes	

Barony Street	Cway Type 4	No Bus Use	Yes	Yes	
Bath Road	Cway Type 4	No Bus Use	No	No	
Bathfield	Cway Type 4	No Bus Use	No	No	
Belford Mews	Cway Type 4	No Bus Use	Yes	Yes	
Belford Park	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Mews	Cway Type 4	No Bus Use	Yes	No	
Belgrave Place	Cway Type 4	No Bus Use	Yes	Yes	
Bell Place	Cway Type 4	No Bus Use	No	Yes	
Bellevue Terrace	Cway Type 4	No Bus Use	No	Part	
Bell's Brae	Cway Type 4	No Bus Use	Yes	Yes	
Bingham Crossway	Cway Type 4	No Bus Use	No	No	
Bingham Place	Cway Type 4	No Bus Use	No	No	
Blacket Avenue	Cway Type 4	No Bus Use	No	Yes	
Blackfriars Street	Cway Type 4	No Bus Use	Yes	Yes	
Blair Street	Cway Type 4	No Bus Use	Yes	Yes	
Bonnyhaugh Lane	Cway Type 4	No Bus Use	No	No	
Boroughloch	Cway Type 4	No Bus Use	No	Yes	
Borthwick's Close	Cway Type 4	No Bus Use	Yes	Yes	
Bowmont Place	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Boyd's Entry	Cway Type 4	No Bus Use	Yes	Yes	
Braehead Crescent	Cway Type 4	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Braehead Grove	Cway Type 4	No Bus Use	No	No	
Braehead Road	Cway Type 4	No Bus Use	No	No	
Braid Road	Cway Type 3	No Bus Use	No	Part	Cluny Gdns south to No.69a
Brandfield Street	Cway Type 4	No Bus Use	No	No	
Bread Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Brighton Place	Cway Type 2	Low Bus Use	No	Yes	
Brighton Street	Cway Type 4	No Bus Use	Yes	Yes	
Broad Wynd	Cway Type 4	No Bus Use	No	Yes	
Broomyknowe	Cway Type 4	No Bus Use	No	Yes	

Broughton Market	Cway Type 4	No Bus Use	Yes	Yes	
Broughton Place	Cway Type 4	No Bus Use	Yes	Yes	
Broughton Place Lane	Cway Type 4	No Bus Use	Part	Yes	Entirely in Conservation Area & partly in World Heritage Site
Broughton Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Bruce Street	Cway Type 4	No Bus Use	No	No	
Brunswick Road	Cway Type 2	No Bus Use	No	No	
Brunswick Street Lane	Cway Type 4	No Bus Use	No	Yes	
Bruntsfield Avenue	Cway Type 4	No Bus Use	No	Yes	
Bruntsfield Gardens	Cway Type 4	No Bus Use	No	Yes	
Buccleuch Place	Cway Type 4	No Bus Use	No	Yes	
Buccleuch Place Lane	Cway Type 4	No Bus Use	No	Yes	
Buckingham Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Burgess Street	Cway Type 4	No Bus Use	No	Yes	
Burlington Street	Cway Type 4	No Bus Use	No	No	
Cadiz Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Calton Hill	Cway Type 4	No Bus Use	Yes	Yes	
Calton Hill	Cway Type 4	No Bus Use	Yes	Yes	
Calton Road	Cway Type 4	No Bus Use	Yes	Yes	
Campbell's Close	Cway Type 4	No Bus Use	Yes	Yes	
Canon Lane	Cway Type 4	No Bus Use	No	Yes	
Canon Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Canongate	Cway Type 2	Low Bus Use	Yes	Yes	
Carberry Place	Cway Type 4	No Bus Use	No	Yes	
Carlton Street	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Brae	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Lane	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Mews	Cway Type 4	No Bus Use	Yes	Yes	
Carmichael Place	Cway Type 4	No Bus Use	No	No	
Carpet Lane	Cway Type 4	No Bus Use	No	Yes	
Castle Street	Cway Type 2	No Bus Use	Yes	Yes	

Castlehill	Cway Type 3	No Bus Use	Yes	Yes	
Cathcart Place	Cway Type 4	No Bus Use	No	No	
Charlotte Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cheyne Street	Cway Type 4	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Chuckie Pend	Cway Type 4	No Bus Use	No	Yes	
Church Hill	Cway Type 4	No Bus Use	No	Yes	
Circus Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Circus Lane	Cway Type 4	No Bus Use	Yes	Yes	
Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
Claremont Grove	Cway Type 4	No Bus Use	No	Part	
Clarence Street	Cway Type 4	No Bus Use	Part	Yes	
Clinton Road	Cway Type 4	No Bus Use	No	Yes	
Coates Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Coates Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Coburg Street	Cway Type 3	No Bus Use	No	Yes	
Cochran Terrace	Cway Type 4	No Bus Use	No	Yes	
Cockburn Street	Cway Type 4	No Bus Use	Yes	Yes	
Collins Place	Cway Type 4	No Bus Use	No	Yes	
Colville Place	Cway Type 4	No Bus Use	No	Yes	
Comely Bank Avenue	Cway Type 3	No Bus Use	Part	Part	Short section at south end included in both
Comely Bank Place	Cway Type 4	No Bus Use	No	No	
Comely Bank Place Mews	Cway Type 4	No Bus Use	No	No	
Comely Bank Terrace	Cway Type 4	No Bus Use	No	No	
Connaught Place	Cway Type 4	No Bus Use	No	No	
Constitution Street	Cway Type 1	Low Bus Use	No	Yes	
Cooper's Close	Cway Type 4	No Bus Use	Yes	Yes	
Cornwall Street	Cway Type 4	No Bus Use	Yes	Yes	
Cornwallis Place	Cway Type 3	No Bus Use	Yes	Yes	
Couper Street	Cway Type 4	No Bus Use	No	Yes	
Cramond Road North	Cway Type 3	Low Bus Use	No	Part	Very small part at north end included in Conservation Area

Cranston Street	Cway Type 4	No Bus Use	Yes	Yes	
Cromwell Place	Cway Type 4	No Bus Use	No	Yes	
Cumberland Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Dalmeny Street	Cway Type 2	No Bus Use	No	Part	
Damside	Cway Type 4	No Bus Use	Yes	Yes	
Danube Street	Cway Type 4	No Bus Use	Yes	Yes	
Darnaway Street	Cway Type 4	No Bus Use	Yes	Yes	
Davie Street	Cway Type 4	No Bus Use	No	Yes	
Dean Park Crescent	Cway Type 3	Low Bus Use	Yes	Yes	
Dean Park Mews	Cway Type 4	No Bus Use	No	No	
Dean Path	Cway Type 4	No Bus Use	Yes	Yes	
Dean Street	Cway Type 3	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Dean Terrace	Cway Type 4	No Bus Use	Part	Yes	Entirely in Conservation Area & partly in World Heritage Site
Devon Place	Cway Type 4	No Bus Use	No	No	
Dewar Place Lane	Cway Type 4	No Bus Use	No	Yes	
Dickson Street	Cway Type 4	No Bus Use	No	No	
Dock Street	Cway Type 4	No Bus Use	No	Yes	
Doune Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Downfield Place	Cway Type 4	No Bus Use	No	No	
Drummond Place	Cway Type 2	Low Bus Use	Yes	Yes	
Drummond Street	Cway Type 4	No Bus Use	Yes	Yes	
Dryden Terrace	Cway Type 4	No Bus Use	No	No	
Dublin Meuse	Cway Type 4	No Bus Use	Yes	Yes	
Dublin Street Lane North	Cway Type 4	No Bus Use	Yes	Yes	
Dublin Street Lane South	Cway Type 4	No Bus Use	Yes	Yes	
Dudley Avenue South	Cway Type 4	No Bus Use	No	No	
Dudley Bank	Cway Type 4	No Bus Use	No	No	
Duff Street	Cway Type 4	No Bus Use	No	No	

Dumbiedykes Road	Cway Type 3	No Bus Use	No	No	
Dunbar's Close	Cway Type 4	No Bus Use	Yes	Yes	
Dundonald Street	Cway Type 3	No Bus Use	Yes	Yes	
Dunedin Street	Cway Type 4	No Bus Use	No	No	
Dunrobin Place	Cway Type 4	No Bus Use	No	Yes	
Durham Place Lane	Cway Type 4	No Bus Use	No	No	
East Adam Street	Cway Type 4	No Bus Use	Part	Yes	South f/w not included in WHS
East Brighton Crescent	Cway Type 4	No Bus Use	No	Yes	
East Claremont Street	Cway Type 2	No Bus Use	No	Part	
East Cromwell Street	Cway Type 4	No Bus Use	No	Yes	
East London Street	Cway Type 3	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of most of street
East Market Street	Cway Type 4	No Bus Use	Yes	Yes	
East Montgomery Place	Cway Type 4	No Bus Use	No	No	
East Preston Street Lane	Cway Type 4	No Bus Use	No	Yes	
East Silvermills Lane	Cway Type 4	No Bus Use	No	Yes	
Eastfield	Cway Type 1	Low Bus Use	No	No	
Eden Lane	Cway Type 4	No Bus Use	No	Yes	
Eglinton Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Egypt Mews	Cway Type 4	No Bus Use	No	Yes	
Elbe Street	Cway Type 4	No Bus Use	No	Part	
Elcho Terrace	Cway Type 4	No Bus Use	No	Yes	
Elgin Street	Cway Type 4	No Bus Use	No	No	
Ellen's Glen Loan	Cway Type 4	No Bus Use	No	No	
Elm Row	Cway Type 4	No Bus Use	No	Part	Just on boundary with WHS
Eyre Crescent	Cway Type 4	No Bus Use	No	Yes	
Eyre Place	Cway Type 2	Low Bus Use	No	Yes	
Fettes Row	Cway Type 4	No Bus Use	Part	Yes	Boundary for WHS runs along middle of road
Fishmarket Square	Cway Type 4	No Bus Use	No	Yes	
Forres Street	Cway Type 4	No Bus Use	Yes	Yes	
Forrest Hill	Cway Type 4	No Bus Use	Yes	Yes	
Fort House	Cway Type 4	No Bus Use	No	No	
Forth Street	Cway Type 4	No Bus Use	Yes	Yes	

Fox Street	Cway Type 4	No Bus Use	No	No	
Galloway's Entry	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Close	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Square	Cway Type 4	No Bus Use	Part	Yes	Entirely in Conservation Area & mostly in World Heritage Site
Gayfield Street	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gentle's Entry	Cway Type 4	No Bus Use	Yes	Yes	
George IV Bridge	Cway Type 1	Low Bus Use	Yes	Yes	
George Square	Cway Type 4	No Bus Use	No	Yes	
George Square Lane	Cway Type 4	No Bus Use	No	Yes	
George Street	Cway Type 1	Low Bus Use	Yes	Yes	
Gibb's Entry	Cway Type 4	No Bus Use	No	Yes	
Giles Street	Cway Type 4	No Bus Use	No	Yes	
Gilmour Street	Cway Type 4	No Bus Use	No	Yes	
Glen Street	Cway Type 4	No Bus Use	No	No	
Glenfinlas Street	Cway Type 4	No Bus Use	Yes	Yes	
Glenisla Gardens Lane	Cway Type 4	No Bus Use	No	No	
Gloucester Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Place	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Square	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Street	Cway Type 4	No Bus Use	Part	Part	Boundary for WHS runs along middle of road
Gordon Street	Cway Type 4	No Bus Use	No	No	
Graham Street	Cway Type 4	No Bus Use	No	No	
Grange Court Lane	Cway Type 4	No Bus Use	No	Yes	
Grassmarket	Cway Type 2	Low Bus Use	Yes	Yes	
Great King Street	Cway Type 3	Low Bus Use	Yes	Yes	
Great Michael Close	Cway Type 4	No Bus Use	No	Yes	
Great Stuart Street	Cway Type 1	No Bus Use	Yes	Yes	
Greenlaw Rig	Cway Type 4	No Bus Use	No	No	
Greenside Lane	Cway Type 4	No Bus Use	Yes	Yes	
Greenside Row	Cway Type 4	No Bus Use	Yes	Yes	

Grindlay Street	Cway Type 4	No Bus Use	Yes	Yes	
Grindlay Street Court	Cway Type 4	No Bus Use	Yes	Yes	
Grosvenor Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Gullan's Close	Cway Type 4	No Bus Use	Yes	Yes	
Halmyre Street	Cway Type 4	No Bus Use	No	No	
Hampton Place	Cway Type 4	No Bus Use	No	Yes	
Hardwell Close	Cway Type 4	No Bus Use	No	Yes	
Haugh Street	Cway Type 4	No Bus Use	No	Yes	
Hawthornbank Lane	Cway Type 4	No Bus Use	Yes	Yes	
Henderson Street	Cway Type 3	Medium Bus Use	No	Yes	
Heriot Place	Cway Type 4	No Bus Use	Yes	Yes	
Heriot Row	Cway Type 3	No Bus Use	Yes	Yes	
Heriothill Terrace	Cway Type 4	No Bus Use	No	No	
Hermand Crescent	Cway Type 4	No Bus Use	No	No	
High Riggs	Cway Type 4	No Bus Use	No	Part	Small section in CA
High School Wynd	Cway Type 4	No Bus Use	Yes	Yes	
High School Yards	Cway Type 4	No Bus Use	Yes	Yes	
High Street	Cway Type 2	Low Bus Use	Yes	Yes	
High Street SQ	Cway Type 1	No Bus Use	No	Yes	
Hill Place	Cway Type 2	Low Bus Use	Yes	Yes	
Hill Square	Cway Type 4	No Bus Use	Yes	Yes	
Hill Street	Cway Type 3	No Bus Use	Yes	Yes	
Hill Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Hill Street South Lane	Cway Type 3	No Bus Use	Yes	Yes	
Hope Lane North	Cway Type 4	No Bus Use	No	Yes	
Hope Terrace	Cway Type 4	No Bus Use	No	Yes	
Hopefield Terrace	Cway Type 4	No Bus Use	No	Yes	
Hopetoun Crescent	Cway Type 3	No Bus Use	No	No	
Howden Street	Cway Type 4	No Bus Use	No	Yes	
Howe Street	Cway Type 2	Low Bus Use	Yes	Yes	
Hugh Miller Place	Cway Type 4	No Bus Use	No	Yes	
Hunter Square	Cway Type 4	No Bus Use	Yes	Yes	
Hunter's Close	Cway Type 4	No Bus Use	Yes	Yes	

India Place	Cway Type 4	No Bus Use	Part	Yes	
India Street	Cway Type 4	No Bus Use	Yes	Yes	
Inverleith Place Lane	Cway Type 4	No Bus Use	No	Yes	
Inverleith Terrace Lane	Cway Type 4	No Bus Use	No	Yes	
Iona Street	Cway Type 2	No Bus Use	No	Part	
Jamaica Street	Cway Type 4	No Bus Use	Yes	Yes	
Jamaica Street North Lane	Cway Type 4	No Bus Use	Yes	Yes	
Jamaica Street South Lane	Cway Type 4	No Bus Use	Yes	Yes	
James Street Lane	Cway Type 4	No Bus Use	No	Yes	
Jane Street	Cway Type 4	No Bus Use	No	Part	Small part of south-east end is in Conservation Area
John Street Lane	Cway Type 4	No Bus Use	No	Yes	
John Street Lane West	Cway Type 4	No Bus Use	No	Yes	
John's Lane	Cway Type 4	No Bus Use	No	Yes	
John's Place	Cway Type 4	No Bus Use	No	Yes	
Johnston Terrace	Cway Type 2	No Bus Use	Yes	Yes	
Joppa Park	Cway Type 4	No Bus Use	No	Yes	
Junction Place	Cway Type 4	No Bus Use	No	Part	
Keir Street	Cway Type 4	No Bus Use	Yes	Yes	
Kemp Place	Cway Type 4	No Bus Use	No	Yes	
King Street	Cway Type 4	No Bus Use	No	Yes	
King's Stables Lane	Cway Type 4	No Bus Use	Yes	Yes	
King's Stables Road	Cway Type 3	No Bus Use	Yes	Yes	
Lady Wynd	Cway Type 4	No Bus Use	Yes	Yes	
Lapicide Place	Cway Type 4	No Bus Use	No	No	
Largo Place	Cway Type 4	No Bus Use	No	Yes	
Lauderdale Street	Cway Type 4	No Bus Use	No	Yes	
Laurel Terrace	Cway Type 4	No Bus Use	No	Part	CA - not including the section on Slateford Road
Laverockbank Terrace	Cway Type 4	No Bus Use	No	Yes	
Laverockdale Park	Cway Type 4	No Bus Use	No	No	
Lawnmarket	Cway Type 2	No Bus Use	Yes	Yes	
Learmonth Gardens Lane	Cway Type 4	No Bus Use	No	No	
Learmonth Gardens Mews	Cway Type 4	No Bus Use	No	No	

Learmonth Terrace	Cway Type 4	Low Bus Use	Yes	Yes	
Learmonth View	Cway Type 4	No Bus Use	Part	Part	South half in both
Lee Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Lennox Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Leslie Place	Cway Type 3	Low Bus Use	Part	Yes	
Lochend Close	Cway Type 4	No Bus Use	Yes	Yes	
London Street	Cway Type 2	Low Bus Use	Yes	Yes	
Lorne Street	Cway Type 2	No Bus Use	No	Part	
Lynedoch Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Mackenzie Place	Cway Type 4	No Bus Use	Yes	Yes	
Madeira Place	Cway Type 4	No Bus Use	No	Yes	
Madeira Street	Cway Type 4	No Bus Use	No	Yes	
Main Street, Balerno	Cway Type 3	No Bus Use	No	Yes	
Malta Terrace	Cway Type 4	No Bus Use	No	Yes	
Manderston Street	Cway Type 4	No Bus Use	No	Part	Short section at west end included in CA
Marchmont Street	Cway Type 4	No Bus Use	No	Yes	
Maritime Lane	Cway Type 4	No Bus Use	No	Yes	
Maritime Street	Cway Type 4	No Bus Use	No	Yes	
Marshall's Court	Cway Type 4	No Bus Use	Yes	Yes	
Meadow Lane	Cway Type 4	No Bus Use	No	Yes	
Melville Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Merchant Street	Cway Type 4	No Bus Use	Yes	Yes	
Merchiston Grove	Cway Type 4	No Bus Use	No	No	
Merchiston Mews	Cway Type 4	No Bus Use	No	No	
Meuse Lane	Cway Type 4	No Bus Use	Yes	Yes	
Middleby Street	Cway Type 4	No Bus Use	No	Yes	
Middlefield	Cway Type 4	No Bus Use	No	Part	Most of this road is in CA
Mill Lane	Cway Type 4	No Bus Use	No	Yes	
Mitchell Street	Cway Type 4	No Bus Use	No	Part	
Monmouth Terrace	Cway Type 4	No Bus Use	No	Yes	
Montgomery Street Lane	Cway Type 4	No Bus Use	No	Yes	
Moray Place	Cway Type 3	No Bus Use	Yes	Yes	

Mound Place	Cway Type 4	No Bus Use	Yes	Yes	
Murieston Lane	Cway Type 4	No Bus Use	No	No	
Myrtle Terrace	Cway Type 4	No Bus Use	no	Yes	
Nelson Place	Cway Type 4	No Bus Use	Yes	Yes	
Nelson Street	Cway Type 3	No Bus Use	Yes	Yes	
New Arthur Place	Cway Type 4	No Bus Use	No	No	
New Broughton	Cway Type 4	No Bus Use	Yes	Yes	
New Skinner's Close	Cway Type 4	No Bus Use	Yes	Yes	
Newhaven Main Street	Cway Type 4	No Bus Use	No	Yes	
Newhaven Road	Cway Type 2	Low Bus Use	No	Part	Newhaven Main Street to Ferry Road only is included in CA
Newton Street	Cway Type 4	No Bus Use	No	No	
Niddry Street	Cway Type 4	No Bus Use	Yes	Yes	
Niddry Street South	Cway Type 4	No Bus Use	Yes	Yes	
North East Circus Place	Cway Type 4	No Bus Use	Yes	Yes	
North Fort Street	Cway Type 3	No Bus Use	No	Part	
North Leith Mill	Cway Type 4	No Bus Use	No	Yes	
North West Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
Northumberland Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street	Cway Type 3	No Bus Use	Yes	Yes	
Northumberland Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Old Fishmarket Close	Cway Type 4	No Bus Use	Yes	Yes	
Old Tolbooth Wynd	Cway Type 4	No Bus Use	Yes	Yes	
Orchardfield Lane	Cway Type 4	No Bus Use	No	Yes	
Palmerston Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Parkside Street	Cway Type 4	No Bus Use	No	Part	Boundary for CA runs down middle of road
Parliament Square	Cway Type 4	No Bus Use	Yes	Yes	
Pattison Street	Cway Type 4	No Bus Use	No	Part	Small section in CA
Peacock Court	Cway Type 4	No Bus Use	No	Yes	
Pembroke Place	Cway Type 4	No Bus Use	No	Yes	
Perth Street	Cway Type 4	No Bus Use	No	Yes	

Pirrie Street	Cway Type 4	No Bus Use	No	Part	North end of CA only
Pitt Street	Cway Type 4	No Bus Use	No	No	
Poplar Lane	Cway Type 4	No Bus Use	No	Part	Boundary for CA runs down middle of part of road
Portland Street	Cway Type 4	No Bus Use	No	Part	
Primrose Terrace	Cway Type 4	No Bus Use	No	Yes	
Quarry Close	Cway Type 4	No Bus Use	No	Yes	
Quayside Street	Cway Type 4	No Bus Use	No	Yes	
Queen Charlotte Lane	Cway Type 4	No Bus Use	No	Yes	
Queen Street Gardens West	Cway Type 1	Low Bus Use	Yes	Yes	
Queensferry Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Raeburn Street	Cway Type 4	No Bus Use	No	Yes	
Ramsay Garden	Cway Type 4	No Bus Use	Yes	Yes	
Ramsay Lane	Cway Type 4	No Bus Use	Yes	Yes	
Randolph Crescent	Cway Type 1	No Bus Use	Yes	Yes	
Randolph Lane	Cway Type 4	No Bus Use	Yes	Yes	
Randolph Place	Cway Type 4	No Bus Use	Yes	Yes	
Ravelrig Wynd	Cway Type 4	No Bus Use	No	Yes	
Reekies Court	Cway Type 4	No Bus Use	No	Yes	
Regent Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Regent Terrace Mews	Cway Type 4	No Bus Use	Yes	Yes	
Register Place	Cway Type 4	No Bus Use	Yes	Yes	
Reid Terrace	Cway Type 4	No Bus Use	No	Yes	
Richmond Lane	Cway Type 4	No Bus Use	No	Yes	
Richmond Place	Cway Type 4	No Bus Use	Part	Yes	South end not included in WHS
Richmond Terrace	Cway Type 4	No Bus Use	No	No	
Riego Street	Cway Type 4	No Bus Use	No	No	
Rintoul Place	Cway Type 4	No Bus Use	No	Yes	
Robertson's Close	Cway Type 4	No Bus Use	Yes	Yes	
Robertson's Court	Cway Type 4	No Bus Use	Yes	Yes	
Rose Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Rose Street South Lane	Cway Type 4	No Bus Use	Yes	Yes	
Rosebery Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	

Roseburn Cliff	Cway Type 4	No Bus Use	No	Yes	
Rothesay Mews	Cway Type 4	No Bus Use	Yes	Yes	
Roxburgh Place	Cway Type 4	No Bus Use	Yes	Yes	
Roxburgh Street	Cway Type 4	No Bus Use	Yes	Yes	
Royal Circus	Cway Type 4	No Bus Use	Yes	Yes	
Royal Crescent	Cway Type 3	No Bus Use	Yes	Yes	
Royal Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Royston Terrace	Cway Type 4	No Bus Use	No	Yes	
Rutland Street	Cway Type 4	No Bus Use	Part	Yes	south-east f/w o/s Caley not included in WHS boundary
Salamander Place	Cway Type 3	No Bus Use	No	Part	short section at south end included in CA
Sandford Gardens	Cway Type 4	No Bus Use	No	Yes	
Sandport Place	Cway Type 3	No Bus Use	No	Yes	
Scotland Street	Cway Type 4	No Bus Use	Yes	Yes	
Seaport Street	Cway Type 4	No Bus Use	No	Yes	
Shaftesbury Park	Cway Type 4	No Bus Use	No	Yes	
Shaw's Place	Cway Type 4	No Bus Use	No	Yes	
Shaw's Terrace	Cway Type 4	No Bus Use	No	Yes	
Shore	Cway Type 3	Medium Bus Use	No	Yes	
Shore Place	Cway Type 4	No Bus Use	No	Yes	
Simon Square	Cway Type 4	No Bus Use	No	Yes	
Smithfield Street	Cway Type 4	No Bus Use	No	Yes	
South College Street	Cway Type 4	No Bus Use	Yes	Yes	
South East Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
South Fort Street	Cway Type 4	No Bus Use	No	Yes	
South Gayfield Lane	Cway Type 4	No Bus Use	Yes	Yes	
South Gray's Close	Cway Type 4	No Bus Use	Yes	Yes	
South Learmonth Avenue	Cway Type 4	No Bus Use	Part	Part	
South Learmonth Gardens	Cway Type 4	No Bus Use	No	No	
South Oxford Street	Cway Type 4	No Bus Use	No	Yes	
Spey Street	Cway Type 4	No Bus Use	No	Yes	
Spey Street Lane	Cway Type 4	No Bus Use	No	Yes	

Spier's Place	Cway Type 4	No Bus Use	No	Part	
Spittal Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Spottiswoode Road	Cway Type 4	No Bus Use	No	Yes	
Springfield Crescent	Cway Type 4	No Bus Use	No	No	
Springwell Place	Cway Type 4	No Bus Use	No	No	
Spylaw Park	Cway Type 4	No Bus Use	No	Yes	
St Bernard's Crescent	Cway Type 4	Low Bus Use	Yes	Yes	
St Bernard's Row	Cway Type 4	Low Bus Use	No	Yes	
St Colme Street	Cway Type 1	No Bus Use	Yes	Yes	
St David's Place	Cway Type 4	Low Bus Use	No	Yes	
St David's Terrace	Cway Type 4	No Bus Use	No	Yes	
St Giles Street	Cway Type 4	No Bus Use	Yes	Yes	
St Margaret's Place	Cway Type 4	No Bus Use	No	Yes	
St Mary's Place Lane	Cway Type 4	No Bus Use	No	Yes	
St Mary's Street	Cway Type 4	Low Bus Use	Yes	Yes	
St Ninian's Row	Cway Type 4	No Bus Use	Yes	Yes	
St Patrick Square	Cway Type 4	No Bus Use	No	Yes	
St Stephen Street	Cway Type 4	No Bus Use	No	Yes	
St Vincent Street	Cway Type 3	No Bus Use	Yes	Yes	
Stafford Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Stanhope Street	Cway Type 4	No Bus Use	No	Yes	
Stanwell Street	Cway Type 4	No Bus Use	No	No	
Steel's Place	Cway Type 4	No Bus Use	No	No	
Stevenlaw's Close	Cway Type 4	No Bus Use	Yes	Yes	
Suffolk Road Lane	Cway Type 4	No Bus Use	No	Yes	
Sugarhouse Close	Cway Type 4	No Bus Use	Yes	Yes	
Summerbank	Cway Type 3	No Bus Use	Yes	Yes	
Sunbury Mews	Cway Type 4	No Bus Use	Yes	Yes	
Sunbury Street	Cway Type 4	No Bus Use	Yes	Yes	
Teviotdale Place	Cway Type 4	No Bus Use	No	Yes	
The Paddockholm	Cway Type 4	No Bus Use	No	No	
The Quilts	Cway Type 4	No Bus Use	No	No	
Thirlestane Lane	Cway Type 4	No Bus Use	No	Yes	

Thirlestane Road	Cway Type 4	No Bus Use	No	Yes	
Thistle Street	Cway Type 3	No Bus Use	Yes	Yes	
Thistle Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thorntree Street	Cway Type 4	No Bus Use	No	No	
Thornybauk	Cway Type 4	No Bus Use	No	No	
Timber Bush	Cway Type 4	No Bus Use	No	Yes	
Tolbooth Wynd	Cway Type 4	No Bus Use	No	Yes	
Torphichen Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Tower Street	Cway Type 4	No Bus Use	No	Part	Boundary for CA runs along middle of section east of Constitution St
Trafalgar Street	Cway Type 4	No Bus Use	No	No	
Trinity Road	Cway Type 4	No Bus Use	No	Yes	East side of road at No.56-68 not included in CA
Tron Square	Cway Type 4	No Bus Use	Yes	Yes	
Tynecastle Lane	Cway Type 4	No Bus Use	No	No	
Union Street	Cway Type 4	No Bus Use	Yes	Yes	
Upper Bow	Cway Type 4	No Bus Use	Yes	Yes	
Upper Dean Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Victoria Street	Cway Type 4	No Bus Use	Yes	Yes	
Walker Street	Cway Type 4	No Bus Use	Yes	Yes	
Warden's Close	Cway Type 4	No Bus Use	Yes	Yes	
Warrender Park Road	Cway Type 3	No Bus Use	No	Yes	
Warrender Park Terrace	Cway Type 4	No Bus Use	No	Yes	
Washington Lane	Cway Type 4	No Bus Use	No	No	
Water Street	Cway Type 4	No Bus Use	No	Yes	
Well Court	Cway Type 4	No Bus Use	Yes	Yes	
Wellington Place	Cway Type 4	No Bus Use	No	Yes	
Wemyss Place Mews	Cway Type 4	No Bus Use	Yes	Yes	
West Adam Street	Cway Type 4	No Bus Use	Part	Yes	north f/w only in WHS
West Bow	Cway Type 4	No Bus Use	Yes	Yes	
West Bowling Green Street	Cway Type 4	No Bus Use	No	No	

West College Street	Cway Type 4	No Bus Use	Yes	Yes	
West Cromwell Street	Cway Type 4	No Bus Use	No	Yes	
West Crosscauseway	Cway Type 4	No Bus Use	No	Yes	
West End Place	Cway Type 4	No Bus Use	No	No	
West Mill Lane	Cway Type 4	No Bus Use	No	Yes	
West Nicolson Street	Cway Type 4	No Bus Use	No	Yes	
West Park Place	Cway Type 4	No Bus Use	No	No	
West Register Street	Cway Type 4	No Bus Use	Yes	Yes	
West Register Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
West Relugas Road	Cway Type 4	No Bus Use	No	No	
West Scotland Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
West Silvermills Lane	Cway Type 4	No Bus Use	No	Yes	
West Stanhope Place	Cway Type 4	No Bus Use	No	Yes	
Westbank Street	Cway Type 4	No Bus Use	No	No	
Wheatfield Place	Cway Type 4	No Bus Use	No	No	
Wheatfield Street	Cway Type 4	No Bus Use	No	No	
Wheatfield Terrace	Cway Type 4	No Bus Use	No	No	
William Street	Cway Type 4	No Bus Use	Yes	Yes	
William Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street South west Lane	Cway Type 4	No Bus Use	Yes	Yes	
Windmill Lane	Cway Type 4	No Bus Use	No	Yes	
Windsor Street Lane	Cway Type 4	No Bus Use	No	Yes	
Yardheads	Cway Type 4	No Bus Use	No	Yes	
York Lane	Cway Type 4	No Bus Use	Yes	Yes	
York Road	Cway Type 4	No Bus Use	No	Yes	
Young Street	Cway Type 3	No Bus Use	Yes	Yes	
Young Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Young Street South Lane	Cway Type 3	No Bus Use	Yes	Yes	

Footway Materials and Surfacing

Setts

Existing Streets

Setts are important features of historic and cultural significance for the city.

There is a presumption in favour of retaining all setted streets within conservation areas. General protection is now provided within conservation area character appraisals and conservation policy as part of the Local Development Plan.

Repairs

Temporary repair will be used where an annual inspection has identified a trip hazard or other health and safety issues. These repairs are undertaken with a tarmac infill.

Comprehensive repairs will be carried out as part of the capital renewals programme.

Edinburgh World Heritage (EWH) in conjunction with the British Geological Survey (BGS) prepared a research paper "**Setts in the City**" which sought to fill a gap in the understanding of these important features.

The report concludes with recommendations on how setted road surfaces may be repaired and conserved.



Well laid setts within carriageway



Temporary tarmac repairs to setted street



Sett deformation: Problems like this can arise from channelized flow and a lack of adequate substructure
(Source, Marshalls 2012)



Cocburn Street, Edinburgh. Street re-laid in the 1990's reusing original setts. (Setts in the City)

Footway Materials and Surfacing - Setts

New Streets

Careful consideration is needed when specifying setts for a footway or carriageway. To determine whether setts are appropriate for a particular street it is important to address the context, use, and users of the street.

Key considerations for choosing setts:

- Consider the qualities of different setts in relation to walking and cycling surfaces they provide.
- Consider the long-term maintenance required for setts.
- Consider specifying flat-top setts to create a smooth surface for cyclists, wheelchairs and pedestrians.
- To avoid un-natural, regular laying, setts should not have sawn vertical edges.

Colour and Depth of setts

Different colours of stone often corresponds to different properties at a practical level, i.e. the porosity and loading capacity of each sett. Therefore specific depths are required for each colour of sett:

- Greys (granite) 150-250mm
- Black (whin) 200-250mm

It is important to consider nearby building materials when specifying setts and carefully design how the scheme will link to surrounding materials.

Sett widths should be within the range 90mm to 140mm though it is recommended that variation within a single street is kept to less than this. In general full size setts should be approximately 2.5 to 3.5 times longer than they are wide.

Granite setts

- Granite setts can be used in certain locations to delineate an area, such as on level loading bays or drainage channels in footway build-outs.
- They can also be used to chance surface texture in carriageway such as on the ramps of raised entry treatments or areas where walking is discouraged
- A flush surface must be achieved where people are likely to walk on the granite setts, using a fine picked finish with flush pointing.
- Cropped granite setts can be used in the carriageway as a slight traffic calming effect, as well as in areas where walking is discouraged.
- Choose granite sett colours by following local precedent.
- Traditionally, granite setts have been laid in random sizes and courses.
- The use of random sized reclaimed setts is preferred
- For new setts, the most common size is 200x100x100mm, laid with a half bond.
- Cubed setts (100x100x100mm) can be used to match local use.



Flush, fine picked granite setts suitable for walking



New Cropped granite setts



Old Granite setts



Setts in level loading

Footway Materials and Surfacing - Setts

Setts Special Requirements

Laying Details

- The straightness and accuracy of the sides is crucial to the performance of the product.
- The setts shall be laid to the specified crossfalls and in straight transverse lines with particular emphasis on the uniformity of width of setts in each row and the relative positions of the joints.
- Joints shall be as described in BS 7533-7:2010 according to the type of sett.
- Refer to standard drawing 11087 for details of rigid jointing.
- Within each course, setts shall be hand selected to maintain average widths along the face of the joints.
- In order to achieve high quality work, setts must be selected and graded as follows: -
- Cleanliness and regularity
- Clean setts, removing yellow paint markings, bituminous material, etc. and reject setts that are chipped on the top surface or are excessively mis-shapen.
- Setts shall be laid to a regular stretcher bond with broken joints at right angles to the direction of the street.
- The minimum overlap of joints between courses shall be 1/3rd the length of the sett.
- Cutting of setts must be kept to a minimum.
- Setts shall be split, if required, at tie ins around manhole covers, valves and any similar obstacle such that gaps do not exceed 10mm.
- Setts to be watered in with a fine spray after laying.
- Joints shall be filled, after 'wetting', with suitable Specialized Mortar in accordance with manufacturer recommendations.
- Do not lay paving if the temperature is below 3°C on a falling thermometer or below 1°C on a rising thermometer.
- Channel courses shall be retained and protected where they exist at present and only introduced for sound engineering or practical reasons. Where used they shall be installed laid parallel to the kerb.
- Natural setts will be laid on bituminous base with compacted sub-base as detailed in BS 7533-10:2010, and specified by an engineer, taking in to account anticipated loadings, traffic levels and ground conditions.
- No grout staining of setts to occur. Clean off with a stiff brush and sawdust.
- Each sett must be clearly defined by neat lines of jointing material, giving a consistent appearance.
- Each completed panel will be protected from frost by a double insulated layer of hessian and polythene, alternatively in warm weather the hessian is to be watered.
- All pedestrian traffic to be kept off newly grouted setts until the mortar has reached a strength sufficient for vehicular traffic.
- Radial areas of setts must be constructed by the movement in the joints or the selection of varying width of setts.
- The specification for material below the sub-grade is as for flexible construction.

The City of Edinburgh Council may provide setts or whin kerb if there is a shortfall. The developer or his agent should contact the relevant RCC officer or inspector to enable them to order these materials.

There may be a charge for these materials. Any works that are to be undertaken on a public road will require a permit from the council, Area Managers.

Any existing setts in areas of new work should be carefully retained and reclaimed for repair purposes.



**British
Geological Survey**
NATURAL ENVIRONMENT RESEARCH COUNCIL

A review of the style and performance of traditional and new setted streets in Edinburgh

Minerals and Waste Programme

Commissioned Report CR/18/008



BRITISH GEOLOGICAL SURVEY

MINERALS AND WASTE PROGRAMME

COMMISSIONED REPORT CR/18/008

A review of the style and performance of traditional and new setted streets in Edinburgh

Martin Gillespie and Paul Everett

Keywords

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Traditional (left) and recently created (right) setted street style in Edinburgh.

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Summary

Historic Environment Scotland and Edinburgh World Heritage Trust have commissioned BGS to conduct a review of setted streets in Edinburgh, with a particular focus on (i) the attributes of traditional setts and setted streets, and (ii) performance aspects of modern setts and setted streets. This report presents the outcomes of that review. The report will inform updated ‘street design guidance’ and a revised strategy for setted streets being prepared by City of Edinburgh Council.

1 Introduction

Stone setts were used to form new carriageway surfaces in Edinburgh for several centuries, and setted streets consequently are a key component of ‘traditional’ Edinburgh streetscape. However, during the twentieth century many setted street surfaces were concealed beneath, or replaced by, modern road-forming materials (mainly tarmac), leading to a gradual loss of traditional street character in the city.

Today, City of Edinburgh Council (CEC), Edinburgh World Heritage Trust (EWHT) and Historic Environment Scotland (HES) all take the view that setted streets are an important part of the traditional / historical environment in Edinburgh, and should be retained where possible and re-instated where practicable. This is particularly the case in the central part of the city that is designated a UNESCO World Heritage site (*Old and New Towns of Edinburgh World Heritage Site*). CEC therefore wishes to review and update its current ‘street design guidance’ for setted streets, and develop a revised strategy for setted streets.

A key goal for CEC is to ensure that newly formed setted streets, and historical setted streets that are repaired, are as far as possible ‘in keeping’ with the traditional style. However, lack of clarity about what constitutes an authentic ‘traditional style’ for setted streets means it is not clear if this goal is being achieved.

Another goal is to ensure that the practical implications of using setted streets (instead of tarmac) are taken into consideration in the new guidance and revised strategy. These include cost-effectiveness; setted street surfaces are expensive to create (compared to tarmac), so demonstrating that they can be cost effective (requiring minimal maintenance) over long periods is important.

Imported stone has been used almost exclusively in recent decades to form new setted streets (because, unlike Scottish stone, it is readily available as prepared setts and blocks, and is relatively cheap). However, the extent to which streets formed of imported stone can be visually ‘in keeping’ with traditional streets, and whether imported stone will perform as it should over the expected lifespan of a new setted street, are not well understood and need to be evaluated.

With these goals in mind, HES and EWHT have commissioned BGS to conduct a review of setted streets in Edinburgh with a particular focus on (i) the attributes of traditional setts and setted streets, and (ii) performance aspects of modern setts and setted streets. This report, which describes the outcomes of the review, will inform the updated guidance and strategy being prepared by CEC.

The report is organised as follows.

- A short review of the geological background to setts – describing the geological properties that underpin sett performance and introducing some of the terminology that features later in the report – is presented in section 2.
- The terms used to refer to the different components of setted streets are described in section 3.
- The key attributes of traditional setted streets in Edinburgh are described in section 4. The information in section 4 is based very largely on *Setts in the City*, an unpublished report compiled in 2004 by EWHT (with input from BGS).
- A list of proposed attributes that new setted streets should display in order to be ‘in keeping’ with the traditional style is presented in section 5; the list is based largely on information in section 4.
- An assessment of how well recently created areas of setted street replicate the traditional style, based on examination of five sites in central Edinburgh, is presented in section 6.
- The same five sites form the subject of an evaluation of the performance of recently created areas of setted street, which is described in section 7.
- Key performance indicators for setted streets, and details of the various tests that can be used to evaluate performance, are described in section 8.
- The report concludes with a brief summary of key conclusions and recommendations.

2 Geological background to setts

There are many different types of rock, and each has a set of attributes (e.g. hardness, durability, propensity to split, permeability, colour) that make it more or less suited to a range of uses in the built environment. Over time, people have learned to select and use different rock types for different purposes, such as walling, roofing, paving and decorative objects, according to their attributes. In this section we briefly review the geological background to setts and introduce some of the geological concepts and terminology that appear later in the report.

2.1 THE MAIN ROCK CLASSES AND THEIR GEOLOGICAL ATTRIBUTES

Virtually all rocks can be divided into three main classes.

- *Igneous rocks* form by solidification of magma (molten rock). Magma can solidify below the ground surface (forming intrusions) or it can erupt into the air or onto the ground (forming pyroclastic deposits and lava flows, respectively). Common types of igneous rock include *granite* and *gabbro* (which always occur as intrusions), and *basalt* and *andesite* (which commonly are erupted, but can form intrusions).
- *Sedimentary rocks* form when layers of particulate matter (e.g. sand, mud, gravel) accumulate on the ground or on the sea floor and are then buried to considerable depth where heat and pressure combine to convert them into rock. Common types of sedimentary rock include *sandstone*, *conglomerate*, *siltstone* and *limestone*.
- *Metamorphic rocks* are former igneous rocks and sedimentary rocks that have been subjected to high temperature and pressure within Earth's crust, such that their mineral and textural character changes and in effect they become new rocks. Common types of metamorphic rock include *gneiss*, *schist* and *slate*.

Metamorphic rocks and most igneous rocks are *crystalline* (formed entirely of tightly interlocking crystals), whereas most sedimentary rocks are *granular* (formed of loosely to tightly packed grains, typically with pore spaces between them). In general, granular rocks are more permeable, less cohesive, and less durable than crystalline rocks.

Any rock used to form setts must be very durable and not prone to parting along planes of weakness. Most sedimentary rocks are not particularly durable, and many have a tendency to part along the boundaries between layers of deposited matter. Some metamorphic rocks are not particularly durable and display a tendency to part, while others are very durable and lack planes of weakness; however, the most durable metamorphic rocks in general are restricted to remote, thinly populated parts of Scotland and as such have not been quarried for building purposes. By contrast, igneous rocks in general are very durable (being hard, dense and essentially impermeable), not prone to parting, and are common throughout Scotland. For these reasons, virtually all setts in Edinburgh and elsewhere in Scotland consist of igneous rock. The remaining information in this section therefore focusses on igneous rocks.

2.2 TYPES OF IGNEOUS ROCK

Igneous rocks are classified and named according to two criteria: the minerals they contain and their grain-size (i.e. the typical size of the constituent crystals).

- The mineral assemblage of an igneous rock is determined by the chemical composition of the magma. *Silica* (silicon dioxide or SiO₂) is the main constituent in all magmas, and therefore plays a key role in controlling the mineral content of igneous rocks. For example, the mineral *quartz* will only crystallise from a *silica-rich* magma, and the mineral *olivine* will only crystallise from a *silica-poor* magma. Most igneous rocks contain around ten different minerals, though the bulk (>90%) of each rock usually is

formed of only three or four minerals. *Feldspar* is the commonest mineral, and is the dominant constituent in virtually all igneous rocks.

- The grain-size of an igneous rock is determined by the rate at which the magma cooled and solidified. Coarse-grained rocks (composed of large crystals) are produced when magma cools slowly, whereas fine-grained rocks (composed of small crystals) are produced when magma cools quickly. Some magmas undergo two or more distinct stages of cooling, and this produces a distinctive character - known as *porphyritic texture* - in which prominent larger crystals are enclosed in a 'matrix' of smaller crystals.

The very wide range of possible magma compositions and magma cooling histories means that geologists distinguish hundreds of different types of igneous rocks, each of which has a different name. However, many of these are rare, and most of the igneous rock globally consists of a relatively small number of rock types.

The names assigned to some of the commonest igneous rocks, and their key characteristics, are summarised in Table 1.

Table 1 Names for common igneous rocks

Rock attributes		Composition		
		Silica-rich	Intermediate	Silica-poor
Grain-size	Coarse-grained	<i>granite</i>	<i>diorite</i>	<i>gabbro</i>
	Medium-grained	<i>microgranite</i>	<i>microdiorite</i>	<i>dolerite</i>
	Fine-grained	<i>rhyolite</i>	<i>andesite</i>	<i>basalt</i>

Thus, *granite* is coarse-grained igneous rock that crystallised from silica-rich magma, and *microgranite* and *rhyolite* are medium-grained and fine-grained rocks respectively that also crystallised from silica-rich magma. Likewise, *gabbro* is coarse-grained igneous rock that crystallised from silica-poor magma, and *dolerite* (sometimes known as *microgabbro*) and *basalt* are medium-grained and fine-grained rocks respectively that also crystallised from silica-poor magma.

Table 1 shows the names of some of the commonest types of igneous rocks, but each category actually encompasses multiple rock types. For example, *granite*, *granodiorite* and *tonalite* are all coarse-grained, silica-rich igneous rocks, which are distinguished by different proportions of feldspar minerals.

Among non-geologists, it is common practice to use a single well-known name to refer to a range of broadly similar igneous rocks. For example, the name *granite* typically is used to refer collectively to 'granite and granite-like rocks'. This is convenient and practical, but it does mean that in some (possibly many) cases the name used to refer to an igneous rock used for building purposes may not be accurate or appropriate in a geological sense. For example, 'Black Granite', a relatively common trade name in the building stone industry, in most cases is probably gabbro or dolerite rather than granite, and as such is geologically very different from granite and will have rather different properties and attributes.

The name *whin* (or *whinstone*) in the past has been used by geologists and others as a general term for dark igneous rocks (which can be difficult to classify accurately without microscope analysis, because the dark colour makes it difficult to distinguish the different minerals in them). In practice,

most of the rocks formerly described as whin are likely to be basalt or dolerite, but in some instances the term has been used to encompass gabbro and even dense, dark sedimentary rock such as sandstone from the Southern Uplands region of Scotland. Geologists no longer use the term.

2.3 MINERALS IN IGNEOUS ROCKS

Silica-rich igneous rocks (including granite, microgranite and rhyolite) consist mainly of the minerals *quartz*, *alkali feldspar* and *plagioclase feldspar* (usually shortened to *plagioclase*) in roughly equal proportions. A small proportion of *biotite* or *muscovite* (minerals from the mica family) is usually present.

Silica-poor igneous rocks (including gabbro, dolerite and basalt) consist mainly of the mineral *plagioclase* and one or more of the minerals *pyroxene*, *amphibole* and *olivine*. Plagioclase is a light-coloured mineral while pyroxene, amphibole and olivine are dark. Thus, gabbro and dolerite are usually grey overall, but they can be light grey, medium grey or dark grey depending on the relative proportions of plagioclase and other minerals.

Quartz is a particularly hard, durable mineral, so igneous rock with a large component of quartz (e.g. granite) in general should be harder wearing and more durable than those lacking quartz (e.g. gabbro, dolerite).

2.4 THE EFFECT OF SECONDARY PROCESSES ON IGNEOUS ROCKS

The original (primary) minerals and texture in an igneous rock can be changed by events that happen to the rock later in its geological history. For example, the rock might be subjected to strong physical alteration (*deformation*), in which case the crystals within it can become stretched and aligned. An igneous rock that lacks any obvious preferred alignment of crystals is said to be *massive*, while a rock in which some or all of the crystals have become aligned through deformation is said to be *foliated*. During deformation, the larger crystals in a porphyritic rock can become lenticular (eye-shaped), producing a texture known as *augen texture*. Some rocks might be subjected to chemical alteration, which causes *primary* minerals to be replaced by one or more *secondary* (new) minerals. Chemical alteration usually acts to weaken the rock and usually produces rock with a pronounced colour (e.g. pink or green). Virtually all igneous rocks are chemically altered to some degree because they remain hot and chemically active for a long time after they have solidified.

Igneous rocks can crack if they are subjected to geological forces, producing *fractures*. Minerals usually crystallise from water that enters the fractures, producing *veins* (mineral-filled fractures). Some veins are as strong as the rock around them, while others are less strong and therefore prone to breaking. Some veins are formed of minerals that are chemically inert, while others are formed of minerals that dissolve readily. For these reasons, veins can be a source of weakness in igneous rocks and a cause of cracking and deterioration in setts.

2.5 OTHER TERMS USED IN THIS REPORT

The term *variant* is used (mainly in section 5 and later sections) to refer to visually distinct forms of one rock type. For example, the setts in one street might all be granite, but more than one variant can be present (e.g. massive grey granite and pink foliated granite).

The terms *rock* and *stone* to some extent are interchangeable, but in general the term *stone* is used here to refer to rock that is quarried for use in the built environment.

3 Terms used to describe setted streets

The terms used to refer to the constructed elements of a setted street and features that contribute to its visual style are introduced below (in *italics*) and used throughout the remainder of this report.

A typical setted street consists of four layers:

- a *surface course*, which includes the setts;
- a *bedding course* (into which the setts are laid), which can be aggregate and/or mortar;
- a *base*, which usually will be macadam or aggregate with a mortar of cement or bitumen;
- a *sub-base*, which usually will be a granular material with a mortar of cement or bitumen.

The surface course, which is the only visible layer in a finished street, forms the main subject of this report. The composition and character of the other layers is determined mainly by engineering considerations (which are beyond the scope of this report). A new setted street typically is laid in *panels* – discrete, relatively small sections, the first of which is completed before the next is begun – to maximise stability (and therefore durability) of the setts and layers.

The visual ‘style’ of a setted street is determined by the surface layer, which includes the following features.

- The *setts*, which are characterised by the *material* (stone) used to form them, their *dimensions* (width, length, aspect ratio [i.e. length:width] and depth), and their *finish* (i.e. the character of their surfaces – sawn, cropped, textured etc).
- The *laying pattern* of the setts. Relevant terminology refers to the geometrical relationship between setts (e.g. *stretcher bond*, *herringbone bond*) and the uniformity of row width (e.g. *regular gauged width* [all rows are the same width] and *multiple gauged width* [width varies from row to row]). In the latter case, there usually is a limited number of widths, for example 90 mm, 95 mm and 100 mm.
- The *joints* (spaces between the setts), which are characterised by their width (*joint width*) and by the material used to fill them (*joint filling*).
- The *surface profile* of the street (e.g. flat or cambered crossfall, and flat or inclined longitudinal profile).
- Whether or not a *kerb* (and therefore pavement) is present; the kerb can be considered part of the setted street, so the material, dimensions, finish and prominence (height above the street surface) of the kerb stone contribute to the street style.
- Whether or not a *channel* is present; the channel can be considered part of the setted street, so the material, dimensions, finish and shape (e.g. flat or dished) of the channel stone contribute to the street style.

Photographs to illustrate some of the typical features of traditional setts are presented in Figure 1 and Figure 2.

4 Traditional setted streets: styles and materials

4.1 INTRODUCTION

Setts in the City (EWHT, 2004), an unpublished report describing the outcomes of a project that set out to “investigate Edinburgh’s setted road surfaces and associated kerbs and details to identify those factors that most contribute to the unique character and local ‘Sense of Place’ ...”, is probably the most detailed and comprehensive modern review of setted streets in Edinburgh. The work included a survey of all the major setted streets within Edinburgh World Heritage Site, and production of a photographic record of setted surfaces. According to the report: “Since 1986 there has been a list of [about 387] protected setted streets in Edinburgh ... of which about 174 lie wholly or partly within the World Heritage Site”. The major setted streets examined as part of the survey amounted to fewer than half of the 174 protected setted streets within Edinburgh World Heritage Site. However, the unexamined streets had only small sections of setted carriageway or were back lanes or similar. The survey also drew on *Edinburgh World Heritage Site Streetscape Survey 1999*, an unpublished document produced by EWHT.

Most of the information presented below is a summary, in the form of bulleted lists, of the key observations, conclusions and recommendations contained in *Setts in the City*. In most cases, the relevant passages in that report have been re-worded to some extent before being incorporated in the lists, but every effort has been made to retain the original meaning. Some additional information, based on observations made for the present study, is added in places to expand upon a particular point or fill a gap.

4.2 SETT DIMENSIONS AND FINISH

- Sett size varies from street to street and within discrete sections of road.
- In general, later setts are more uniform in size than earlier setts.
- Most setts are between 120 and 140 mm wide, but sett width ranges from roughly 60 to 160 mm.
- Setts in later or more prestigious streets tend to be wider and of a standard width, though there are many exceptions.
- Locally sourced, traditional Edinburgh setts were relatively long in proportion to their width, the largest being 3 to 3.5 times longer than they are wide.
- Some imported setts (brought to Edinburgh from other parts of Scotland), which began to appear in the second half of the nineteenth century, had smaller length to width ratios, of as little as 1.5 to 1. However, most granite setts (all of which were brought to Edinburgh from other parts of Scotland) continued to be of ‘traditional’ proportions.
- Measurements of salvaged setts suggest traditional setts typically had a depth of around 175 mm. Shorter, later setts often seem to be 10-15 mm shallower than earlier, longer setts.
- Earlier setts had a ‘rough-hewn’ top surface (still visible in, for example, the less worn parts of the western end of Regent Terrace). Over time, setts were finished with increasing precision and with smoother, flatter top surfaces. Many later, less trafficked, road surfaces still show evidence of a picked or droved finish to the setts.

4.3 SETT MATERIALS

- Virtually all the traditional setts in Edinburgh are formed of just three rock types – basalt, dolerite and granite.

- The basalt typically is very dark grey to black, very fine grained and has a plain, uniform texture. It was quarried in many places locally, including quarries to the north of Salisbury Crag, and probably was used only on the earliest New Town streets to be setted. Compared to dolerite, the basalt seems to have been relatively difficult to work with, being prone to breaking off in flakes when worked; consequently, basalt setts may have been more expensive than dolerite setts. Today, basalt setts are the least common of the three, and were recorded on just a handful of streets – notably Great King Street, Northumberland Street and Regents Terrace – which generally lie outside the central part of the World Heritage Site. Great King Street and Northumberland Street, built around 1820, are paved in basalt and may represent some of the oldest surviving examples of setted surfaces in central Edinburgh.
- The dolerite typically is dark grey to mid grey, medium-grained, and usually has uniform colour and texture (dolerite from some sources can have red or ochre ‘hints’, and some dolerites are reddish or brownish, but these have not been used commonly in Edinburgh). It is clear from the surviving setted streets that dolerite has always been used in greater quantity than other stones to form setts. It was used in the earliest periods of Edinburgh New Town expansion, and subsequently through to the twentieth century. With basalt, it was quarried from local sources from at least the early nineteenth century, and was won from an ever-increasing number of quarries as the century progressed. In a 1905 survey of quarries, 18 working quarries producing basalt and/or dolerite were recorded in Midlothian alone. Today, dolerite setts are by far the most common and most widespread of the three, and form the carriageway surface of numerous streets throughout the World Heritage Site.
- Edinburgh does not have a local source of granite (or granite-like rock), so the earliest setted streets were not formed of granite setts. From the mid-nineteenth century (essentially coincident with the rapid expansion of the rail network) granite setts were imported from different parts of Scotland; known sources include Aberdeenshire (Corrennie and Kemnay quarries), Dumfries-shire (Dalbeattie and Creetown quarries), and Argyllshire (Bonawe quarries). As a result, granite setts display a range of characteristics: those from Aberdeenshire can be foliated, and they can be grey (e.g. Kemnay) or pink (e.g. Corrennie); those from Dumfries-shire and Argyllshire are massive and typically grey. In some instances, granite setts would have been selected as the material of choice for newly laid-out streets (e.g. East Market Street, constructed around 1870), but most granite-setted streets probably represent repaving schemes, where granite setts were used to replace earlier basalt or dolerite setts. Today, granite setts are a major component of several streets in the central part of Edinburgh World Heritage Site, including St Colme Street (the western extension of Queen Street), Thistle Street, George Street, Lawnmarket, High Street, Market Street and St Mary’s Street.
- There is no evidence that stone from more than one quarry was used to create new streets or new street panels (i.e. there was no deliberate mixing of stones to achieve a particular aesthetic style). Two or more rock types, or variants of a single rock type, tend to appear only where new or recycled setts have been used to repair a setted street.

4.4 LAYING

- There is little or no evidence for a consistent policy in the laying of setts.

- The earliest setts apparently were laid on any available firm base (even directly onto soil) and joints were filled with any loose material available, although stone chips, gravel and/or sand seem to have been most commonly used and most satisfactory.
- Laying typically involved the following steps:
 - the setts were sorted by width, since uniform width in any row is critical unless the carriageway curves (in gently curving sections, skilled layers accommodated the bend by laying narrower setts on the inside and wider setts on the outside);
 - after sorting, setts were bedded into a layer of crushed stone or gravel, with their long axis at right angles to the direction of travel (for a time, some parties advocated long herringbone rows on gradients to aid drainage and grip);
 - after laying, the joints were filled, typically by brushing-in whin sand, gravel, finely crushed rock or (least effectively) plain coarse sand.

4.5 KERBS & CHANNELS

- Since at least the eighteenth century, Edinburgh has consistently used ‘whinstone’ (overwhelmingly dolerite) to form kerbs and channels. The high quality of this building stone means that much of the original stone used to form kerbs and channels is still in place today (including nearly every carriageway in Edinburgh World Heritage Site). Basalt forms a very small proportion of all kerbing, but the central part of the World Heritage site has a few substantial areas of granite kerbing (e.g. Princes Street).
- Traditional kerbing stone has fairly standard dimensions: 125-150 mm wide and 250 mm high, with an exposed kerb face of 100-125 mm.
- During the twentieth century, granite kerbs were installed in a few of the more prestigious or busy streets. These are often double the width of normal kerbs, being roughly 250 mm wide on their top surface.
- Many streets have dished channels running alongside the kerb. Such channels may be particularly associated with streets that, in the past, had stone macadam surfacing, although this is far from clear. Channel and special details are historically important but they are not sufficiently common to be considered universal and therefore should not be seen as important elements in defining the unique historic character of Edinburgh streets.

4.6 RECOMMENDATIONS (FROM *SETTS IN THE CITY*) FOR RETAINING AND PROTECTING SETTED STREETS

4.6.1 General recommendations

- Streets should be laid-out with a central carriageway, paved with setts and bounded by kerbs with simple paved footways and a minimum of ‘clutter’.
- In the New Town, the pattern of laying-out streets geometrically with kerb lines parallel to building lines should be preserved.
- Setts should be laid at right angles to the direction of the street in a *stretcher bond*¹ pattern. They may or may not have channels or special detail at their edge adjacent to the kerb.

¹ This is sometimes referred to as a *running bond*, *half bond*, or *brick pattern*.

- Sett width should be within the range 90-140 mm, though the variation within a single street should be less than this. In general, full-size setts should be approximately 2.5 to 3.5 times longer than they are wide.
- The number of sawn surfaces should be kept to a minimum on new setts. Where setts are supplied with two opposing sides sawn, the sawn surfaces should be used to form the top and bottom surfaces of the laid setts.
- Sawn top surfaces should be tooled to roughen the surface.
- New work should be carried out with new (rather than re-used) setts. Setts that are replaced or otherwise recovered should be retained to use in repairs.
- New setts ideally should be from an indigenous Scottish source producing the same, or similar-looking, stone as the original stone. Where this is impossible or presents great financial difficulties then alien stone of an exact visual and petrological match (as determined by BS EN 12407:2000 'Natural stone test methods – Petrographic examination) may be acceptable.
- Dolerite should be used to form new kerbs. New kerbs should be approximately 150 mm wide and 300 mm deep, with an exposed face of 150 mm. Broader kerbs and kerbs formed of granite can be considered in the most prestigious and major streets, such as those in the southern part of the First New Town.
- Channels adjacent to kerbs should be retained and protected for their historic value. Where they do not already exist, they should only be introduced for sound engineering or practical reasons.

4.6.2 Protecting existing surfaces

- Historic surfaces should be retained and any repair work or new work within such an area should seek to match the materials, module and laying practice of the original. In particular, where it is necessary to lift or relay a section of setted carriageway, it should be re-laid with setts of the same stone type, size and colour as the original setts.
- Joints should be filled, as far as is technically feasible, to match the joints in the surrounding area. For example, if the surrounding area has loose fill in the joints the joints of the re-laid section should also have loose fill. Where joints are to be refilled with mortar, great care should be taken to leave the surface of the setts completely mortar free.
- Where historic elements such as channels, string courses or special features exist, they should be retained and any repair should match the existing materials, module and construction.

4.6.3 New surfaces

- Dolerite (or a similar dark, cool grey stone) should be used to form new setted surfaces within the 'outer cordon' of the World Heritage site.
- Grey stone of a cool or neutral tone, which is as similar as possible to native stone already used for setts in the area, should be used to form new setted surfaces within the 'inner cordon' of the World Heritage site. Warm grey or other 'warm' colours are considered inappropriate.
- The palette of colours should be restricted to the variation provided by a single stone (i.e. a mix of different stones should not be used).



Figure 1 Typical character of a traditional setted street in Edinburgh

Both images show roughly shaped dolerite setts (top wet, bottom dry) at the east end of Boyds Entry (a lane off St Mary's Street in the Old Town). Note the variation in colour (light grey to dark grey) and the high length:width ratio of many setts. Units on scale bar are 1 cm.



Figure 2 Typical character of a traditional setted street in Edinburgh

Top image shows roughly shaped dolerite setts at the lower end of Cranston Street. One sett is badly cracked (possibly because the rock has been weakened by chemical alteration as evidence by the patches of pink colouration) and another is cut by two thin black lines (these are a common feature in some Edinburgh dolerite and probably are very thin basalt dykes). Units on the scale bar are 1 cm. Bottom image shows a panel of granite setts on Cranston Street. The setts are cropped on all sides (with 'rough-hewn' top surfaces) and are of regular width and varying length. The panel of granite setts was almost certainly inserted into Cranston Street later than the dolerite setts (i.e. as a repair).

5 Future setted streets: proposed attributes

Setted streets were created over a long period in Edinburgh, and inevitably their character changed during that time to reflect, for example, changes in availability of materials, carriageway design, and construction methods. Furthermore, some of the ‘traditional’ streets that survive today will include sections that were repaired or replaced long ago using materials and styles that did not match the original street, though this might not now be obvious. Thus, it is not possible to produce a succinct, simple definition of ‘traditional style’ that takes into account the full range of characteristics that we see today. In preparing proposals for how setted streets should be formed in future (to be ‘in keeping’ with traditional ones), we have identified a set of ‘key attributes’ and a range of ‘flexibilities’ (Table 2). The key attributes are those features we consider to be most typical of the traditional style, and which should be employed whenever it is possible and practicable to do so. The ‘flexibilities’ allow other materials or styles, which are less typical but still broadly ‘in keeping’, to be employed when it is not possible or not practicable to use a key attribute. These proposals are based on EWHT (2004), as described in section 4 of this report, and our own observations.

From section 4 it is clear that traditional setted streets in Edinburgh display a uniformity of character at a general level (e.g. a very restricted range of rock types, and a consistent laying pattern) but in detail display a modest degree of variability (e.g. sett size typically varies from street to street). The list of proposed attributes in Table 2 attempts to replicate these characteristics while recognising that some compromises will be necessary to meet modern standards of engineering, design and cost-effectiveness.

The proposals in Table 3 relate primarily to newly created areas of setted street. Any repair to an existing street in general should seek to replicate the materials, character and style of the original setts in areas adjacent to the repair.

Table 2 Proposed attributes of new setted streets in Edinburgh

Features		Key attributes	Flexibilities
Setts	Material	<p>Mid grey to dark grey, massive dolerite and grey or pink, massive or foliated granite should be the only rock types used to form setts.</p> <p>Setts should be sourced from the same Scottish quarries as the traditional setts (or other Scottish quarries that produce similar-looking stone).</p> <p>Most new setted streets should use dolerite setts (to maintain the relative proportions of dolerite and granite displayed in traditional streets).</p> <p>Dolerite setts should be used to form principal streets, junctions, side streets and lanes in all parts of the city.</p> <p>Some new setted streets should use granite setts (to maintain the relative proportions of dolerite and granite displayed in traditional streets).</p> <p>Granite setts should be used primarily to form principal streets and important junctions in the central part of the World Heritage site.</p> <p>In any one street or panel, the setts should be of broadly consistent geological character (i.e. the variation in rock colour, rock composition and rock texture should be limited to that in the stone produced at the source quarry); two or more stone types, or variants of a stone type, should not be incorporated in one street or panel.</p>	<p>Basalt setts can be used occasionally to maintain the relative proportions of dolerite, granite and basalt displayed in traditional streets. However, basalt may be less robust than dolerite and visually is similar to dolerite, so arguably it is not essential.</p> <p>Imported setts of dolerite and granite that are a good match (in terms of stone character, dimensions, finish and performance) for Scottish stone in traditional Edinburgh setts can be used instead of Scottish stone, if the latter is not available or is significantly more expensive. (But see comment in section 5 about why it would be preferable in future to use the same Scottish stone that was used historically, instead of imported stone).</p> <p>Granite setts can be used sparingly to form side streets and lanes in any part of the city if there is a compelling design-led reason for doing so (e.g. to be visually in-keeping with surroundings, or to improve the visibility of a safety feature).</p>
	Dimensions	<p>Setts should be between 120 and 140 mm wide, and full-size setts should be 2.5 to 3.5 times as long as they are wide.</p> <p>Sett dimensions (width and/or length) should vary from street to street (to maintain the variability in character displayed in traditional streets).</p> <p>Sett depth should be around 175 mm.</p>	<p>In a minority of cases, sett width can be as little as 60 mm or as much as 160 mm (ideally, there should be a good design-based reason for this).</p> <p>Sett depth can be larger or smaller than 175 mm if there is a compelling engineering-based reason (e.g. to reduce the possibility of sett displacement in areas subject to unusually heavy traffic).</p>
	Finish	<p>All side surfaces should be cropped.</p> <p>Only the top and bottom surfaces can be sawn.</p> <p>A finish appropriate to traffic safety considerations (e.g. flame textured² to improve slip resistance) can be applied to the top surface³, but should not significantly change the visual character of the carriageway surface.</p>	None

² 'Flame-textured' refers to a regular, textured (roughened) finish to sett surfaces achieved by subjecting the stone surface briefly to intense heat ('flaming') so that small fragments spall.

³ Textured surfaces probably form stronger bonds with joint fillings and bedding substrates, so it may be beneficial for the bottom surface to have a textured finish too.

Features		Key attributes	Flexibilities
Laying pattern		<p>Setts should be laid in a stretcher bond pattern, with rows at right angles to the direction of the street.</p> <p>The pattern should not be uniform (nor should it be too variable): in individual rows, setts should be of even width but varying length (while maintaining the stretcher bond character); and adjacent rows should be, to some extent, of different width (i.e. multiple gauge width).</p>	<p>Patterns incorporating a single gauge width or setts of uniform dimensions can be used sparingly if there is a good design-based reason for doing so.</p> <p>Herringbone bond can be used sparingly if there is a good engineering-based reason for doing so (herringbone bond has higher interlocking strength than stretcher bond, so may be a more durable [cost-effective] laying pattern in areas likely to be subjected to unusually heavy loading).</p>
Joints	Filling material	The filling material will depend on the engineering design. There is no requirement to replicate traditional materials, though the filling colour should not clash with, or detract from, the overall colour and visual character produced by the setts.	None
	Width	Joint width will depend on the engineering design, though in general it is expected that joint width will not exceed 20 mm and will be the same (within an acceptable tolerance range) on all sides of a sett.	None
Kerbs		<p>Most new setted streets should include kerbs formed of blocks 125-150 mm wide and 250 mm high of locally sourced, mid grey to dark grey, massive dolerite.</p> <p>The exposed face of each kerb should be 100-125 mm high.</p>	<p>New streets formed of granite setts can include kerbs formed of granite. These should normally be wider than (up to double the width of) normal kerbs (i.e. the top surface can be up to c.250 mm wide).</p> <p>Imported blocks of dolerite and granite that are a good match (in terms of stone character, dimensions, finish and performance) for Scottish stone in traditional Edinburgh kerbs could be used instead of Scottish stone, if the latter is not available or is significantly more expensive (but see comment in section 5 about the benefits of using Scottish stone).</p> <p>The exposed face of a kerb can be a different height or shape (e.g. tapered) if there is a good design-based reason for doing so.</p>
Channels		New setted streets can include channels formed of blocks roughly 300 mm wide of locally sourced, mid grey to dark grey, massive dolerite.	<p>New streets formed of granite setts can include channels formed of granite.</p> <p>Imported blocks of dolerite and granite that are a good match (in terms of stone character, dimensions, finish and performance) for Scottish stone in traditional Edinburgh channels could be used instead of Scottish stone, if the latter is not available or is significantly more expensive (but see comment in section 5 about the benefits of using Scottish stone).</p> <p>Different channel shapes (e.g. flat or dished) can be used.</p>

6 Recently created setted streets: character

Five examples of recently created (up to 15 years old) areas of setted street in central Edinburgh were examined for this project, and aspects of their character and performance were recorded. The character of the street at each site is described in Table 3 and illustrated in figures 3 to 7. Key observations are summarised below. Comments on performance of the recently setted areas are presented in section 7.

Table 3 Summary of carriageway character in areas of recently created setted street

Location	Setts			Joints		Laying pattern	Comment
	Material	Dimensions*	Finish	Filling	Width		
Junction of George IV Bridge and Royal Mile	Three variants: <i>Light grey, massive granite</i> <i>Mid grey, massive microgranite</i> <i>Dark grey, weakly augen-textured, foliated granite</i> The three are in roughly equal proportions, and distributed randomly.	93 mm wide 170-220 mm long Average aspect ratio is roughly 2:1.	All sides cropped. Top surface is flat and slightly rough (flame-textured?).	‘Sika Trojan joint filling grout’ (resin-based, without obvious aggregate, mid to dark grey, slightly soft).	20 mm on all sides.	The junction is divided into four panels that meet at the central point. Each panel is stretcher bond with rows at 45° to the direction of arriving traffic, and at 90° to setts in adjacent panels. All rows are of essentially identical width.	Very heavily trafficked ** Consistent sett size produces a uniform character. Dolerite blocks 780 x 300 mm in plan form kerbs 150 mm high and dished channels 300 mm wide. Three rows of kerb-parallel granite setts separate the main sett panels from the channels. Dolerite blocks bound the edge of the re-laid carriageway; presumably partly design (visual contrast) and partly function (preventing setts from becoming dislocated).
Junction of South Bridge / North Bridge and Royal Mile	Three variants: <i>Light to mid grey, massive microgranite</i> <i>Red, feldspar-phyric granite</i> <i>Greenish and pinkish grey, massive granite</i> The three are in roughly equal proportions, and distributed randomly.	100 mm wide 200 mm long Average aspect ratio is roughly 2:1.	All sides sawn. Top surface is slightly rough but distinctly curved / rounded.	Probably resin-based with aggregate of pink gravel and sand.	Somewhat variable, typically 10-15 mm.	Essentially the same as at the junction of George IV Bridge and Royal Mile (see above).	Very heavily trafficked. The design and materials used to separate the main sett panels and adjacent pavements are essentially the same as at the junction of George IV Bridge and Royal Mile (see above).

Location	Setts			Joints		Laying pattern	Comment
	Material	Dimensions*	Finish	Filling	Width		
St John Street at junction with Holyrood Road	Three variants: <i>Light grey massive granite</i> <i>Dark grey massive granite</i> <i>Greenish grey, massive granite</i>	150 mm wide 260-370 mm long Average aspect ratio is roughly 2:1.	All sides sawn. Top surface is flat and moderately rough.	Cementitious mortar with aggregate of sand. Pale grey when dry, dark grey when wet.	Very regular, 12 mm on all sides.	Regular stretcher bond at right angles to direction of travel. All rows are of essentially identical width. The same three variants laid in a herringbone bond pattern have been used in the middle part of St John Street, and on adjacent side streets.	Moderately trafficked. The three granite variants are closely similar and may have come from the same source. Compared to the light grey variant: dark grey has more dark minerals and greenish grey is more altered (epidote has replaced feldspar). A kerb of dolerite is separated from the main sett panel by a 'channel' of one row of granite setts laid at right angles to the kerb.
Top end of New Street (~50 metres of roadway leading to the junction with Royal Mile)	Two variants: <i>Light to mid grey, weakly feldspar-phyric, massive granite</i> <i>Yellowish mid grey, locally weakly foliated, microgranite</i> The two are in roughly equal proportions, and distributed randomly.	90–110 mm wide 190-250 mm long Average aspect ratio is roughly 2.2:1.	All sides cropped. Top surface is flat but quite rough (possibly sawn then flamed).	Cementitious mortar, with aggregate of sand and gravel. Light grey when dry, dark grey when wet.	Very regular, ~15 mm on all sides.	Regular stretcher bond at right angles to direction of travel. Sett width in any one row is consistent but adjacent rows are of slightly varying width.	Moderately trafficked. Kerbs 300 mm wide and typically 800 mm long of mid grey dolerite with a rough-textured surface rise 20-70 mm above the setts. Flat (not dishd) channels of mid-grey dolerite blocks 300 mm wide and typically 800 mm long (same stone as kerbs) dip gently towards the kerbs.
Waverley Bridge (~30 metres of new setted street, and two c. 4x4 metre side streets leading off Waverley Bridge to the station)	Two variants: <i>Mid grey feldspar-phyric, massive granite</i> <i>Light grey, locally pegmatitic and locally foliated granite</i> The two are in roughly equal proportions, and distributed randomly.	95-120 mm wide 170-230 mm long Average aspect ratio is roughly 2:1.	All sides sawn. Top surface is flat but quite textured / rough.	Cementitious mortar, with aggregate of coarse sand.	Very regular, ~15 mm on all sides.	Regular stretcher bond at right angles to direction of travel. Sett width in any one row is consistent but adjacent rows are of slightly varying width.	Heavily trafficked (street) and lightly trafficked (side streets). Kerbs 290-300 mm wide of dark grey dolerite rise 0-110 mm above the setts. Dolerite blocks bound the edge of the carriageway; presumably partly design (visual contrast) and partly function (preventing setts from becoming dislocated).

* Does not include setts cut to meet edges or maintain the geometric character of the laying pattern.

** Terms such as *very heavily trafficked* and *lightly trafficked* are subjective and based on a brief assessment of vehicular and pedestrian traffic at the time each site was visited.

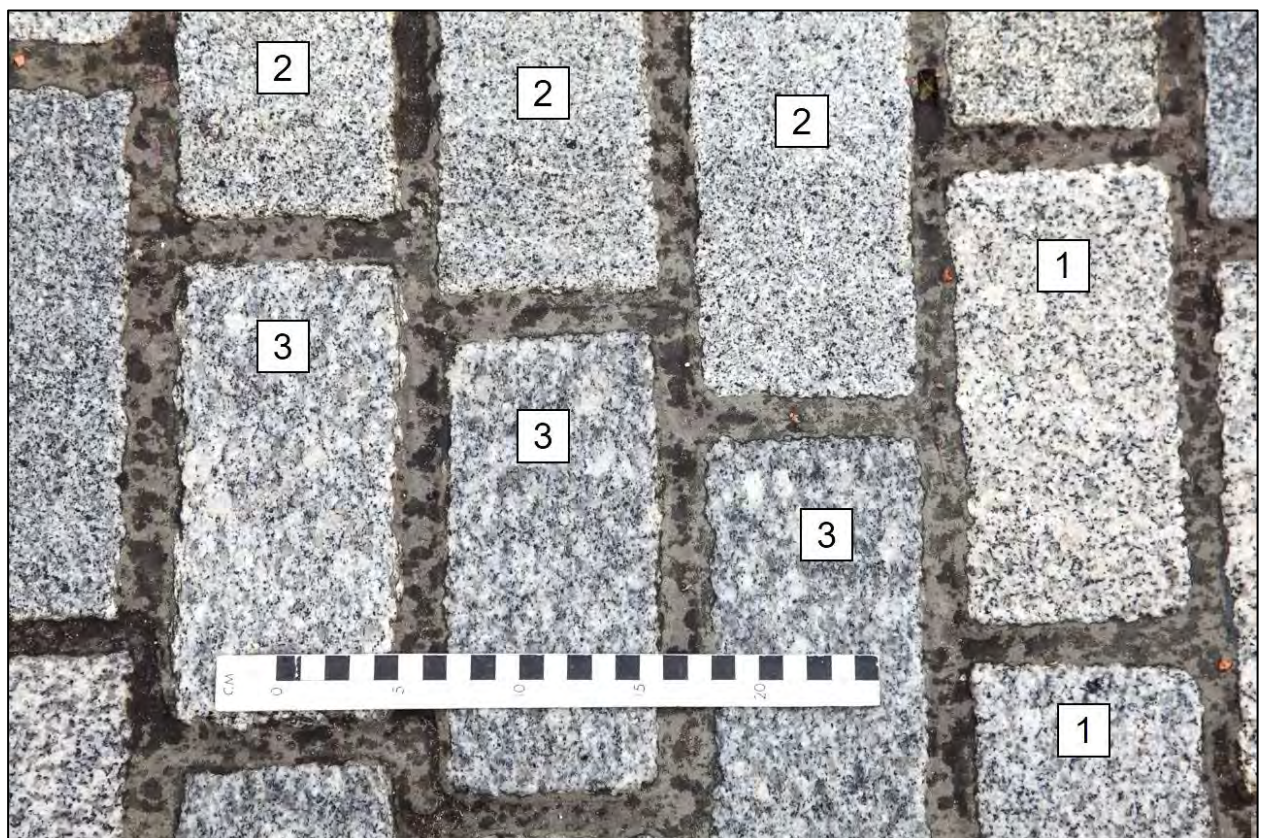


Figure 3 Modern setted street at junction of George IV Bridge / Bank Street and Royal Mile

Top: looking west across the junction.

Bottom: typical character of setts. 1 = light grey, massive granite; 2 = mid grey, massive microgranite; 3 = dark grey, weakly augen-textured, foliated granite. Units on scale bar are 1 cm.

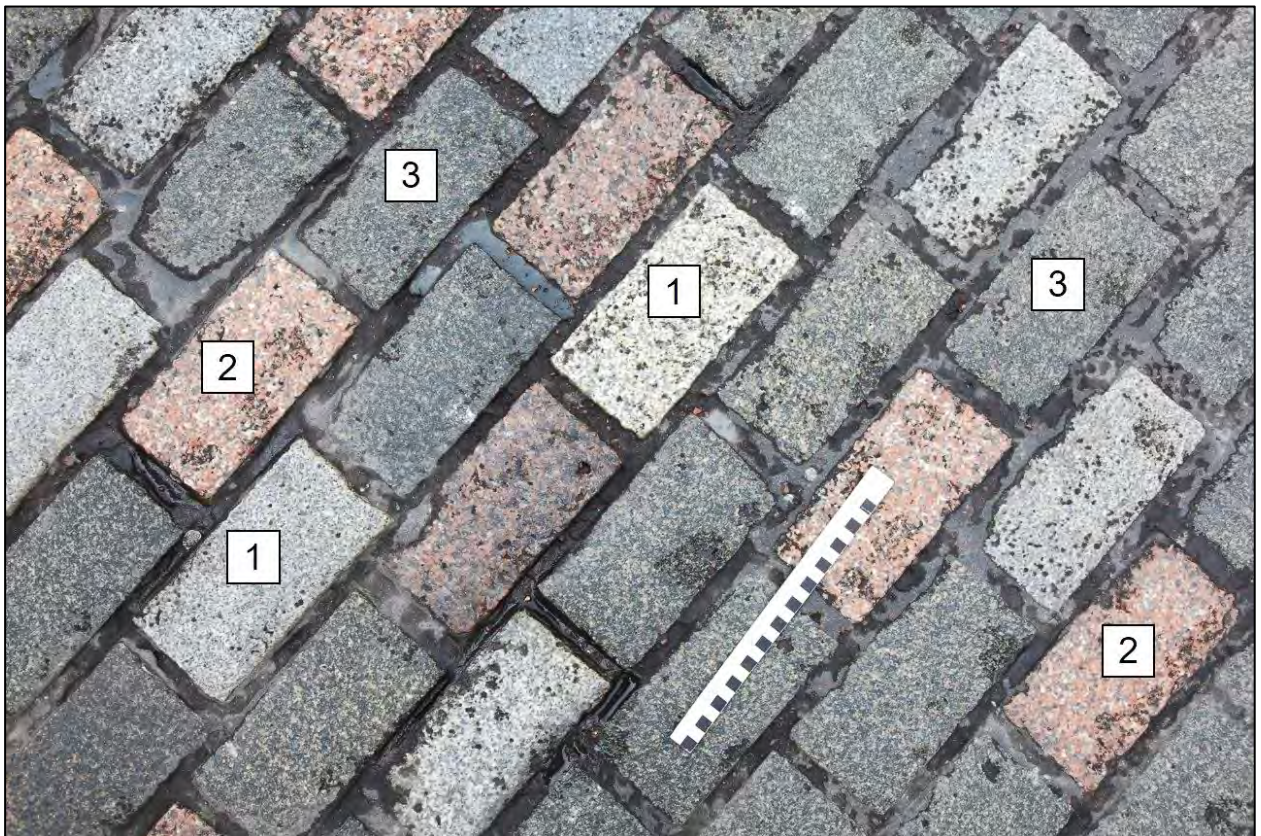


Figure 4 Modern setted street at junction of North Bridge / South Bridge and Royal Mile

Top: looking east across the junction.

Bottom: typical character of setts. 1 = light to mid grey, massive microgranite; 2 = red, feldspar-porphyritic granite; 3 = greenish and pinkish grey granitic-rock. Units on scale bar are 1 cm.



Figure 5 Modern setted street at junction of St John Street and Holyrood Road

Top: looking east across the junction.

Bottom: typical character of setts. Sawn blocks of [1] light grey granite, [2] dark grey granite and [3] greenish grey granite are distributed randomly. Units on scale bar are 1 cm.



Figure 6 Modern setted street at junction of New Street and Royal Mile

Top: looking north along New Street from Royal Mile.

Bottom: typical character of setts. 1 = light to mid grey, locally feldspar-porphyritic granite; 2 = mid grey (slightly yellowish), locally weakly foliated, microgranite. Units on scale bar are 1 cm.



Figure 7 Modern setted street on Waverley Bridge

Top: looking southeast across a typical area of modern setts.

Bottom: typical character of setts. 1 = mid grey granite with pink phenocrysts of alkali-feldspar; 2 = light grey, locally pegmatitic and locally foliated granite. Units on scale bar are 1 cm.

This is a small sample of the recently created setted streets in Edinburgh, so is unlikely to be wholly representative; nevertheless, it is considered to provide a reasonable insight to the character of recently created areas of setted street in central Edinburgh.

The following observations (based on the descriptions presented in Table 3) can be made.

- In all cases, granite setts have been used to form the carriageway surface. Dolerite has been used in some cases to form kerbstones and channels. No other rock types are used.
- At each site, two or three granite variants have been used (i.e. in no case has just one granite variant been used).
- Different granite variants have been used at each site (i.e. up to twelve different granite variants are represented at the five sites).
- In all cases, setts formed of the different granite variants have been used in roughly equal proportions and are distributed randomly in the carriageway.
- Much of the granite has a character that is broadly similar (though not identical) to the Scottish granite used in traditional setts (in terms of colour and mineral-textural features). However, some does not: notably rock that has a greenish or yellowish tinge.
- Setts of different dimensions (length and width) have been used at each site. Taking all sites together, sett width ranges from 90 to 150 mm and sett length ranges from 170 to 370 mm (shorter lengths have been used in places to maintain the stretcher bond pattern). In most cases, the average aspect ratio (length:width) of setts is approximately 2:1.
- Setts of consistent length have been used at just one site; at all other sites setts of varying length have been used.
- Setts of consistent width have been used at three sites; this means sett rows at these sites are of consistent width (single gauge width), producing a regular pattern. At two sites, setts of varying width have been used (though the setts in any one row are of consistent width); this means sett rows are of inconsistent width (multiple gauge width), producing a somewhat irregular pattern.
- Sett 'finish' is variable; in two cases setts have cropped sides and in three cases the sides are sawn. In four cases the top surface is flat and slightly to moderately rough (textured, possibly involving a flame finish), and in one case the top surface is distinctly curved / rounded (unclear if this is due to wear or design).
- The joint filling material is variable. In two cases, a resin-based filling has been used; in one of these there appears to be no aggregate, and in the other one there is an aggregate of pink gravel and sand. In three cases, a cementitious mortar has been used with an aggregate of sand ± gravel. The resin-based fillings have been used in very heavily trafficked carriageways whereas the cementitious fillings have been used in moderately trafficked to lightly trafficked carriageways; it is unclear whether or not this is deliberate.
- Joint width generally is consistent at any one site but varies between sites, from 10 to 20 mm. There appears to be no consistent relationship between joint width and either joint filling (resin-based vs cementitious) or sett finish (cropped vs sawn).
- The same laying pattern – regular stretcher bond – is used at all sites (though it was noted that herringbone bond has also been used in an area adjacent to one of the sites). At major intersections (e.g. George IV Bridge and Royal Mile), sett rows generally are laid at 45° to the direction of travel, whereas on one-way or two-way streets sett rows are laid at right angles to the direction of travel.

The most obvious ways in which recently created areas of setted street (based on the five areas described earlier in this section) depart from traditional character (as described in section 4) are summarised in Table 4.

Table 4 Comparison of the character of recently created and traditional setted streets

Recently created streets	Traditional streets
In all cases, granite setts have been used.	Streets formed of dolerite setts are more common than streets formed of granite setts, particularly in less prestigious streets (side roads, lanes etc).
Some granite setts have a green or yellow tinge.	All granite setts are grey or pink.
In every case, a mixed palette of stones (multiple granite variants) in roughly equal proportions has been used.	Individual streets or panels are constructed using stone from a single source; stone from multiple sources (creating a 'mixed palette') was not used.
In several cases, setts with sawn sides have been used.	Setts always have cropped sides.
In some cases, all the setts (and therefore sett rows) are the same width.	In most cases, setts (and therefore sett rows) are of varying width.
Joints are filled with resin-based or cementitious material.	Joints are filled with loose sand or gravel.
In some areas, setts have been laid in a herringbone bond pattern.	Essentially all setts are laid in a stretcher bond pattern.
In all cases, channels are formed of granite setts, and not dished.	Channels are formed of dolerite, and usually dished.
In one case, the channels consist of a single row of 'normal size' setts laid parallel to adjacent setts.	Channels typically are formed of dolerite blocks that are much larger than adjacent setts and laid at right angles to them.

The following general comments can also be made.

- The exclusive use of setts formed of granite is atypical of Edinburgh's traditional setted streets (where setts formed of dolerite are more common), but strictly speaking not out of keeping. However, ensuring that some (ideally most) new streets are formed of dolerite setts would be more in-keeping with traditional proportions.
- Most of the imported granite is broadly similar to the Scottish granite that was used traditionally to form setts, and could be considered a reasonable (though not perfect) visual match; however, granite with a yellow or green tinge is not typical, and such stone should be avoided.
- There are several reasons why it would be preferable in future to use the same Scottish stone that was used historically, instead of imported stone. For example: (i) the Scottish stone naturally will provide the closest match to existing setts in terms of visual appearance and performance; (ii) the Scottish stone has a proven pedigree, whereas imported stones commonly do not (and therefore may not perform as well as expected); (iii) it might be easier to control (or influence) long-term security of supply of Scottish stone, whereas the availability and character of imported stone may change frequently and without notice; and (iv) it might be easier when dealing with local suppliers, to specify setts with features that are in-keeping with traditional style (e.g. in terms of dimensions and finish). Setts formed of dolerite are now available commercially in Scotland, and there is an opportunity to work with the recently formed Scottish Stone Group to make setts formed of Scottish granite commercially available again.

7 Recently created setted streets: performance

The performance of recently created areas of setted street was assessed at the five sites described in section 6 and Table 3. The main observations are summarised below.

7.1 JUNCTION OF GEORGE IV BRIDGE / BANK STREET AND ROYAL MILE

- Virtually all of the granite setts are intact (not broken). A small proportion are cut by thin, dark veins, which probably are formed mainly of the minerals chlorite and quartz. Most of these veins are intact, but one or two show signs of incipient parting (i.e. the sett may be near to cracking into two pieces along the vein). One sett has cracked vertically and normal to its long axis; the cause is not clear, but it may have parted along a very thin vein of chlorite and quartz.
- Many setts show signs of incipient cracking within 2–5 mm of, and parallel to, their sides (Figure 8). The cracks seem to be more common and/or better developed parallel to the long sides of setts. Natural outcrops of granite commonly display ground-parallel fractures (known as *sheet joints*), which form because the rock ‘relaxes’ (expands) as the weight of overlying rock is removed by uplift and erosion. The cracks in these granite setts may result from a similar process; i.e. the rock may have expanded slightly after being cut into setts (this might happen if the stone comes from a part of the world where the ground is experiencing geologically rapid uplift). Alternatively, the cracks may be developing as a result of physical damage incurred adjacent to cropped surfaces during cropping. Whatever their origin, the cracks are likely to lead to progressive disintegration of sett edges and development of rounded top surfaces.
- The top surfaces of setts may display signs of very minor granular disintegration. This is where abrasion is likely to be most significant, so some deterioration is to be expected. Treatments such as ‘flaming’, which are used to create a textured surface, may make the affected surface somewhat more prone to granular disintegration. Top surfaces are not obviously developing a polish (surfaces are still slightly rough).
- The resin-based joint filling in general appears to be in good condition. However, it is cracking / disintegrating locally, and in places the top surface of the filling is relatively ‘deep’ with the result that water tends to pond in (and takes longer to dry from) these places and detritus tends to gather in them. It is not clear if these areas were deeper at the time the filling was created or if the filling has worn more here. Either way, the fact that water is ponding here and detritus is gathering means these areas are now likely to wear and disintegrate more quickly than other areas.
- There are no signs of setts becoming dislocated, and the sett–filling bonds appear to be tight in most cases. However, lingering wetness along some sett–filling contacts after rain suggests incipient cracks may be developing along the contacts. Water and debris will enter any such cracks and accelerated decay can then be expected.
- Patches of orange-brown staining are developing on granite setts within a few centimetres of iron manhole covers (Figure 8). A joint with resin-based filling always separates the stained sett from the manhole cover, so the stone and the likely source of iron appear not to be in direct contact (at least at the carriageway surface). The iron staining seems to be forming where the joint fillings are deepest / most decayed. The iron might be moving by capillary action from the manhole cover to the sett across the top surface of the filling, or the transfer may be happening beneath the filling (i.e. below the

ground surface). The discolouration probably affects only the surface of the setts, and is unlikely significantly to reduce stone durability.

7.2 JUNCTION OF SOUTH BRIDGE / NORTH BRIDGE AND ROYAL MILE

- Virtually all of the granite setts are intact (not broken).
- Cracks developed near to, and parallel to, sett sides (see section 7.1) are not obviously developed, but conchoidal (curved) fractures are developed locally, notably in several adjacent setts close to the west edge of the junction (Figure 9).
- The (?resin-based) joint filling is in relatively poor condition, being quite badly decayed in places and unevenly preserved (Figure 9). Rainwater tends to pond in joints where the filling is most decayed. As at the previous site (section 7.1), the fact that water is ponding here means these areas are now likely to wear and disintegrate more quickly than other areas.
- The carriageway surface has suffered subsidence locally, notably around manhole covers, and is distinctly uneven.
- There is no evidence that setts are becoming iron-stained near to manhole covers.

7.3 ST JOHN STREET AT JUNCTION WITH HOLYROOD ROAD

- Setts show no sign of cracking, polishing, dislocation or discolouration.
- The surface of the cementitious joint filling in places appears to be deeper than normal and stays wetter for longer after rain; the filling therefore seems to be decaying faster locally, possibly due to localised loading and accelerated wear.
- Hairline cracks along sett–filling contacts become apparent as the carriageway surface dries out after rain (Figure 10). These cracks, which are common at this site, may be due to stress as the surface is repeatedly loaded and unloaded by passing traffic, but they may also or alternatively be due to shrinkage of the cementitious mortar. The smooth, flat surfaces presented by sawn setts (such as these ones) probably produce a weaker bond with joint filling than do the irregular surfaces presented by cropped setts. Thus, sett–filling contacts in panels formed of setts with sawn sides may be more prone to cracking when subjected to loading/unloading forces or shrinkage.

7.4 TOP END OF NEW STREET

Setts and joint filling appear to be in good condition, with no sign of cracking, polishing, dislocation or discolouration (Figure 10). This may reflect the newness of the carriageway, but the cropped sides of the setts may mean the sett–filling contacts are less prone to cracking than where setts with sawn sides have been used (see section 7.3).

7.5 WAVERLEY BRIDGE

- Most setts are in good condition, showing no sign of cracking, polishing, dislocation or discolouration. However, a few setts show signs of incipient cracking close to, and parallel to, their sides (Figure 11).
- Hairline cracks along sett–filling contacts become apparent as the carriageway surface dries out after rain (Figure 11). These may be forming for the same reasons proposed in section 7.3.

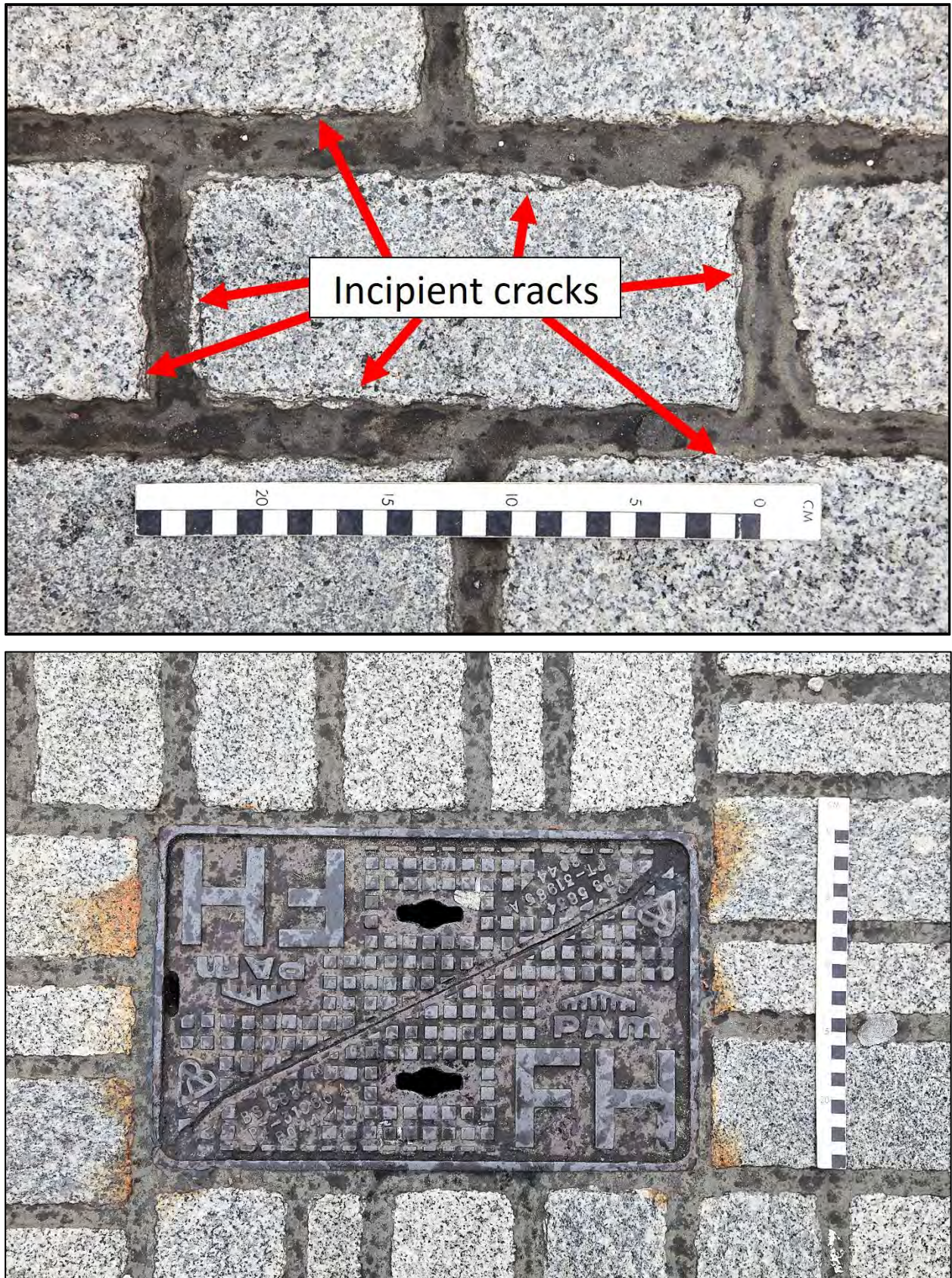


Figure 8 Performance issues in a recently setted area at the junction of George IV Bridge / Bank Street and Royal Mile

Top: incipient thin cracks developing near to, and parallel to, the cropped sides of sets. Bottom: orange-brown iron staining developed locally on sets adjacent to a manhole cover. See text for details. Units on scale bar are 1 cm.



Figure 8 Performance issues in a recently setted area at the junction of South Bridge / North Bridge and Royal Mile

Top: Conchoidal (curved) fractures developed in adjacent setts. Bottom: numerous cracks and evidence for uneven wear developed in resin-based joint filling. See text for details. Units on scale bar are 1 cm.

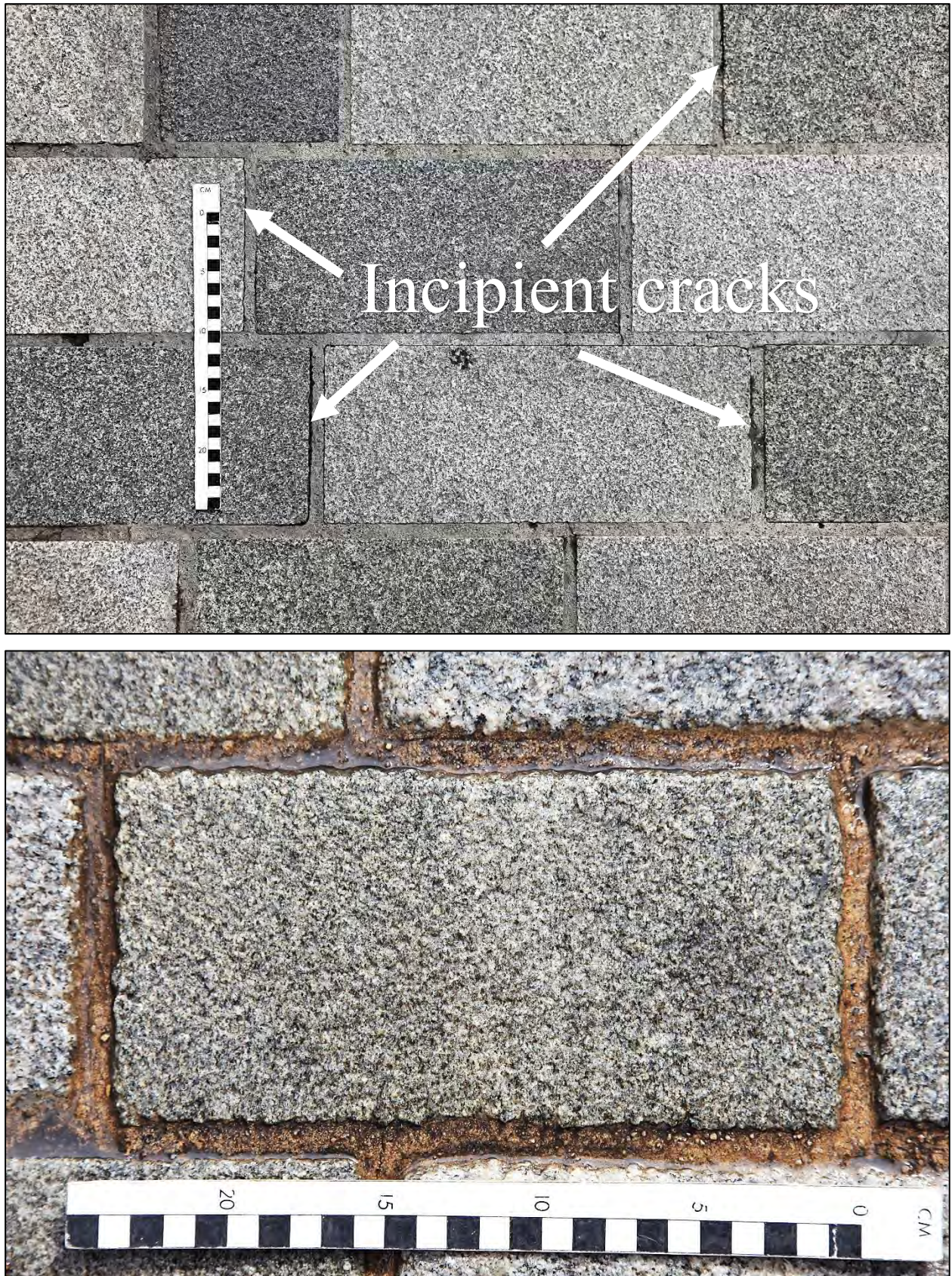


Figure 9 Performance issues in recently setted areas at St John Street and New Street

Top: carriageway surface at St John Street showing hairline cracks (highlighted by dark residues of drying rainwater) developed along the contacts between sawn setts and cementitious joint filling. Bottom: carriageway surface at New Street showing cropped setts and cementitious joint filling, both of which are in good condition. See text for details. Units on scale bar are 1 cm.



Figure 10 Performance issues in a recently setted area at Waverley Bridge

Top: hairline crack developed in granite next to the long edge of a sett, and a hairline crack developed along the contact between sawn setts and cementitious joint filling. Bottom: hairline crack developed along the contact between sawn setts and cementitious joint filling. See text for details. Units on scale bar are 1 cm.

8 Performance indicators for setts and setted streets

Setted streets should be aesthetically pleasing and they should meet the practical needs of street users, but the ideal setted street should also be safe, durable and cost-effective (requiring minimal maintenance during its projected lifespan). To an extent, all these attributes can be controlled by appropriate design and good quality construction, but in some cases tests are required to indicate material performance characteristics. To be safe, the stone should be resistant to polishing and uneven wear; to be durable, the stone should be resistant to granular disintegration (i.e. breaking into its constituent crystals) and cracking; and to be cost-effective, setts should be both safe and durable (reducing the need for costly intervention). No material can ever be completely resilient in these respects, but optimising performance should be a key aim when specifying materials for constructing or repairing a setted street. However, cost-effectiveness also depends on the performance of the setted street as a whole, rather than just the individual setts. This section of the report therefore considers performance indicators for setts and setted streets separately.

8.1 PERFORMANCE INDICATORS FOR SETTS

Performance indicators for natural stone setts can be divided into two types: *geological performance indicators* and *geotechnical performance indicators*. Table 5 presents summary details for a set of ‘desirable natural properties’ that can be evaluated using these indicators.

8.1.1 Geological performance indicators

These are observable geological features that have the potential to improve or diminish the performance of a stone when used as a sett. Features with the potential to diminish performance typically are distributed unevenly in a stone and therefore may not be represented in geotechnical tests or observed in a casual visual assessment. Such features include: chemical alteration and physical alteration of the stone, which could make it susceptible to granular disintegration; fractures, veins and dykes, which may make the stone susceptible to cracking under load or through mineral dissolution; and nodules and other localised features that may weather and abrade more slowly than the enclosing rock (ultimately standing proud and presenting a possible trip hazard) or more quickly than the enclosing rock (creating pits in which water and debris can accumulate). An assessment of geological performance indicators usually requires an examination of the stone by a geologist using the unaided eye (visual examination) or a microscope (petrographic analysis).

The type of stone used to form a building stone product is usually indicated by the supplier in the trade name of the product or in product specification details, but the geological terms used by suppliers are sometimes applied inaccurately or inconsistently (as indicated in section 2.2). It can make sense, therefore, to have the stone type verified independently by a geologist if stone of a particular type or character is required for a project.

8.1.2 Geotechnical performance indicators

These are measurable attributes used to determine how well a stone is likely to perform in a given circumstance (e.g. when subjected to a heavy load or repeated freeze / thaw cycles). Many such attributes are intrinsic properties of the stone and therefore can be evaluated by subjecting a representative sample of the stone to a standard laboratory test.

The British and European standard *BS EN 1342:2012: Setts of natural stone for external paving. Requirements and test methods* defines the dimensional requirements, methods of measurement, permissible deviations, conformity and acceptance criteria for the man-made properties of a sett, and specifies the appropriate performance indicator tests that should be used to evaluate the intrinsic natural properties of a stone. However, it does not define threshold values or other criteria for judging ‘acceptability’ for most of the tests that assess intrinsic natural properties, because

these will vary depending on the setting and function of the street (e.g. projected traffic loading) and its intended lifespan; the designer / road engineer must set these on a case-by-case basis. Suggested ‘acceptance limits’ for most of the relevant geotechnical tests of natural properties (including compressive strength, water absorption, freeze / thaw resistance, Magnesium Sulphate Soundness, abrasion resistance, and resistance to polishing) are provided in chapter 3 of the report *Natural stone surfacing - good practice guide* (Society of Chief Officers of Transportation in Scotland, 2004; referred to hereafter as ‘the SCOTS report’). Most (perhaps all) of the igneous rocks that have been commonly used as setts in traditional and new setted streets in Edinburgh probably exceed the suggested minimum acceptance limits for these natural properties.

Slip resistance is the property that, arguably, is most likely to degrade significantly over time, and as such has implications for both the safety and cost-effectiveness of a setted street. Slip resistance is controlled by the texture of the top surface of a sett, which depends on man-made factors (i.e. how the sett was produced [e.g. sawn, cropped] and finished [e.g. flame-textured]), and an intrinsic natural property (resistance to polishing). Slip resistance is the only geotechnical test described in *BS EN 1342:2012* that is not determined wholly by an intrinsic natural property. In this instance, the standard advises a limit for slip resistance (USRV >35) that is generally considered safe. One geotechnical test, which produces a measure called the Polished Stone Value (PSV), gives an indication of resistance to polishing, but the rate at which in-service slip resistance will degrade cannot be assumed from a PSV. Monitoring and periodic testing is the only way to assess whether or not the slip resistance of in-service setts remains acceptable. The top surface of setts can be re-textured if slip resistance falls below acceptable limits, but using new stone setts with high initial USRV and PSV in the first instance will reduce (and possibly eliminate) the need for intervention, thereby improving cost-effectiveness.

Stone suppliers generally provide a set of geotechnical test data for their product, but it is important to check that these have been conducted in full accordance with the methodologies described in *BS EN 1342:2012* (or whatever document succeeds it).

Table 5 Desirable natural properties of setts, associated performance indicators and tests

Desirable natural property	Possible cause of poor performance	Performance indicator	Appropriate test	Sources of further information
Resistance to granular disintegration	Constituent crystals are insufficiently cohesive	Altered minerals and minerals prone to weathering are rare or absent	Petrographic analysis	Seek advice from a geologist, and/or assurances from supplier
		Mechanical durability is sufficient for intended function	Freeze / thaw resistance	Refer to BS EN 1342:2012 and guidance in the SCOTS report
			Magnesium Sulphate Soundness (MSS)	
			Abrasion resistance	
Resistance to water penetration	The stone is permeable (i.e. water can penetrate it, promoting decay) due to open fractures and/or connected pores	Stone permeability and porosity are low	Water absorption	Refer to BS EN 1342:2012 and guidance in the SCOTS report
			Determination of open porosity	
Resistance to cracking	The stone is brittle and/or The stone contains natural or fractures or incipient fractures due to blasting	Stone strength is sufficient for intended function	Compressive strength	Refer to BS EN 1342:2012 and guidance in the SCOTS report
		Fractures are absent ... or ...	Visual examination & petrographic analysis	Seek advice from a geologist, and/or assurances from supplier
		Fractures are present but are geologically healed and do not contain minerals susceptible to weathering	Compressive strength	Refer to BS EN 1342:2012 and guidance in the SCOTS report
Resistance to slip *	Surface texture is insufficiently rough to provide adequate traction	Resistance to slip is sufficient for intended function	Unpolished Slip Resistance Value	Refer to BS EN 1342:2012 and guidance in the SCOTS report
Resistance to polishing	Lack of hard minerals in the stone allow its surface to become polished	Resistance to polishing is sufficient for intended function	Polished Stone Value (PSV)	Refer to BS EN 1342:2012 and guidance in the SCOTS report
Resistance to uneven wear	The stone has unevenly distributed geological features that differ from the host rock, such as nodules and cavities	Features that might cause uneven wear are absent	Visual examination & petrographic analysis	Seek advice from a geologist, and/or assurances from supplier
Resistance to discolouration	The stone contains iron-bearing minerals that are susceptible to weathering (e.g. pyrite and calcite)	Iron-bearing minerals that are susceptible to weathering are absent	Visual examination & petrographic analysis	Seek advice from a geologist, and/or assurances from supplier

* Strictly speaking, this is influenced primarily by man-made properties (the ‘finish’ applied to sett surfaces) but it is included here as a ‘desirable natural property’ because the natural texture (e.g. crystal size) of a stone will affect the roughness (and thereby slip resistance) of cropped surfaces.

8.2 PERFORMANCE INDICATORS FOR SETTED STREETS

There are no recognised performance indicators for joint fillings or for setted streets as a whole. However, the long-term durability, and therefore cost-effectiveness, of a setted street depends on how all the component parts (setts, joint filling, and support layers) perform, individually and collectively. The observations presented in section 7 of this report suggest that maintaining the bonds between sett surfaces and the joint filling is more important in determining the overall durability (and therefore cost-effectiveness) of a modern setted street than any other aspect. The evidence suggests that the bond is stronger and will last for longer when setts have cropped (rough) sides rather than sawn (smooth) sides, but the durability and influence of different joint filling materials is more difficult to gauge and predict. When cracks form along the bond (or in any other place), water, salt and granular debris will enter them at which point processes such as freeze-thaw cycles, dissolution, salt crystallisation, and abrasion will occur within the crack, leading to an ever-greater rate of deterioration. It is suggested, therefore, that crack development in joint filling should be considered a key performance indicator for the surface layer of modern setted streets. Currently, there is no quantitative measure of crack development (as far as we know), so setted streets should be monitored regularly (perhaps annually) for cracks and associated issues (such as sett displacement and subsidence), and a strategy should be put in place for dealing with problems in the most cost-effective manner. New streets and new repairs should be designed and constructed in such a way as to minimise crack development. The best means of achieving this can be learned through trial and error, but in the interests of improving cost-effectiveness as quickly as possible it would be worth reviewing experiences elsewhere (including other local authorities in the UK and overseas) and initiating formal tests and monitoring of different combinations of sett finish, filling material and construction method.

The British standard *BS 7533: Pavements constructed with clay, natural stone or concrete pavers* (BSI 2009, 2010) provides specifications for constructing paved streets. The standard is divided into several parts, presented as separate documents, each dealing with different materials and pavement types. Parts 7, 10 and 13 are relevant to setted streets. The relevant parts of *BS 7533* specify the methods and materials to be used for designing and laying the setted street as a whole. The SCOTS report also provides information on this process, and includes informative commentary on *BS 7533*.

9 Summary and recommendations

Setted streets were created over a long period in Edinburgh, and inevitably their character changed during that time to reflect, for example, changes in availability of materials, carriageway design, and construction methods. Some of the ‘traditional’ streets that survive today will include sections that were repaired or replaced long ago using materials and styles that did not match the original street, though this might not now be obvious. Thus, it is not possible to produce a succinct, simple definition of ‘traditional style’ that takes into account the full range of characteristics that we see today. However, it is possible to identify a set of ‘key attributes’ of traditional setted streets – features that are most typical of the traditional style – and use these to inform how new setted streets should appear, if they are to be ‘in keeping’ with traditional streets. The key attributes of traditional setted streets in Edinburgh are listed in Table 2 of this report, and can be summarised as follows. To be ‘in keeping’ with traditional streets, the setts used to form any new area of setted street should:

- be formed of mid- to dark grey dolerite (though similarly coloured gabbro and basalt would also be acceptable) or grey to pink granite; the stone should be visually similar to the Scottish stones used to form the surviving traditional streets;
- consist of one rock type (i.e. they should be all dolerite or all granite, not a mix), and usually just one variant of that rock type;
- be between 120 and 140 mm wide, and 2.5 to 3.5 times as long as they are wide;
- have cropped sides and textured tops;
- be laid in a stretcher bond pattern, with rows at right angles to the direction of the street; in individual rows, setts should be of even width but varying length (while maintaining the stretcher bond character), and adjacent rows should be, to some extent, of different width.

Blocks 125-150 mm wide and 250 mm high of mid- to dark grey dolerite should be used to form new kerbs and channels, though granite can be used on streets formed of granite setts; granite kerbs typically would be wider than normal kerbs (the top surface can be up to c.250 mm wide).

Some compromises obviously will be necessary to meet modern standards of engineering and design, and any new street design guidance should identify a range of permissible ‘flexibilities’ that allow other materials or styles, which are less typical but still broadly ‘in keeping’, to be employed when it is not possible or not practicable to reproduce one of the ‘key attributes’. Proposed flexibilities are summarised in Table 2 of this report.

To maintain the character of Edinburgh’s historic streetscape at a citywide scale, CEC should aim to ensure that:

- setted streets in general display a uniformity of character (e.g. in using a very restricted range of rock types and a consistent laying pattern) but in detail display a modest degree of variability (e.g. in varying sett dimensions from street to street);
- most setted streets are formed of dolerite, with a subordinate proportion (mainly prestigious streets and junctions) formed of granite.

Any repair to an existing street in general should seek to replicate the materials, character and style of the original setts in areas adjacent to the repair.

Recently created setted streets (based on a sample of five sites examined for this study) to an extent follow the traditional style, notably in using setts formed of granite and dolerite, and in generally employing a stretcher bond pattern. However, they depart from the traditional style in a number of respects, and as such arguably could do better in replicating the appearance and character of traditional setted streets. Perhaps most notably:

- granite setts have been used exclusively (whereas traditional streets formed of dolerite setts are more common than streets formed of granite setts);
- some of the granite (notably rock with a yellow to green tinge) is not a good visual match for traditional Scottish granite;
- a mixed palette of stones (multiple granite variants) in roughly equal proportions has been used at every site (whereas individual traditional streets typically were formed using a single variant of one stone type);
- in some cases, all the setts (and therefore sett rows) are the same width, which creates a rigidly uniform pattern (unlike traditional streets where adjacent sett rows typically are of varying width, which ‘softens’ the visual character);
- the length to width ratio of full-size setts typically is around 2:1, whereas in traditional setts it is 2.5 to 3.5;
- sett sides are always sawn (not cropped);
- non-traditional joint fillings, notably resin-based and cementitious fillings, have been used in all cases; however, this is clearly necessary to meet modern standards of engineering and durability, as many setted streets experience substantially greater traffic volume and loading in the 21st century than they did historically.

Virtually all of the setts used to form new areas of setted street in recent decades have been imported, partly because imported setts are widely available and relatively cheap, and partly because setts prepared from indigenous Scottish stone generally have not been available commercially. There are several reasons why it would be beneficial to use the same Scottish stone that was used historically to create new setted streets and repair existing streets. For example, stone from the original quarry sources obviously would provide the closest match to existing setts in terms of visual appearance and performance, and has a proven pedigree whereas imported stones commonly do not (and therefore may not perform as well as expected). Furthermore, it might be easier to control (or influence) long-term security of supply of indigenous stone, whereas the availability and character of imported setts may change frequently and without notice. It should also be easier to encourage local suppliers to produce setts with features that are ‘in keeping’ with the traditional style (e.g. in terms of dimensions and finish). Setts formed of Scottish dolerite are now available commercially, but Scottish granite setts are not. However, growing interest in re-establishing a strong Scottish stone industry, and in re-instating setted streets, means there is an opportunity for CEC to work with other local authorities, conservation organisations (including HES and EWHT), and Scottish quarriers (notably the recently formed Scottish Stone Group) to make Scottish granite setts commercially available again.

Performance indicators for natural stone setts can be divided into two categories. *Geological performance indicators* are observable geological features that have the potential to improve or diminish the performance of a stone. They include structural weaknesses (e.g. cracks and veins) and minerals with the potential to weaken or discolour the stone, and in general should be assessed by a geologist. *Geotechnical performance indicators* are measurable attributes used to determine how well a stone is likely to perform in a given circumstance. They include stone strength, resistance to disintegration and resistance to polishing, and in general should be assessed using geotechnical tests. Most (perhaps all) of the igneous rocks that have been commonly used as setts in traditional and new setted streets in Edinburgh probably exceed minimum acceptance limits for most performance indicators.

A brief review of sett performance in recently created setted streets (based on the same five sites described above) showed that the setts in general appear to be performing well, though at one site cracks have developed within some setts, near to and essentially parallel to their sides. In time, these will cause the setts to become rounded, which will reduce slip resistance. The most common, and potentially the most serious, performance issue is hairline cracks developing in the joint filling, and particularly along the contacts between setts and joint fillings. The cracks are most common in cementitious fillings, and may be a result of shrinkage in the mortar and/or repeated loading and unloading stress. Cracks were observed most commonly along the contacts between joint fillings and setts with sawn (smooth) sides, which probably form a weaker bond than setts with cropped sides.

Setted street surfaces are expensive to create (compared to tarmac), so demonstrating that they can be cost effective (requiring minimal maintenance) over long periods is important if they are to attain the support of both the public and planning committees. The long-term durability of a setted street (which is a key determinant of its cost-effectiveness) depends on how all the component parts (setts, joint filling, and support layers) perform, individually and collectively. A key conclusion of this review is that the bonds between sett surfaces and the joint filling is more important in this respect than any other aspect of the surface layer in a setted street. The evidence suggests that the bond is stronger and will last for longer when setts have cropped (rough) sides rather than sawn (smooth) sides, but the durability and influence of different joint-filling materials is more difficult to gauge and predict. When cracks form along the bond (or in any other place), water, salt and granular debris will enter them at which point processes such as freeze-thaw cycles, dissolution, salt crystallisation, and abrasion will occur within the crack, leading to an ever-greater rate of deterioration. As such, crack development in joint filling should be considered a key performance indicator for the surface layer of modern setted streets. Currently, there is no quantitative measure of crack development (as far as we know), so setted streets should be monitored periodically for cracks and associated issues (such as sett displacement and subsidence), and a strategy should be put in place for dealing with emerging problems in the most cost-effective manner. New streets and new repairs should be designed and constructed in such a way as to minimise crack development. The best means of achieving this can be learned through trial and error, but it would be worth reviewing experiences elsewhere (including other local authorities in the UK and overseas) and if necessary initiating formal tests and monitoring of different combinations of sett finish, filling material and construction method.

Setted streets that are well designed, well engineered and well constructed using durable materials should require little or no maintenance over several decades and therefore have the potential to be both sustainable and cost-effective. Measures should be put in place to limit the degree to which utility companies need to access infrastructure beneath setted streets, and to mitigate the impact on the long-term visual and structural integrity of setted street surfaces when they do.

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Transport and Environment Committee

10:00 am, Thursday, 1 March 2018

North Bridge Refurbishment

Item number	7.7
Report number	
Executive/routine	Executive
Wards	11 – City Centre
Council Commitments	15 and 16

Executive Summary

The Grade A listed North Bridge structure carries the A7 over Market Street and Waverley Station and recent inspections have revealed the bridge to be in poor condition. The bridge must be repaired to address health and safety concerns and safeguard the long-term use of this vital link to Edinburgh's city centre. If the bridge is not repaired and it continues to deteriorate it may be necessary to place a weight restriction on the bridge.

A Steering Group has been formed to ensure good governance and a project management team has been assembled to develop this project.

The project is more challenging than most projects of this nature due to the difficulties in gaining access over the Waverley Railway Station and working on such an iconic historic structure. A suitably experienced contractor was appointed at an early stage to draw on their experience of working on such projects and to develop the design and construction methodology.

Having been invited to submit a tender, the contractor has provided a cost of £17.1m to undertake the core refurbishment work and the total project cost is estimated as £22.3m.

There is the opportunity to incorporate other additional enhancements within the project. The design for this public realm work is ongoing and the consultation will be completed in Summer 2018. The contractor will then provide a price for undertaking these potential additional works in Autumn 2018 for consideration.

North Bridge Refurbishment

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 approves the core scope of structural refurbishment work;
 - 1.1.2 notes that approval to appoint a contractor, to undertake the core scope of structural refurbishment work, would be the subject of a separate report to the Finance and Resources Committee;
 - 1.1.3 notes that if repair work is not undertaken that the bridge will continue to deteriorate and it may be necessary to impose a weight restriction that could impact its usage by public transport and freight traffic;
 - 1.1.4 notes that the netting which has been installed is temporary and that if the refurbishment work is not undertaken that it will need to be replaced with the replacement commencing in early 2021;
 - 1.1.5 notes that design work for potential additional enhancements is ongoing and that public consultation will be undertaken on these designs, during the summer of 2018;
 - 1.1.6 notes that final designs for potential enhancements, for which separate tendered prices will be obtained from the contractor, will be reported to the Transport and Environment Committee to decide whether or not these works are to be incorporated into the contract; and
 - 1.1.7 notes that there will be no obligation on the Council to progress potential additional enhancement works through the North Bridge Refurbishment contract.

2. Background

- 2.1 The Grade A listed North Bridge structure carries the A7 over Market Street and Waverley Station. Minimal maintenance work has been undertaken on the bridge since it was constructed.
- 2.2 Over the past three years there have been a number of incidents of loose material falling from the underside and façade of the bridge.

- 2.3 Council engineers arranged for an inspection to be undertaken and loose material to be removed. However, it became apparent that the bridge was in poor condition and arrangements were made to make the bridge safe by removing further material and installing netting to vulnerable areas.
- 2.4 Structural steelwork repairs were also undertaken to the areas of the bridge in the poorest condition.
- 2.5 The work undertaken to date has addressed the immediate health and safety issues.
- 2.6 On [5 October 2017](#) Transport and Environment Committee approved the outline scope of the proposed Central Edinburgh Transformation project, subject to further development to be taken forward through the leadership of the Central Edinburgh Development Working Group. This Central Edinburgh Transformation project seeks to make significant long-term improvements to the public realm of central Edinburgh. The North Bridge refurbishment project is one of a number of current and upcoming development projects which are aligned to the central Edinburgh transformation strategy.

3. Main report

History and Work to Date

- 3.1 The North Bridge was constructed in 1896 and little maintenance work has been undertaken on the bridge other than in 1933 when steelwork was replaced near road level and in 1990 when the topside of the bridge was waterproofed and the decorative façade was painted.
- 3.2 An inspection of the bridge was undertaken in September 2014 and this was done by abseil. Typical defects encountered were heavily corroded steelwork and friable concrete. Parts of the cast iron decorative façade were also heavily corroded and there was a high possibility of material becoming loose and falling.
- 3.3 Accordingly, a separate contract was awarded to remove loose material and to install netting to the more vulnerable areas to protect those below. There were two load bearing beams that were severely corroded and these were repaired. This work is complete and the bridge is now in a safe condition. It was necessary for the inspection and netting work to be undertaken by abseil due to the difficulties in gaining access over a live railway station.
- 3.4 Now that obvious loose material has been removed and the netting installed, this safeguards those below. The netting will require regular inspection and has an anticipated life of four years. It is also unsightly.
- 3.5 A Steering Group was put in place comprising of relevant senior Council staff Network Rail, and Waverley Station to provide good governance.

- 3.6 It was apparent that to undertake repairs to the bridge would be challenging not only in terms of the scale of engineering works but also in gaining access and working over a live railway station. Accordingly, it was identified that the Council would need expert support in developing and undertaking a programme of works.

Support to the Council

- 3.7 Currie and Brown (C&B) are a project management and cost consultancy based in Edinburgh with experience of working in the city centre adjacent to Waverley Station. C&B was appointed in November 2016 to assist the Council in the management of this project. C&B was appointed through the Council's Construction Professional Services Framework Agreement.
- 3.8 C&B is represented on the Steering Group.
- 3.9 It was apparent that due to the challenges in gaining access it would be beneficial to involve a contractor at an early stage who has experience of working in a rail environment with a supply chain to draw expert advice from.
- 3.10 The main challenge is to erect scaffolding to the bridge during the very limited periods of time available from Network Rail to work over the railway station.
- 3.11 A major contractor with such experience was appointed in July 2017, solely for the pre-construction stage, to develop a solution for repairs to the bridge and ensure it is fit for the future without requiring major works for many years. The contractor is familiar with Network Rail's processes and procedures having built up a strong working relationship during recent works to replace the Waverley Station roof.
- 3.12 The contractor was appointed through the National Civil Engineering and Infrastructure lot of the Scape Group Framework Agreement (Framework) which is a pre-approved contract that the Council has access to. The contractor is the single supplier appointed to this lot of the Framework following an open procurement process, which included both quality and financial award criteria, in accordance with EU procurement regulations.
- 3.13 The Framework was competitively tendered in order to fix the staff costs, overheads and profit elements for every project called-off from the Framework. The initial work undertaken by the contractor is known as the Pre-Construction Stage.

Pre-Construction Stage

- 3.14 The work which has been undertaken by the contractor under the direction of the Council and C&B included further investigations to the bridge to help establish the extent, cause and cost of any work required. This includes how to undertake this work within the limited time offered by Network Rail and ensuring that all work can be undertaken in a safe manner. The solutions developed also allow for minimising disruption to road traffic.
- 3.15 To ensure that the bridge is fit for the future a structural assessment of the bridge's load carrying capacity was also undertaken and this included checks to ensure the bridge can accommodate any future extension for the tram.

- 3.16 The contractor appointed a firm of consulting engineers to support them in developing solutions and to undertake the necessary engineering design calculations.
- 3.17 Such is the complexity of the works it is a requirement that a separate firm of consultants was appointed to check the work.
- 3.18 Through this process a greater understanding of the condition of the structure has been obtained, allowing the scope of refurbishment work to be developed and costed in greater detail.

Scope of Refurbishment Work

- 3.19 Once the work is complete the bridge will be able to carry all normal traffic. This includes all vehicles up to a laden weight of 44 tonnes. For the avoidance of doubt this includes buses, trams and heavy goods vehicles. The bridge will also be capable of carrying vehicles up to a weight of 150 tonnes (eg large mobile cranes) under controlled conditions. For example, the bridge may need to be closed to other traffic to allow such a vehicle to cross.
- 3.20 The bulk of the work required is restricted to below the bridge. At road level, there will be the need to replace joints which run across the bridge at six locations, make improvements to drainage and place scaffolding on the footpath.
- 3.21 The core scope of the North Bridge Refurbishment project is included in [Appendix 1](#).

Opportunities for Additional Enhancements

- 3.22 There are further opportunities to incorporate additional improvements within the project, which would visibly enhance the public realm on the bridge and align with the overarching objectives of the Central Edinburgh Transformation Project. These opportunities are detailed in [Appendix 1](#) and, in particular, focus on improving the quality and experience of the public realm, prioritising access for pedestrians whilst also giving consideration to cyclists and public transport users.
- 3.23 Outline design work has commenced, and is ongoing, in relation to these opportunities. This includes traffic modelling of the potential improvements to the junction with Princes Street/Waterloo Place. The design proposals will take cognisance of other emerging city centre projects, and form part of a coordinated approach to the delivery of other planned improvements to Picardy Place junction and Leith Street, the Meadows to George Street Cycle Route, and the George Street and First New Town preliminary design project.

- 3.24 The final design proposals for potential additional enhancement works will be reported back to the Transport and Environment Committee to decide whether or not these works are to be incorporated into the contract for core works or left until a later date. It may be of benefit to progress with these works at this stage to take advantage of possible cost savings associated with having a contractor fully mobilised who will be familiar with working in this area. There will be no obligation on the Council to progress these works through the North Bridge Refurbishment contract.
- 3.25 It should be noted that at present funds have yet to be identified for these additional enhancements.

Timescales

- 3.26 Should approval to award a contract for the construction phase be obtained from the Finance and Resources Committee on 27 March 2018, the contractor would be formally appointed in April 2018.
- 3.27 The work would then commence on site in summer 2018 and be complete in Autumn 2020.
- 3.28 The duration of the construction period is heavily dictated by the availability of railway possessions. These are typically short overnight periods when trains do not run and electrified lines can be isolated to allow works to be safely carried out overhead. In this location the working time available within a possession is typically only two hours.
- 3.29 A programme for the work can be found in [Appendix 2](#).

Traffic Management

- 3.30 The core scope of works can be undertaken with only occasional off-peak, overnight or weekend lane closures anticipated.
- 3.31 As the contractor's scaffold design progresses it may prove necessary to impose a temporary weight restriction on the bridge. This would be to ensure that the bridge does not become overloaded during the construction period, when the weight of scaffolding has to be carried by the structure in addition to traffic loads. Any weight restriction required will be set at a level which does not restrict the use of the bridge by public transport.
- 3.32 Should the opportunity be taken to undertake footway widening and repaving works this will be undertaken in such a manner that two lanes of traffic, one in each direction, will remain open to traffic on North Bridge at all times.
- 3.33 While the temporary relocation of bus stops will be necessary in that case, the works will be phased in a manner which ensures that the number of stops closed at any one time is limited and which minimises the occurrence of buses queuing back into areas where the road is narrowed to two lanes.

4. Measures of success

- 4.1 The bridge has been made safe following the inspection in September 2014.
- 4.2 The success of the project will be measured against its delivery in a safe manner in accordance with the project specification, within budget and programme. This will be continuously monitored by C&B in accordance with good project management practices.
- 4.3 The contractor will be regularly monitored against 26 Key Performance Indicators (KPI's) which are pre-defined in the Framework. These include measures of performance against targets relating to health and safety, cost, programme, local spend and engagement of small and medium-sized enterprises (SMEs).

5. Financial impact

- 5.1 The cost of project management during the construction stage, payable to C&B, is estimated at £350k.
- 5.2 The cost associated with procuring this contract is estimated as £100,000, which includes a proportion of C&B costs to date as well as fees associated with using the Framework.
- 5.3 There is the potential for the cost to vary as the full extent of any defects and repair work is established. However, it is considered that the costs reported for the Core Works are sufficiently robust. Clearly the cost of some items of work can be fixed but there are other factors outside the contractor's control such as the availability of railway possessions and weather that could influence the outturn cost.

Core Works

- 5.4 The contractor, and his appointed consultant, have undertaken the outline design for the Core Work identified in [Appendix 1](#) during the pre-construction stage. Having been invited to do so through the Framework, the contractor has submitted a tender to undertake the Core Work for a price of £17.1m, under a Design and Build contract.
- 5.5 Including the cost of pre-construction stage works already undertaken, external project management services, internal staff costs, costs payable to Network Rail and allowances for third party compensation and risk, the total cost of the project is £22.3m.
- 5.6 This report outlines a capital investment of £22.3m. If fully funded by loans fund advances the overall loans charges associated with this over a 20 year period would be a principal repayment of £22.3m and interest of £14.517m, resulting in a total cost of £36.817m, based on a loans fund interest rate of 5.1%.

- 5.7 The current Capital Investment Programme 2018-2023 includes a budget provision of £12m for the refurbishment of North Budget. The report to Finance and Resources Committee of 8 February 2018 included officer recommendations for an additional budget provision of £10.3m for the project and was subject to approval at the Council budget meeting on 22 February 2018.
- 5.8 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third-party contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy, provided for on an overall programme basis rather than for individual capital projects. Following instruction from Members, notional loan charge estimates have been provided above on the assumption of borrowing in full for this capital project.
- 5.9 A contribution of £10k towards the restoration of the Kings Own Scottish Borderer's War Memorial on the bridge is expected from Edinburgh World Heritage Trust along with a contribution of £5k from the Kings Own Scottish Borderer's Association.

Additional Enhancements

- 5.10 Outline cost estimates have been prepared for the potential additional enhancements and are detailed in [Appendix 3](#).
- 5.11 On completion of the design for each of these opportunities, the contractor will provide separate, market tested tender prices for undertaking the work, for consideration.
- 5.12 These tendered prices for potential enhancements are anticipated in October 2018 following consultations and detailed design.
- 5.13 If it is elected to undertake any of these works they will be added to the contract and the works will run in parallel with the core works.

6. Risk, policy, compliance and governance impact

- 6.1 A risk register is in place for the project. This is regularly reviewed and updated in accordance with project management practices, with the most significant risks reported to the project Steering Group.
- 6.2 The unsightly temporary netting which is currently wrapping areas of the bridge has a remaining service life of four years and will require to be regularly inspected. Accordingly, if the Core Works are not undertaken in time it will be necessary to replace this temporary netting at an estimated cost of £1.5m.

- 6.3 If the bridge continues to deteriorate it may be necessary to remove more of the cast iron facade and install more robust netting. Indeed, if the bridge deteriorates to such a degree that it will be difficult to fix netting to the bridge this could result in repairs needing to be undertaken to allow netting to be fixed. This could significantly increase the cost of replacing netting to well in excess of £1.5m.
- 6.4 Calculations have shown the bridge, in its current condition, to be nearing the limit of its load carrying capacity. If the necessary work is not undertaken soon it may be necessary to impose a weight restriction on the bridge which could restrict its use by public transport and freight traffic.
- 6.5 Network Rail and Waverley Station are members of the project Steering Group which has allowed positive working relationships to be developed which should prove beneficial if issues arise. However, if Network Rail cancel or fail to make railway possessions available this could greatly decrease the productivity of the contractor and greatly increase the duration and cost of the project.
- 6.6 Any delays to the programme for the appointment of the contractor would increase the cost of the project as a result of inflation and a loss of efficiency in retaining key members of the contractor's staff who are already familiar with the project. In addition, the opportunities to take advantage of more efficient, pre-planned Network Rail possessions would be lost. A contingency has been allowed for this which will be drawn down as the project progresses.
- 6.7 It is inefficient and impractical to access all areas of the structure, to identify defects, until such time as a full scaffold system is in place. The appointment of the contractor at an early stage, supported by their design consultant and specialist suppliers, has ensured that consideration was given to buildability issues and enabled further information to be captured which should ensure a shorter construction period and reduced impacts during construction.
- 6.8 Clearly a project such as this is associated with a number of health and safety risks including working at height over an operational electrified railway. Throughout the pre-construction phase all parties have sought to identify health and safety risks and take steps to remove or reduce these as far as is practicable.
- 6.9 The health and safety risks identified are all known to, and capable of being managed by, a competent contractor who has significant experience of delivering projects of a similar nature, size and complexity.

7. Equalities impact

- 7.1 In line with good practice on construction sites, appropriate steps will be taken by the contractor to ensure that any temporary pedestrian diversions put in place do not unnecessarily disadvantage those with mobility issues.

- 7.2 The opportunity to widen footpaths on North Bridge pays due regard to the need to advance equality of opportunity (one of the three general duties of the Public-Sector Equality Duty) by meeting the needs of particular groups. This again relates to wheelchair users and people with prams or pushchairs who would particularly benefit from increased footpath width, especially where pinch points exist at bus stop locations.

8. Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
- 8.2 The Key Performance Indicators defined in the Framework, which the contractor will be regularly monitored against, include targets for the amount of non-hazardous waste diverted from landfill and energy use during construction.
- 8.3 Restoring the structural integrity of the North Bridge will help achieve a sustainable Edinburgh by ensuring that this key route for public transport continues to be available for use, thus maintaining the current levels of social inclusion and equality of opportunity that are within the circle of influence of this project.

9. Consultation and engagement

- 9.1 Given the location of the bridge, Network Rail and Waverley Station are key project stakeholders and they have been fully engaged as members of the project Steering Group.
- 9.2 Consultation has also taken place with the Balmoral, Scotsman and Carlton Hilton hotels, plus building managers at Waverley Gate, regarding the structural refurbishment works, some of which will involve noisy construction operations.
- 9.3 Initial consultation with the above stakeholders, Spokes, Living Streets, Bus Operators, and the Edinburgh Access Panel will be undertaken in relation to the junction improvement works and opportunities for additional enhancements to the public realm. As part of the design process these proposals will be issued for public consultation in Summer 2018 and the feedback will be used to inform the final design prior to seeking prices from the contractor in Autumn 2018.

10. Background reading/external references

- 10.1 A Sustainable Lighting Strategy for Edinburgh - http://www.edinburgh.gov.uk/downloads/file/876/sustainable_lighting_strategy_for_edinburgh

10.2 Scape Group Framework Agreement -
<http://www.scapegroup.co.uk/services/procure/frameworks/civil-engineering-infrastructure>

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 Scope of Works

Appendix 2 Programme

Appendix 3 Cost Estimates for Potential Enhancements

Scope of Works

Core Works

- Structural steelwork repairs and strengthening.
- Grit blasting and repainting of the structural steelwork.
- Repairs to the cast iron façades.
- Grit blasting and repainting of the cast iron façades.
- Repairs to the concrete deck soffit.
- Improvements to the structural drainage systems.
- Replacement of expansion joints.
- Restoration of, and repairs to, the Kings Own Scottish Borderers War Memorial (located on the east plinth of the bridge's south pier).
- Installation of permanent platforms to improve access provisions for future inspection and minor maintenance.
- All temporary scaffolding required to access the structure.

Potential Enhancements

- The current footpaths over the bridge are narrow at bus stops. Accordingly, the footpaths could be widened by approximately 700mm to improve conditions for pedestrians whilst maintaining dedicated bus lanes in the carriageway.
- Replacing existing kerbs and paving, in accordance with Old Town/New Town heritage requirements and resurfacing of carriageway from High Street to Princes Street.
- Decluttering of footways.
- Renewing bus shelters and street furniture.
- Installation of heritage style bollards on each footway as a deterrent to vehicle encroachment.
- Installation of feature architectural lighting to the façades of the bridge, in accordance with the Council's Sustainable Lighting Strategy.
- Major improvements to the North Bridge/Princes Street/Waterloo Place junction to enhance provision for pedestrians and cyclists, subject to design development and consultations.

Programme

NORTH BRIDGE REFURBISHMENT CONSTRUCTION PHASE PROGRAMME																																					
	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	
CONTRACT AWARD FOR CORE STRUCTURAL WORK																																					
CORE STRUCTURAL WORK CONSTRUCTION PHASE																																					
POTENTIAL ADDITIONAL ENHANCEMENTS																																					
Instruction to explore additional enhancements																																					
PUBLIC REALM/STREETSCAPE ON NORTH BRIDGE																																					
Outline Design Development																																					
Consultation process																																					
Detailed Design and Traffic Order																																					
Pricing																																					
CEC Approval																																					
Construction Phase																																					
PRINCES ST JUNCTION IMPROVEMENTS																																					
Outline Design Development																																					
Traffic Modelling																																					
Consultation process																																					
Detailed Design																																					
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Construction Phase																																					
ARCHITECTURAL LIGHTING																																					
Outline Design Development																																					
Consultation Process																																					
Detailed Design																																					
Planning/Listed Building Consent																																					
Pricing																																					
CEC Approval																																					
Construction Phase																																					

* Note – the programme shown for potential additional enhancements is subject to design development and the availability of funding

Cost Estimates for Potential Enhancements

Potential Additional Enhancement	Outline Cost Estimate
Footpath widening and repaving from High St to Princes St, including replacement of the bridge deck waterproofing and renewal of bus stops and street furniture.	£2.9m
Hostile vehicle deterrent bollards along footpaths should these be deemed appropriate following a cross-department review, with heritage style shrouds.	£1.7m
Princes St/North Bridge/Waterloo Place Junction Improvements	£2.7m
Feature architectural lighting to the bridge	£0.5m
Total	£7.8m

Note – the above estimates are subject to the completion of detailed design, public consultation and obtaining market tested prices for the works, as discussed in the main body of the report. In the meantime the above cost estimates contain a risk contingency of 10%.

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Waste and Cleansing Improvement Plan – Final Update

Item number	7.8
Report number	
Executive/routine	Executive
Wards	All wards
Council Commitments	C23 and C24

Executive Summary

Good progress has been made in delivering the actions contained within the Waste and Cleansing Improvement Plan and the project is now being closed.

There continues to be positive signs of improvement across most areas of the service, with indications that the actions taken towards delivering the plan have had, and continue to have, an impact on the overall service performance.

Of the 65 actions outlined in the Improvement Plan, 63 have been delivered to date. The project is now closed and the remaining 2 actions (Routesmart and Special Uplift Review), and additional activities identified, will be taken forward separately as detailed in the main report and appendix.

The governance put in place for the Improvement Plan meant that action leads were, in most cases, the responsible officer for continuing the delivery and management of the new working practices once the project closes. This approach has helped with the transition to business as usual and provides confidence that the efforts made to date will continue beyond the project.

Although the Improvement Plan has formally closed, the service remains committed to delivering the outstanding actions and additional activities outlined in this report and the appendix to continue improving the performance and customer satisfaction.

Waste and Cleansing Improvement Plan – Final Update

1. Recommendations

It is recommended that Committee:

- 1.1 notes the progress made on implementing the actions within the Improvement Plan and the impact on service performance to date; and
- 1.2 notes the Improvement Plan is now closed and remaining actions, and additional activities, will be progressed either through separate projects or as part of business as usual.

2. Background

- 2.1 The Waste and Cleansing Improvement Plan was developed in response to concerns from Elected Members and members of the public over the poor quality of waste collection and street cleansing services.
- 2.2 The Improvement Plan was approved at Transport and Environment Committee [1 November 2016](#).
- 2.3 As part of the approval of this plan, Elected Members requested that regular progress updates were provided to the Committee to give assurance that actions are being completed or on target. Update reports have been provided to each Committee meeting with this report being the final update on the project.

3. Main report

- 3.1 The Waste and Cleansing Improvement Plan set out 65 key actions that officers felt was required to help move the service forward and to deliver an improved local environment in Edinburgh.
- 3.2 Updates on all actions are attached at Appendix 1.

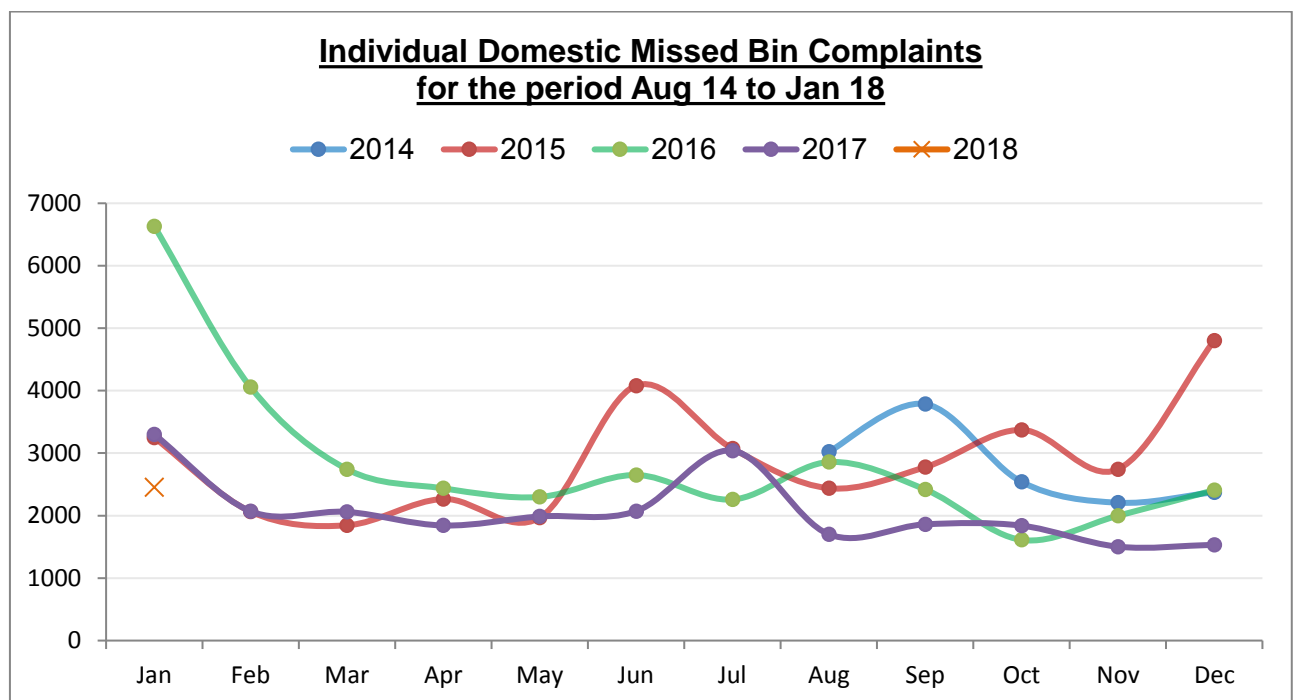
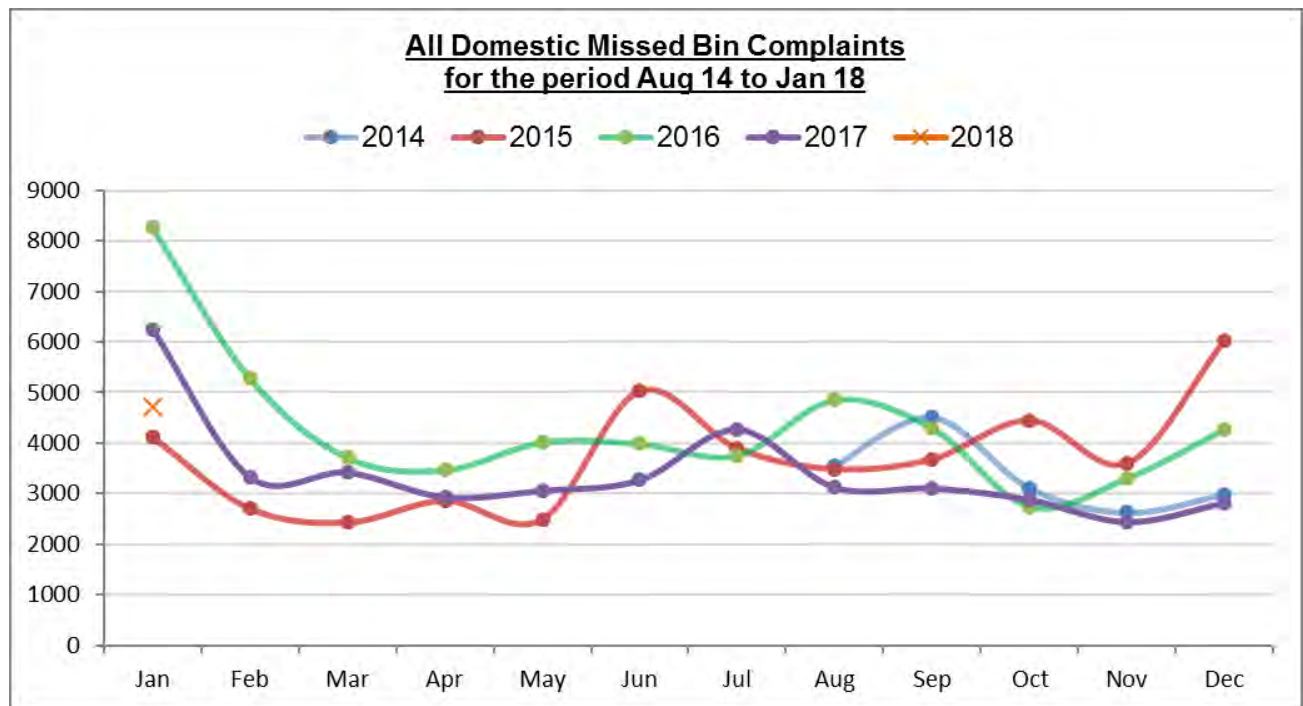
The Improvement Plan has delivered 63 of the 65 actions. The project is now closed and the remaining 2 actions (Routesmart and Special Uplift Review), and additional activities identified, will be taken forward separately as detailed in this report and appendix.

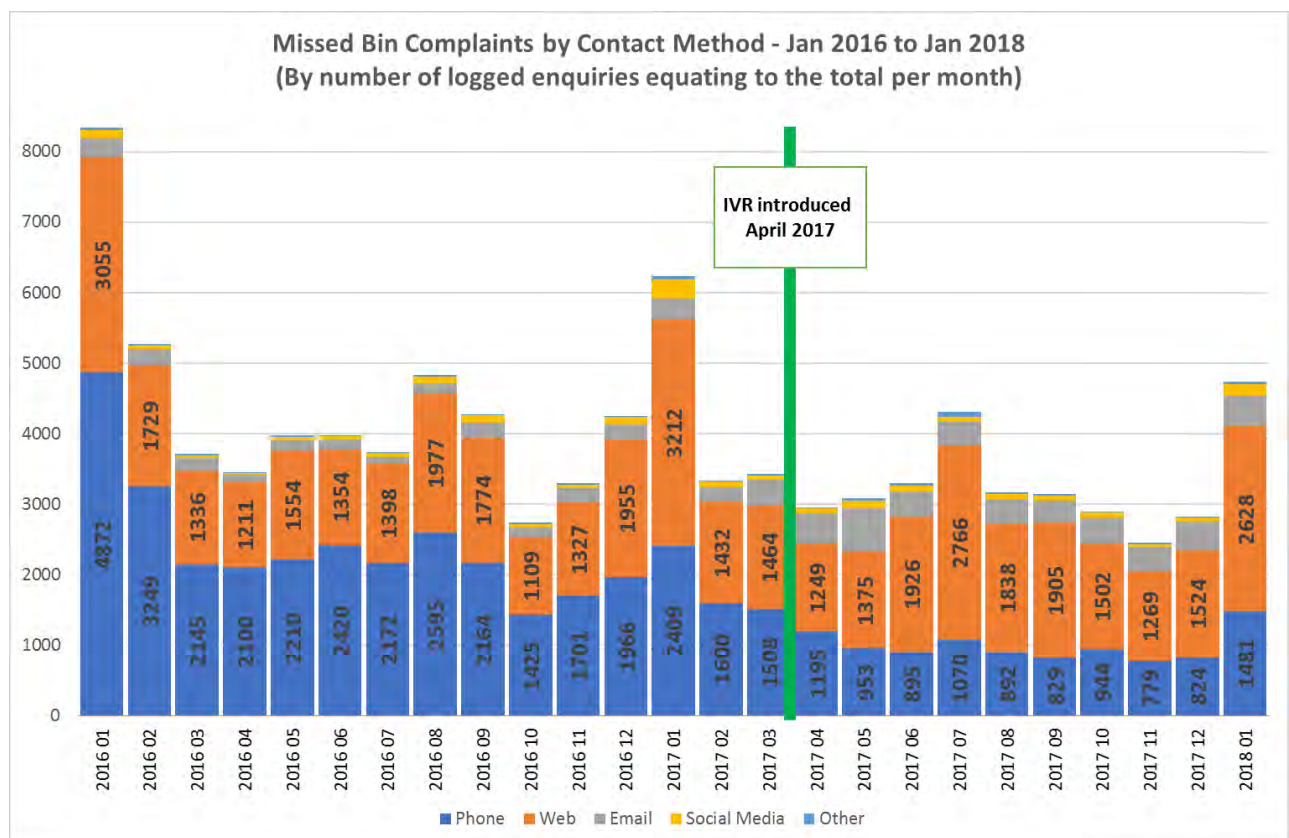
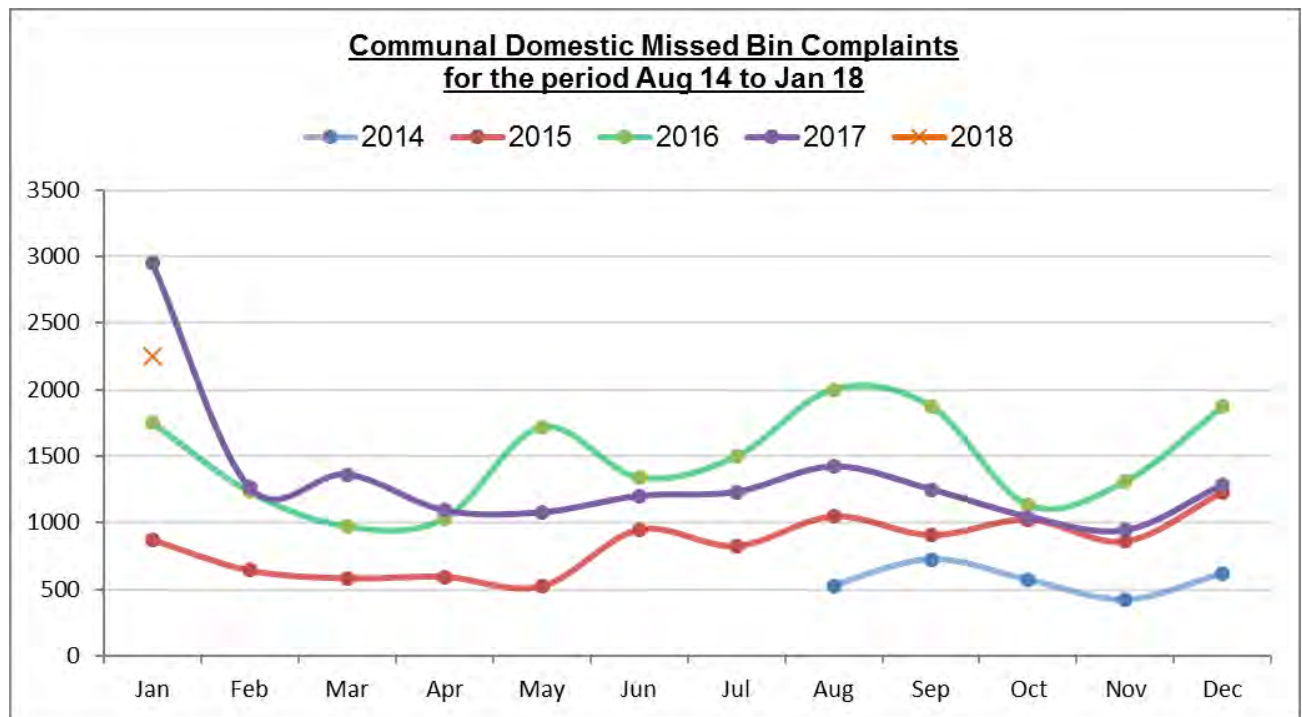
Project delivery

- 3.3 The Waste and Cleansing Improvement Plan has delivered a variety of changes and improvements. Further details are outlined in the appendix however the key deliverables include:
- 3.3.1 Implementing 3-weekly garden waste collections;
 - 3.3.2 Commencing the phased introduction of Routesmart Fusion and Navigator;
 - 3.3.3 Revising the charging structure for special uplifts to £5 per item;
 - 3.3.4 Ceasing the practice of 'Task and Finish' within the Waste Collection Service;
 - 3.3.5 Increasing resources for clearing fly-tipping, additional barrow-beat routes, supervising communal bin collections, special uplifts, and the Edinburgh Festival and Fringe;
 - 3.3.6 Undertaking a rapid improvement event on the most missed properties;
 - 3.3.7 Recruiting into the newly established Waste and Cleansing Service structure following the Transformation organisational review;
 - 3.3.8 Establishing a training programme;
 - 3.3.9 Increasing internal and external communications, including the 'Our Edinburgh' campaign, waste compliance engagement with businesses, and regular briefings with staff;
 - 3.3.10 Procuring larger food waste vehicles to increase collection capacity;
 - 3.3.11 Reviewing street cleansing routes, including the introduction of post work inspections and trialling new vehicles;
 - 3.3.12 Building stronger working relationships with the wider services across the Council; such as Customer, Localities, Fleet and Workshops; and
 - 3.3.13 Establishing and holding a quarterly Consultative Forum with individual residents and Community Council representatives.

Impact to date

- 3.4 There has been, and continues to be, positive signs of improvement across most areas of the service, with indications that the actions taken towards delivering the plan are having an impact on the overall service performance.
- 3.5 The following graphs show the number of missed bin complaints between August 2014 and January 2018. These have been shown as total missed bins complaints, and further split between individual bins and communal bins.





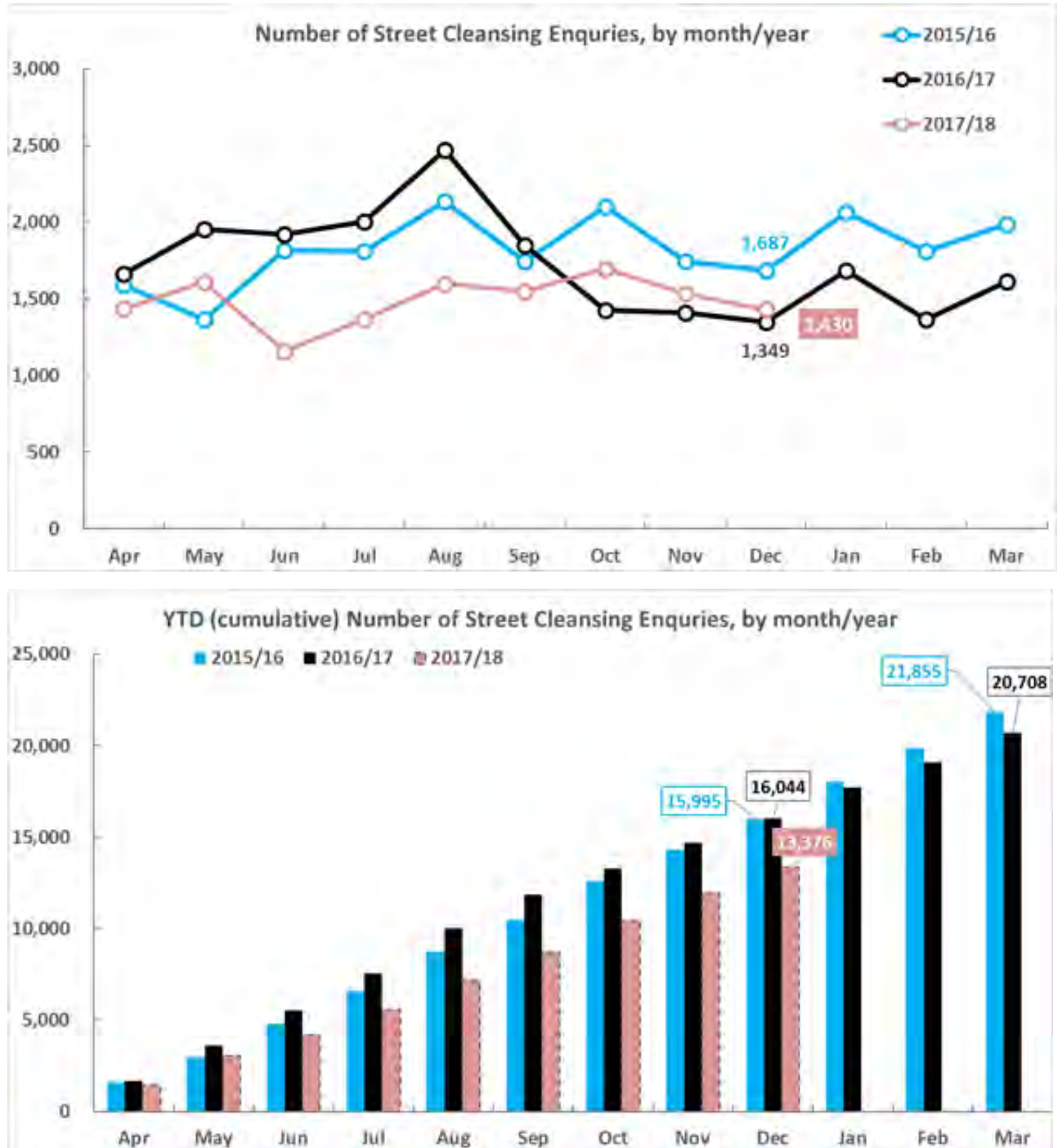
3.6 An analysis of the data shows that:

3.6.1 Individual missed bin complaints in November and December were the lowest they have been in any month since August 2014. January saw a reduction of 846 (or 26%) against the same period in 2017; reduction of 4,177 (or 63%) against 2016; and a reduction of 793 (or 24%) against 2015.

- 3.6.2 Communal missed bin complaints remain below 2016 figures in November and December by 369 (or 28%) and 584 (31%) respectively. They remained comparable to 2015 figures with a minimal increase of 82 (or 1%) in November and 58 (0.5%) in December. Complaints remained higher than those experienced in 2014 however it should be noted the number of communal bins increased in 2015 as more glass recycling was rolled out across the city. January saw a reduction of 707 (or 24%) against those experienced in 2017. Proposals to redesign the communal bin service were presented to this Committee in December 2017 and this will see further reductions against communal bin complaints.
- 3.6.3 Overall, missed bin complaints continue to drop with November and December 2017 achieving comparable results to those seen in 2014 and January achieving a 1,552 (or 25%) reduction against 2017 and 3,569 (or 43%) reduction against 2016.
- 3.6.4 The final graph illustrates that following the introduction of the IVR (interactive voice response) system at the Contact Centre in April this year, along with the efforts to encourage more residents to use our online services, there has been a reduction in the number of reports received by phone with webforms now becoming the most popular method of reporting over the last 6 months.
- 3.6.5 Following feedback on the initial IVR set up and the difficulties residents had using the phoneline the overall Waste and Cleansing options and script have been revised: streamlining the script; reordered and revised the options available; addressed gaps identified and incorporates feedback received from residents and councillors. Before being implemented, the call script was reviewed by the consultative forum referred to in 9.2 along with customer feedback gathered by the Contact Centre to ensure the changes were customer focused.
- 3.7 It is evident from the graphs above that the actions taken within this plan are having a positive impact on the missed bin complaints however there are still improvements required to bring these levels down further. The implementation of the Routesmart routing software and the proposed review of the communal bin service, along with new working practices and additional activities from this plan, will see these figures continue to drop and remains a focus for officers within the service beyond the closure of this project.
- 3.8 At 88%, December's city-wide performance for enquiries resolved within timescale meets the minimum 85% target. 88% is an improvement on last month and December 2017 performance (both 87%). North East and South West Localities both exceeded the 85% response target.
- 3.9 As part of the review of how cleansing services are delivered a rapid response service is now in place to improve response times to urgent enquiries and the service is working more closely with the Contact Centre to ensure these issues are logged and followed up by phone call to Supervisors.

3.10 Year-to-date, total street cleansing enquiries are markedly lower than previous years (see second graph below). Nevertheless, the number of street cleansing enquiries in November and December was comparable to 2016/17, which is related to an increase in enquiries for dumping and fly-tipping.

3.10.1 There was a 7% decrease (104 enquiries) in the number of enquiries received in December compared to the previous month.



3.11 On Tuesday 17 January 2017, Committee approved the introduction of a new charging structure for Special Uplifts. The revised charges were implemented on Monday 23 January. The impacts of the new charges have been, and continue to

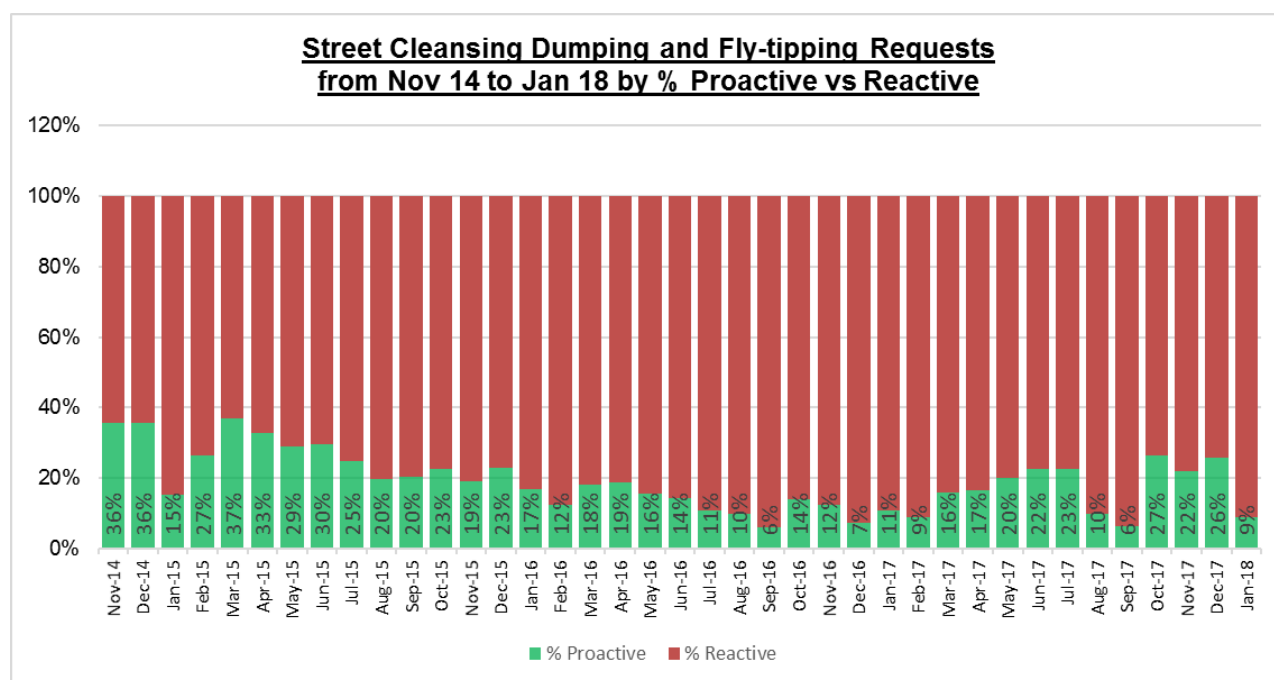
be, monitored over the course of the 2017/18 financial year a report on the impact of this charge has been provided to this Committee separately.

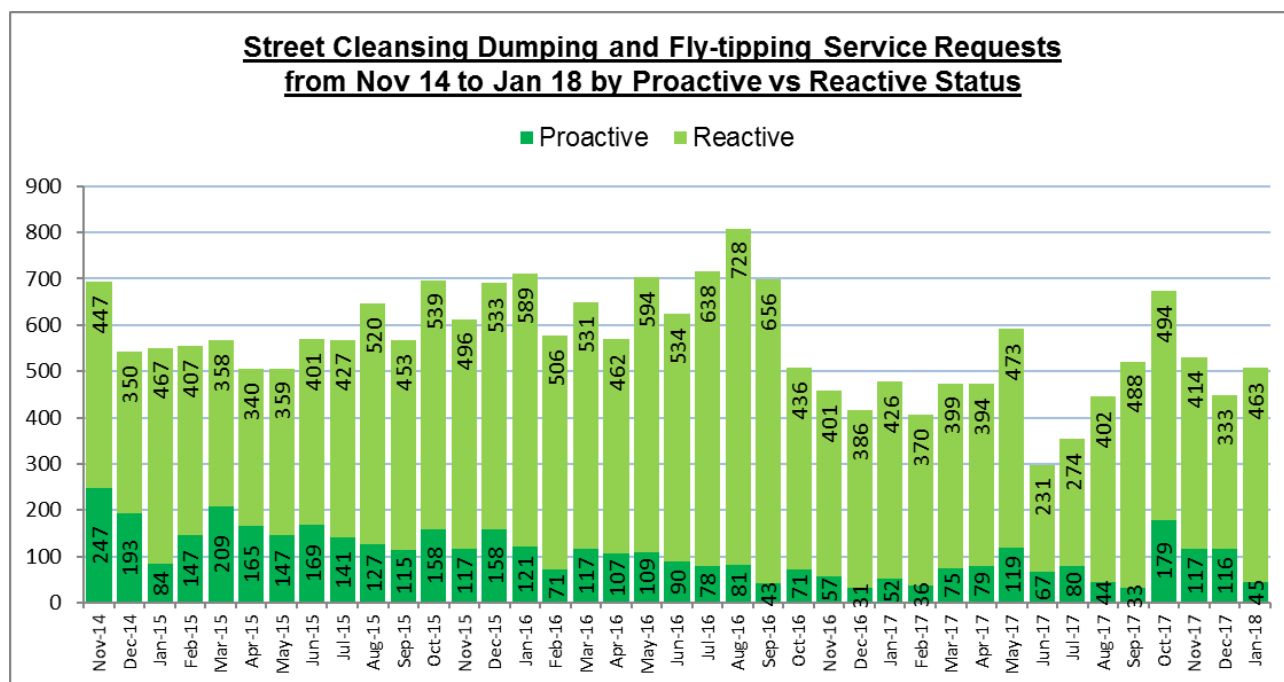
- 3.12 The table below compares the number of special uplift bookings and items in January against the number of dumping and fly-tipping reports:

	Special Uplifts		Dumping and fly-tipping
	Uplifts	Items	
January 17	875	3,261	479
January 18	1,475	3,216	508
Difference	+600 (+69%)	-45 (-0%)	+29 (+0.1%)

- 3.13 The current waiting time for a special uplift is three to four days on average.

- 3.14 Dumping and fly-tipping reports have reduced in November, December and January. Action 52 within the Improvement Plan seeks to increase the number of incidents of fly-tipping that are proactively reported. As illustrated in the following graphs, proactive reporting has generally been increasing with October, November and December equating to approximately a quarter of these reports.





Next Steps

- 3.15 The governance put in place for the Improvement Plan meant that action leads were, in most cases, the responsible officer for continuing the delivery and management of the new working practices once the project is brought to a conclusion. This approach has helped with the transition to business as usual for a number of the actions and provides confidence that the efforts made to date will continue beyond this project.
- 3.16 The service remains committed to delivering the outstanding actions and additional activities outlined in the appendix to continue improving performance and customer satisfaction. The following points highlight some of the key actions that were outstanding at the last committee:
- 3.17 Routesmart Phase One – the roll out of the Routesmart Route Management System has been, and continues to be, a priority for the service. Garden waste, landfill and DMR (dry mixed recycling) are now operating on the system with work underway for the remaining streams to be rolled out. As the system embeds the route information and system set up is continuously being improved to ensure that the information and data is accurate and provide confidence in the service performance that is captured.

Performance reporting is being considered at the moment and a number of activities are underway during this implementation and transition phase to ensure that performance data produced is accurate. This includes finalising the set up, and addressing the outstanding anomalies, within the system/routes; ensuring effective device management; and other implementation activities. Once the system has embedded and the necessary set up is established to allow for accurate performance reporting to commence there will be a focus on reporting the number of properties serviced on the scheduled day of collection and number of streets/properties missed moving away from the current focus on the number of

missed bins reported by residents. As illustrated in 3.5 the complaint levels for individual collections is at its lowest since August 2014 and the use of Routesmart in vehicles is expected to continue to reduce complaint levels.

- 3.18 Routesmart Phase Two - Discussions have commenced with CGI on phase two of the system roll out which will focus on integrating Routesmart with the Council's other systems to allow a more proactive approach to be taken. This would include online calendars with the dates of upcoming collections, integration with web forms, proactive notifications for residents, along with a proactive approach to dealing with issues (for example a job to repair a damaged bin is raised when a crew reports the issue on the in-cab device).
- 3.19 Both phase one and phase two of Routesmart will now continue as a separate project following the closure of this Improvement Plan.
- 3.20 Repeat missed collections – following the investigation of top missed properties (Actions 3 and 13), work continues to regularly identify households with repeat missed collections. The reporting process has been reviewed under Action 59 with consideration made to how regularly missed properties are escalated for investigation quicker, improving the chances of identifying the root cause and putting the appropriate solution in place. These processes put in place will ensure problematic sites are actively investigated and resolved as part of business as usual.
- 3.21 Special uplifts – The feasibility study into the opportunities to work with the voluntary sector to undertake collections has been carried out by AEA Ricardo via funding from Zero Waste Scotland. The report suggests that there is interest from the voluntary sector to undertake collections. It should however be noted that no one voluntary sector organisation has the available capacity to deliver the service on a City-wide scale. As outlined in the Special Uplifts Service Committee Report presented to this Committee the increased scale of this service, along with the factors raised above, it is proposed a pilot service is developed in order to get a better idea of the quality and value of items collected and to minimise any financial risk. This will continue as a separate project following the closure of this Improvement Plan.
- 3.22 Street Cleansing operations – Several actions within the plan relate to establishing routes for street cleansing, along with the procurement of new fleet to support the delivery of these. Delays to Routesmart and the upcoming changes to the Code of Practice for Litter and Refuse has impacted the full delivery of these actions. Work will continue against these actions and will be fully implemented once these two dependencies are complete. Work has started on reviewing the way in which the cleansing service is delivered; considering an increased number of barrow beats, small pavement sweepers and increasing resources on night shift to expand the range of work delivered at night. A trial rapid response service is also now in place. This will continue as part of the Cleansing Improvement Plan and Routesmart roll out following the closure of this Improvement Plan.

- 3.23 Complaints Working Group – A review of the process for addressing missed bins complaints has been carried out by the Transformation Team and an action plan has been delivered by the service via a small working group with the remaining actions now dependent on wider changes across the service and the Council (for example Routesmart, Channel Shift and the Corporate Complaints Improvement Plan).
- 3.24 Fleet Working Group – Similarly to the point above, a review of how the service worked with Fleet and Workshop Services has been carried out by the Transformation Team and an action plan has been delivered jointly by the services.
- 3.25 Communal Bin Review - As highlighted in previous update reports to committee the frequency of uplifts was found to be a key contribution to the issue of overflowing communal bins. Because of this a review of the collection service has been proposed and a separate report on this was presented to the Transport and Environment Committee 7 December 2017.

4. Measures of success

- 4.1 The number of complaints about waste and cleansing services will reduce.
- 4.2 Customer satisfaction with waste and cleansing, as measured by the Edinburgh People's Survey, will increase.
- 4.3 The percentage of enquiries relating to Waste and Cleansing Services logged via the Customer Service Centre that are resolved at the point of contact will increase.

5. Financial impact

- 5.1 Any expenditure associated with the Improvement Plan is anticipated to be contained within existing resources. If a need for additional funding is identified, then this will be progressed through a separate report following the appropriate governance arrangements.

6. Risk, policy, compliance and governance impact

- 6.1 The information contained in this report is a progress update on an approved plan. There are no perceived governance, policy or risk implications associated with this report. Where policy changes may be required as a result of the actions within the Improvement Plan, these matters will be taken forward by way of a separate report to the relevant committee for approval.

7. Equalities impact

- 7.1 There are no identified equalities impacts resulting from this report.

8. Sustainability impact

- 8.1 Improvements in the quality of our Waste and Cleansing Service will contribute towards a reducing the amount of waste to landfill, increasing the amount of recycling and improving the quality of Edinburgh's local environmental quality.

9. Consultation and engagement

- 9.1 Officers from the Waste and Cleansing Service have been attending local community meetings to give an overview of the plan to residents.
- 9.2 A consultative forum with a focus group of individual residents and Community Council representatives has been convened and meets on a quarterly basis. This forum has been found to be very beneficial and will continue to meet beyond the Improvement Plan.

10. Background reading/external references

- 10.1 [Waste and Cleansing Improvement Plan – Item 7.1](#) Transport and Environment Committee 1 November 2016.
- 10.2 [Waste and Cleansing Improvement Plan - Progress Update - Item 7.7](#) Transport and Environment Committee 17 January 2017.
- 10.3 [Charges for Special Uplifts - Item 7.8](#) Transport and Environment Committee 17 January 2017.
- 10.4 [Waste and Cleansing Improvement Plan - Progress Update - Item 7.4](#) Transport and Environment Committee 21 March 2017.
- 10.5 [Redesign of Recycling Services in Tenements and Flats - Item 7.5](#) Transport and Environment Committee 21 March 2017.
- 10.6 [Waste and Cleansing Improvement Plan - Progress Update - Item 8.3](#) Transport and Environment Committee 10 August 2017.
- 10.7 [Waste and Cleansing Improvement Plan - Update - Item 8.3](#) Transport and Environment Committee 5 October 2017.
- 10.8 [Waste and Cleansing Improvement Plan - Update - Item 7.5](#) Transport and Environment Committee 7 December 2017.

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11. Appendices

Appendix 1 – Waste and Cleansing Improvement Plan Action Tracker – March 2018

Waste and Cleansing Improvement Plan Action Tracker - March's Transport and Environment Committee

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Waste Collection Route Management and Information	<p>Our approach to organising and completing waste collection routes needs to change to provide information in a format that allows crews to complete collections on a 'right first time' basis. We should design the service to avoid repeat complaints.</p> <p>Anticipated Outcome A reduction in the number of reported missed collections and repeat missed collections</p>					
1	Complete the trial of the 'Routesmart' system and in-cab device and evaluate the effectiveness of the system	Oct-16	n/a - complete	CGI	Trial complete. Evaluation completed and shows successful outcome.	Achieved
2	Work with CGI to procure and embed the 'Routesmart' system within all operational routes	Feb-17	Early 2018	Technical Team	<p>Spend-to-save proposal reported to Finance & Resources Committee on 19 January and Full Council on 9 February.</p> <p>Project team with representatives from the Council (including the service, ICT, Business Support and HR), CGI (Council ICT provider) and ISL (Routesmart supplier) are progressing the roll out of Routesmart. Delays to implementation were incurred due to delays to the final sign off of the Business Case, the manufacturing timescale for devices, and the security check requirements to ensure the system is compliant with the upcoming General Data Protection Regulation 2016. These have meant that the system commenced roll out in September. The roll out into operational routes continues and the second phase to integrate the system with the webforms, the current Confirm asset management system, and produce online calendars has commenced. Now the project has closed this action will continue as a separate project until fully implemented.</p>	Open
3	Undertake a rapid improvement event to identify the most missed properties by stream and resolve the root cause of the misses	Nov-16	n/a - complete	Technical Team	<p>372 most missed properties investigated in November. A number of corrective actions have taken place to date with work ongoing to address the more difficult, lengthy, issues to resolve (such as streets with challenging access issues that would require double yellow lines).</p> <p>The most missed properties are regularly being identified and assessed by the team. The reporting process is being reviewed under Action 59 and consideration will be made as to how regularly missed properties can be escalated for investigation quicker improving the chances of identifying the root cause and putting a solution in place.</p>	Achieved - with additional activities underway
Workforce Management	<p>It is recognised that improvements need to continue to be made to the working practices, management and working culture within Waste and Cleansing services in order to further move the service forward and reduce the number of complaints received.</p> <p>Anticipated Outcome A settled workforce of City of Edinburgh Council employees, at all levels, who are properly trained in the role they perform with that role being performed to a consistently high standard.</p>					
4	Reduce the use of agency staff and recruit a full establishment of permanent staff to improve route knowledge and ownership	Dec-16	n/a - complete	Waste Operations	This action links to Action 5 below with agency being reduced as permanent staff are recruited. Controls are in place to manage the use of, and minimise the need for, agency staff. As outlined in the update for Action 5 difficulties filling all vacancies within the service had meant the need for agency staff was not reduced as quickly as expected.	Closed - Ongoing

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
5	Finalise the implementation of the new Waste and Cleansing service structure and recruit to all vacant posts	Nov-16	n/a - complete	Waste and Cleansing Manager	With the majority of posts now recruited into new and remaining vacancies will be progressed as part of business as usual. Through extensive work between management, Human Resources and the Council's agency provider the difficulties experienced in July filling driver/crew leader posts due to the national demand for HGV drivers and the level of candidates applying has reduced and returned to a manageable level with the service and agency provider working closely together. As referenced in Action 7, investment in HGV Licence training continues.	Closed - Ongoing
6	Cease the practice of 'Task and Finish' across the Waste Collection Service	Nov-16	n/a - complete	Waste Operations	The 'Task and Finish' practice ended 1 November 2016. The importance of ensuring staff remain until the end of the shift has been, and continues to be, emphasised to managers.	Achieved - manage transition
7	Ensure a full and effective training programme is in place for all frontline staff	Dec-16	n/a - complete	Technical Team	A training programme for the service has been developed in conjunction with the central Learning and Development Team; and priority training requirement identified. This programme also incorporates the SWITCH (Scottish Waste Industry Training, Competency, Health & Safety) competency framework developed by Zero Waste Scotland to promote safe working within the industry. A range of key training has taken place to date to provide support and ensure consistency amongst the service supervisors in workforce management, complaints handling and undertaking investigations. Frontline staff have received crucial health and safety training such as on-the-job manual handling training which helps ensure the job is undertaken safely and reduce the risk of injuries. Investment has also continued in HGV driving licence training. The training programme is being revised for 2018/19 as part of the annual review undertaken by the central Learning and Development team.	Achieved - with additional activities underway
8	Ensure that Supervisors and Managers are conducting regular team briefings (i.e. at least monthly) with all frontline staff on an ongoing basis	Ongoing	n/a - complete	Waste and Cleansing Operations	Monthly briefings have been scheduled and are taking place.	Achieved - monitor effectiveness
9	Provide refresher briefings to all waste collection staff on the importance of removing side waste, litter and spillage as appropriate	Oct-16	n/a - complete	Waste and Cleansing Operations	Frontline staff have been briefed to report issues they come across if they cannot deal with it immediately. A formal briefing has been given to staff and will be repeated at key points of the year, such as the festival season.	Achieved - monitor effectiveness
Garden Waste Collections	It is recognised that improvements need to continue to be made to the working practices, management and working culture within Waste and Cleansing services in order to further move the service forward. Anticipated Outcome An appropriately resourced garden waste collection service that is reliable and consistent with reduced missed bin complaint levels.					
10	Assess the number of properties with more than one garden waste bin	Nov-16	n/a - complete	Technical Team	A review of information held on the system has taken place to assess the number of properties with more than one garden waste bin. This data has been progressed in Actions 11 and 12. Once Routesmart is in place the system will be configured to allow crews to report additional bins not held on the system.	Achieved
11	Adjust the existing garden waste routes to account for up to date information on bins per property and participation	Dec-16	n/a - complete	Technical Team	This action has been carried out as part of Action 12.	Achieved

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
12	Implement the new 3 weekly garden waste collection service, to replace the current fortnightly and four weekly service, with new fit for purpose routes	Mar-17	n/a - complete	Waste Operations	The 3-weekly garden waste collection service commenced 6 March 2017. An additional uplift was provided the week of 27 February 2017 for residents waiting over 4 weeks between uplifts during the transition. New routes were created for the change in service frequency and are now fully embedded within the service	Achieved - monitor effectiveness
Communal Bins	Anticipated Outcome Reduced complaints relating to missed and overflowing communal bin collections. Bins are located in the right areas with reductions in inappropriate use and according reductions in landfill waste.					
13	Undertake a rapid improvement event to identify the most missed communal bins by stream and resolve the root cause of the misses.	Nov-16	n/a - complete	Technical Team	306 sites were visited with the top three root causes identified as access issues, contamination and resourcing/routes not running. As highlighted in previous update reports to committee the frequency of uplifts was found to contribute to the issue of overflowing communal bins. As a result of this a review of this collection service has been proposed and is undergoing a feasibility study; this will be reported to this committee later in the year. In addition to this a new Stage 2 investigation process has been developed under Action 59 which will see full, detailed, investigations carried out on all Stage 2 complaints. An action plan to improve the management of complaints has been delivered by the service via a small working group with the remaining actions now dependent on wider changes across the service and the Council (for example Routesmart, Channel Shift and the Corporate Complaints Improvement Plan).	Achieved - with additional activities underway
14	Increase supervision resource within the communal bin collection services to improve service quality and resolve customer issues more effectively	Nov-16	n/a - complete	Waste Operations	Supervision within the communal bin collection service has increased from one supervisor per shift to two per shift covering the east and west of the city.	Achieved - monitor effectiveness
15	Develop a communications campaign to make residents in communal areas aware of how to manage their waste and recycling effectively	Jan-17	n/a - complete	Communications	Initial campaign phase in the Leith Walk area has showed positive results with increased donations to the Reuse hotline and increased visits to relevant trade waste pages on the Council's website. There has been positive feedback on social media and positive media coverage. The next phase focused on the Gorgie/Dalry area which took place for four weeks over February with a focus on resident behaviour/issues such as dumping and dog fouling (along with trade waste abuse). Following these two campaigns a toolkit has been developed for the Locality Teams to use for any future campaigns within their area. Further targeted communication in communal areas is progressing, including consultation to better understand areas of the city, the specific issues in that area and identify approaches to take.	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
16	Develop a communications campaign to ensure that businesses are aware of their legal responsibilities when disposing of their waste	Nov-16	n/a - complete	Communications	<p>Focused compliance visits took place in the Leith Walk area between 14 and 25 November with further visits in the Gorgie/Dalry area during February as part of the 'Our Edinburgh' campaign. This has had positive results with a number of businesses found to be non-compliant since the campaigns there has been an increase to the relevant trade waste pages on the Council's website.</p> <p>Communal bins reported by the public; Elected Members or operations (as well as those identified through the sensor trial as having unusual fill levels) are also being searched for potential trade waste abuse with appropriate action being taken against identified businesses.</p> <p>Contact has been made with Business Gateway to help raise business awareness of their legal responsibilities as part of the support framework they have in place for businesses. A trade waste leaflet was also included in the annual business rates statement sent to all businesses within the city.</p>	Achieved - with additional activities underway
17	Improve the labelling and information on communal bins to illustrate the types of waste the bin can receive and how and where to dispose of bulky items	Jan-17	n/a - complete	Communications	The boards used on the side loading bins have proved successful and represents a significant, and high visibility improvement, on labelling of these bins before. This approach cannot be replicated on the standard communal bins. The stickers purchased for Phase 1 of the 'Our Edinburgh' campaign were not of a durable standard, these were altered for Phase 2 and feedback has been positive. These will be used as and when stickers are refreshed on bins.	Achieved - with additional activities underway
18	Investigate the use of QR codes to allow residents to easily report missed or overflowing communal bins and locate collection dates	Nov-16	n/a - complete	Technical Team	The practicality of using QR codes has been assessed and found to require a high level of administration to maintain; however the improved web forms and responsive website should make it easier for people to report issues.	Achieved
19	Assess options for the containerisation of those streets that remain on gull proof sack or sack collections	Jan-17	n/a - complete	Technical Team	<p>All 120 streets included in this action have been assessed for the viability of placing bins through a desktop exercise. Those more challenging streets are receiving a site visit to further assess options.</p> <p>Should containerisation be assessed as a possibility this will be investigated further as part of the review of the wider communal bin collections referenced in Action 13.</p>	Achieved - with additional activities underway
20	Work with Parking Services to implement enforceable TROs to protect communal bins wherever possible	Mar-17	n/a - complete	Waste Operations	<p>A trial of double yellow lines in front of communal bins has commenced at Rossie Place. Should this prove successful it will be rolled out wider as part of the communal bin review referenced in Action 13.</p> <p>In addition to this, problematic sites are trialling a reflective 'No Parking' sign to encourage residents to leave access to the bin clear.</p> <p>Other local authorities have also been contacted to identify the approaches taken to protect communal bins and capture best practice and any lessons they have learnt that we can incorporate.</p>	Achieved - with additional activities underway
21	Ensure access to communal bins for residents and waste collection staff is accounted for in traffic management arrangements when road works take place	Oct-16	n/a - complete	Transport	Guidance circulated by Network Management to all Locality Teams and the Central Roads Network team to ensure that waste collections are factored into roadworks planning and applications.	Achieved - monitor effectiveness
22	Develop a policy on holiday lets and party flats to identify whether this waste should be treated as commercial waste	Jan-17	n/a - complete	Technical Team	A policy on semi-commercial properties has been developed following input from wider Council services and approaches taken by other Local Authorities and advise from Legal. This needs approved and implemented.	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
23	Identify those communal bin sites where bins can be moved to improved locations where there is less opportunity for misuse	Jan-17	n/a - complete	Technical Team	Sites identified as being misused/potential misuse are being assessed and Environment Wardens involved. If the relocation of the bin is determined as necessary and simple to carry out these are being progressed. Should the relocation of the bin be more complex to arrange these will be addressed through the review of the wider communal bin collections referenced in Action 13.	Closed - Ongoing
24	Identify costs to fit key containers to all bin stores (where applicable) to ensure that all crews have access to the required key therefore avoiding missed collections due to access issues	Dec-16	n/a - complete	Building Services	Costs have been identified to fit key containers to bin stores. Whilst progressing this action, and Action 25, other potential options have been identified that may address this issue more effectively than key containers. Further consideration is being made into the wider issues with bin stores and the options available before moving to implementation as part of the Communal Bin Review. Future property developments will be encourages to consider bin huts over internal bin stores due to their flexibility to be adjusted should any future legislative changes be made to materials to be separated or the collection/storage methods.	Achieved - with additional activities underway
25	Ensure that a standard lock specification for bin stores is enforced for new developments as part of the planning process	Jan-17	n/a - complete	Planning	Amendments to the Instructions for Architects and Developers is complete. Officers are working closely with developers throughout the design and build process to ensure that the standard lock is incorporated.	Achieved - monitor effectiveness
26	Identify those communal properties where there are multiple individual bins and provide an alternative communal bin solution where this is required and appropriate	Feb-17	n/a - complete	Technical Team	Due to the quantity of communal properties with individual bins, and the upcoming review of communal bin collections referenced in Action 13, this action will be split into two phases. The first phase has been focusing on problematic sites initially putting a communal bin solution in place to try rectify the issues. The second phase, which covers the remaining communal properties, will be considered as part of the communal bin review due to the scale of properties and the impact the review could have on what is put in place.	Achieved - with additional activities underway
Maintenance of Communal Bins	<p>The appearance and cleanliness of our communal bins is not in line with that which we should expect on Edinburgh's streets. Improving the appearance of our communal waste and recycling bins will contribute to fostering greater care and ownership in our communities.</p> <p>Anticipated Outcome</p> <p>An improvement in the appearance of our communal bin stock with reductions in complaints regarding bin maintenance and cleanliness.</p>					
27	Identify potential solutions to procure a contract for the supply and/or maintenance (repair, cleaning and renewal) of all communal bins and quantify the cost implications of these solutions	Mar-17	n/a - complete	Corporate Procurement	Research has identified that there is market interest and ability to deliver this service on behalf of the Council. The service specification will be developed and progressed through procurement with the aim of having a contract put in place during 2017/18.	Achieved - with additional activities underway
28	Work with Criminal Justice and other partners to build communal bin maintenance and painting into programmes for restorative work	Apr-17	n/a - complete	Criminal Justice	Discussions have taken place with the Criminal Justice team however due to the limitations they are bound by they cannot support the proposed restorative work. However, positive work is being undertaken in partnership with Police Scotland and the North East Locality to remove graffiti tags referred by the police.	Closed
29	Investigate the potential to install bin housings around wheeled communal bins to create more attractive and formal sites	Dec-16	n/a - complete	Technical Team	The Leith Walk Improvement Project is funding the use of bin housings/screens as part of their project. This will act as a trial which, should this prove successful, will be rolled out wider as part of the review of communal bin collections.	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Seasonal Resourcing	<p>We need to deliver a service that is responsive to the changing demands of the city that our student and tourist population bring and ensures that Edinburgh is portrayed in the best possible way.</p> <p>Anticipated Outcome Reduced complaints relating to Waste and Cleansing Services during peak seasons. A reduction in the amount of waste that is sent to landfill in areas containing high levels of student housing.</p>					
30	Work with Universities, landlords and letting agents to ensure students and tenants are aware of how to dispose of waste appropriately	Jan-17	n/a - complete	Technical Team /Changeworks	<p>Agreement reached with the Edinburgh University Students' Association to further analyse information, survey students and identify drivers before fully approving proposals and implementing agreed actions. Along with this, the service is supporting Shrub in 2018 who have been successful for Zero Waste Scotland funding to work with students in the Marchmount area.</p> <p>In the interim, the Rapid Response service incorporated high student-populated areas into its daily work during May reducing the impact on communal bins and the surrounding areas.</p> <p>Engagement with landlords has been included in the activities carried out by Changeworks as part of a grant with the service.</p>	Achieved - with additional activities underway
31	Work with the Universities to investigate the potential for mini-CRCs in areas of higher student population around the beginning and end of the academic year	Mar-17	n/a - complete	Technical Team	Links to the action above with the potential for mini-CRCs included in the proposal.	Achieved - with additional activities underway
32	Conduct a review of Waste and Cleansing resource requirements for the Edinburgh Festival and Fringe and implement the new requirements	Jul-17	n/a - complete	Waste and Cleansing Operations	A number of actions took place across the festival period, incorporating best practice from previous years. This includes 40 additional Cleansing staff on barrow beats (in addition to the existing 11 barrow beat staff within the city centre); using last year's bin fill rate sensor information to forecast how often to empty litter bins; Waste and Cleansing teams briefed to remove side waste, litter and spillage as soon as it is observed, and that they proactively report any issues (as set out in Action 9); 6 Environmental Wardens dedicated to the Festival footprint carrying out patrols, and in conjunction with the Waste Compliance Team dealing with any trade waste infringements; promoting the 'Our Edinburgh' campaign; and the introduction of Street Ambassadors and Festival City Volunteers.	Achieved - monitor effectiveness
33	Work with Parks, Greenspace and Cemeteries colleagues to allocate staff and mechanical sweepers to tackle leaf fall during the autumn/winter months	Nov-16	n/a - complete	Cleansing Operations	Cleansing and Parks, Greenspaces and Cemeteries coordinated resources to concentrate on leaf fall for winter 2016 and 2017. Leaf routes will be developed in Routesmart to ensure leaf fall clearance is effectively managed in future years.	Achieved - monitor effectiveness
34	Work with Parks, Greenspace and Cemeteries to allocate resources to undertake a clearance of street weeds to allow for an effective base level to be treated going forward	Nov-16	n/a - complete	Cleansing Operations	The Waste and Cleansing service removes dead weeds and detritus (the usual growth medium) in streets and other hard-surface locations as part of its cleansing operations. Where time and resources permit, the Waste and Cleansing service will also attempt to remove weeds that have not yet been treated. This is more likely to take place in 'barrow beat' areas. The Parks, Greenspace & Cemeteries service also controls weeds in public parks, cemeteries, and other green spaces, as required.	Achieved - monitor effectiveness
Food Waste	<p>Waste Composition Analyses have shown that there is still a significant amount of food waste that is being sent to landfill. However, our success in recycling around 10,000 tonnes of food waste has placed strain on our current vehicles and meant that we need to equip our workforce to ensure that we can continue provide the best quality service to encourage increased use of this service. The procurement of new larger vehicles will assist with this aim.</p> <p>Anticipated Outcome Reduced missed collections and uncompleted food waste routes as of a result in increased productive time that has been created by a reduced need to tip midway through the shift.</p>					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
35	Replace the existing 7.5 tonne vehicles with the purchase of 12 tonne vehicles to increase collection capacity and reduce the need for trips to tipping facilities	May-17	n/a - complete	Fleet Services	8 new food waste vehicles have been delivered and in service increasing the collection capacity and reducing the need for trips to tipping facilities.	Achieved
36	Replace the existing 7.5 tonne vehicles with hired 10 tonne vehicles as an interim solution pending the arrival of the 12 tonne vehicles	Oct-16	n/a - complete	Fleet Services	Hire vehicles were in place as an interim solution until the new vehicles outlined in Action 35 were delivered and operating.	Achieved
Manual Street Cleansing	<p>Our manual street cleansing resource needs to be visible and effective and focussed on those areas where it is needed most at an appropriate frequency. We need to move to a model where brushes are used as the norm and there is less of a reliance on litter pickers.</p> <p>Anticipated Outcome</p> <p>A reduction in litter complaints and an improvement in our LEAMS score as a result of more effective manual sweeping in those areas where it is most required.</p>					
37	Conduct a review of all resources available to undertake manual sweeping and the current areas of deployment. Re-align routes to address hotspot areas where appropriate	Jan-17	n/a - complete	Cleansing Operations	<p>An interim review of the manual sweeping routes has been carried out and routes re-aligned as appropriate.</p> <p>A full routing review will be undertaken as part of the wider roll-out of the revised Code of Practice of Litter and Refuse (COPLAR) and the associated rezoning exercise that will take place across Scotland (which impacts the cleanliness standard and response times for different types of areas). This rezoning exercise will be supported by Zero Waste Scotland and the timescales for this are still to be confirmed.</p>	Achieved - with additional activities underway
38	Identify options for the deployment of barrow beat staff and suitable accommodation for the employees and barrows in the immediate area	Nov-16	n/a - complete	Cleansing Operations	Routes have been identified for barrow beats, along with potential accommodation options. Additional barrow beats have been implemented as part of the additional funded received by the service for 2017/18.	Achieved - with additional activities underway
39	Procure replacement street cleansing vans that will allow crews to be properly equipped to be able to tackle all issues that they face during the working day	May-17	Dependant on Fleet Replacement Programme	Fleet Services	The type of van has been identified by the service and the overall replacement of these will take place as part of the wider fleet replacement programme being undertaken by Fleet and Workshop Services.	Achieved - with additional activities underway
40	Introduce an effective post-work inspection regime to ensure that street cleansing is being delivered to the required standard	Nov-16	n/a - complete	Cleansing Operations	<p>Supervisors are now undertaking daily post-work inspections of street cleansing with up to 25 a day carried out across the city with action taken to address those that do not meet the required standard.</p> <p>These are currently carried out using a paper-based system until the Code of Practice of Litter and Refuse (COPLAR) toolkit (including inspection forms) is put in place as part of the review of the Code of Practice referred to in Action 37.</p>	Achieved - with additional activities underway
Mechanical Street Cleansing	<p>We have a significant amount of funding invested in large mechanical sweepers that can not access the areas where we need them. We need to reconfigure this fleet to provide more small mechanical sweepers that can operate on footpaths and in areas around parked cars.</p> <p>Anticipated Outcome</p> <p>An increase in small and medium mechanical sweepers will contribute to an improvement in our LEAMS score as well as improved customer satisfaction in recognition of the increased visibility of service.</p>					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
41	Re-design mechanical sweeper routes to ensure that the fleet is being effectively utilised	Mar-17	n/a - complete	Technical Team	Data gathered on the routes is complete, such as vehicle size to utilise in different areas and the frequency to sweep. The implementation of the mechanical sweeper routes (along with the litter presses and barrow beats routes) are being rolled out through the Routesmart project referred to in Action 2.	Achieved - with additional activities underway
42	Reduce the fleet of large mechanical sweepers and procure additional small and medium sized sweepers to focus on pavement areas and streets with limited access	Mar-17	n/a - complete	Cleansing Operations	A trial of different medium sweepers is underway to assess the products available. The overall replacement of these will take place as part of the wider fleet replacement programme being undertaken by Fleet and Workshop Services.	Achieved - with additional activities underway
43	Reconfigure the current fleet to place additional mechanical sweeping resource into the night shift to make a more significant impact on those areas that can not be accessed during the day	Nov-16	n/a - complete	Cleansing Operations	Two nightshift staff members have been trained on the mechanical sweeper and allocated additional mechanical sweeping duties.	Achieved - monitor effectiveness
Litter Bin Emptying	<p>There are around 3000 litter bins in the city. We regularly receive complaints from members of the public regarding overflowing litter bins. We need to employ effective collection schedules that minimise complaints.</p> <p>Anticipated Outcome A reduction in the number of complaints regarding overflowing litter bins.</p>					
44	Adopt a standard of providing larger capacity litter bins where locations allow	Oct-16	n/a - complete	Cleansing Operations	A major review of bins in city centre has been carried out and a number of bins changed to larger capacity litter bins with housings. Protocol agreed to assess whether a larger bin would be suitable for the location when placing bins.	Closed - Ongoing
45	Continue with the trial of fill sensors to identify optimal collection schedules and trends relating to overflowing bins	Mar-17	n/a - complete	Technical Team	The trial of fill sensors continues . As outlined in Action 16, communal bins with unusual fill rates are being investigated for potential commercial waste abuse.	Closed - Ongoing
46	Procure replacement mini-RCVs for litter bin emptying to allow for a more reliable collection service	May-17	n/a - complete	Fleet Services	Due to problems with the initial tendering exercise this had to be stopped and undertaken again. Due to the timescale required to undertake a tendering exercise and the vehicles are manufactured hired vehicles are being brought in as an interim solution.	Achieved - with additional activities underway
47	Provide a more joined up service in relation to the emptying of bins in parks, open spaces and cemeteries alongside street litter bins where appropriate	Dec-16	n/a - complete	Cleansing Operations	Agreement reached that Cleansing will be notified when events are taking place in cemeteries and parks and will require the emptying of bins at weekends.	Achieved - monitor effectiveness
Fly-tipping and Dumped Bulky Waste	<p>We have problems with many levels of fly-tipping, ranging from serious incidents as a result of organised crime through to dumped items of furniture around communal bins. We need to be better at removing this waste quicker and preventing future recurrences through engagement and enforcement efforts.</p> <p>Anticipated Outcome A reduction in the number of fly-tipping incidents reported by members of the public, and increase in the number of fly-tipping incidents reported by our own staff and an improvement in response times when removing fly-tipping. An improved special uplift service that encourages compliance with the law and not fly-tipping and an effective enforcement resource that gets positive results where required.</p>					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
48	Undertake a review of the special uplift service with particular focus being placed on the charging structure (e.g. moving to a service that charges £5 per item) and opportunities to work with the voluntary sector to undertake collections	Jan-17	Dependant on the outcome of the trial	Technical Team	<p><u>Charging</u>: Change to £5 per item was implemented 23 January. The waiting time between booking an appointment and the uplift taking place is being regularly monitored and currently sits at 3 to 4 days on average. A report on the impact of the charging change will be presented to this Committee in March.</p> <p><u>Voluntary sector</u>: The feasibility study into the opportunities to work with the voluntary sector to undertake collections has been carried out by AEA Ricardo via funding from Zero Waste Scotland. The report suggests that there is interest from the voluntary sector to undertake collections. It should however be noted that no one voluntary sector organisation has the available capacity to deliver the service on a City-wide scale. As outlined in the Special Uplifts Service Committee Report presented to March's Transport and Environment Committee the increased scale of this service following the change in charging, along with the factors raised above, it is proposed a pilot service is developed in order to get a better idea of the quality and value of items collected and to minimise any financial risk. This will continue as a separate project following the closure of this Improvement Plan.</p>	Open
49	Improve information to residents on the disposal of bulky items and the opportunities for reuse and recycling	Dec-16	n/a - complete	Communications	<p>The use of lamp post wraps in areas targeted through the 'Our Edinburgh' campaign and an increase in social media/media engagement continues to provide information to residents on disposing of their bulky items correctly.</p> <p>Results from the 'Our Edinburgh' phase in Leith indicate that although special uplift bookings across the city have decreased by 7% citywide (24% in Leith Walk ward) during the campaign compared to the previous month, contacts to the National Reuse helpline have increased by 16% citywide (39% in Leith Walk ward).</p>	Achieved - with additional activities underway
50	Add additional resources into the existing special uplift service to minimise waiting times for residents	Oct-16	n/a - complete	Waste Operations	A review of current resources, and allocation of available appointments, for special uplifts has identified capacity to increase appointments to 25 per day per crew (resulting in a total of 50 appointments a day across the city). Additional resources were temporary added following the introduction of the £5 per item charge implemented through Action 48 to manage any increases in demand and the service is currently operating at approximately 75 uplifts a day.	Achieved - monitor effectiveness
51	Add additional resources into Street Cleansing teams to focus on responding to fly-tipping complaints and removing waste in a more timely manner	Oct-16	n/a - complete	Cleansing Operations	Additional staff have been added to clearing fly-tipping activities until the end of the financial year.	Achieved - monitor effectiveness
52	Place a focus on increasing the number of incidents of fly-tipping that are proactively reported by Council employees versus those reported by members of the public	Oct-16	n/a - complete	Cleansing Operations	<p>Frontline staff have been advised to report issues they come across if this cannot be dealt with immediately.</p> <p>Due to changes within the Council's Corporate ICT contract it is no longer possible to use the 'Love Clean Streets' app and an alternative reporting method(s) is being investigated including the potential to use 'Confirm Connect' as part of the wider Confirm system review. However, as illustrated in the graphs under 3.17 in the main report, proactive reporting has generally been increasing with the highest percentage of proactive reports being received in October since 2015 at 27%.</p>	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
53	Focus resources from the Environment Warden and Waste Compliance Teams on regularly investigating those incidents of fly-tipping where there is evidence to pursue and investigate options to use CCTV to enhance evidence gathering	Nov-16	n/a - complete	Environmental Wardens	Local Transport and Environment Managers to focus Environment Wardens on investigating fly-tipping. Refresher training will be arranged once a number of vacancies within the warden service are recruited into.	Achieved - with additional activities underway
Branding and Visibility	<p>Our service needs to be visible and recognisable so that we are noticed for the good work that we do and not for failings in services. It is essential that residents and businesses know how to access our service and what we do.</p> <p>Anticipated Outcome Increased customer satisfaction in reflection of the improved visibility of our staff and vehicles.</p>					
54	Ensure all staff are consistently wearing the correct PPE/uniform and area easily identifiable as Council employees	Oct-16	n/a - complete	Waste and Cleansing Operations	Specification of PPE has been outlined in the risk assessments. This is being enforced by management with any issues being actively addressed.	Achieved - with additional activities underway
55	Brand all newly purchased Waste and Cleansing vehicles so that members of the public can identify them easily	May-17	n/a - complete	Fleet Services	This is standard practice now when procuring new fleet, however branding requirements will also be built into the specifications for the new fleet.	Closed - Ongoing
56	Ensure that all contact channels that can be used to access the Waste and Cleansing service are well advertised and effectively monitored	Oct-16	n/a - complete	Customer Services	<p>Review of reporting options has been undertaken. Website information revised where appropriate. Members waste account is in place and staffed by Customer Services staff.</p> <p>Following feedback on the initial IVR (interactive voice response) set up and the difficulties residents had using the phoneline the overall Waste and Cleansing options and script have been revised: streamlining the script; reordered and revised the options available; addressed gaps identified and incorporates feedback received from residents and councillors. Before being implemented, the call script was reviewed by the consultative forum along with customer feedback gathered by the Contact Centre to ensure the changes were customer focused.</p>	Achieved - monitor effectiveness
Customer Service	<p>The current customer journey is frustrating for residents and Elected Members. We need to ensure that we minimise failures in service, but when we can't then our customers need to be able to report issues easily and receive timely and relevant feedback.</p> <p>Anticipated Outcome Improved response times to enquiries and an increase in the percentage of contacts that are resolved at the point of contact by Customer Services colleagues. Simpler but more effective customer journeys that allow customers to report issues easily and receive timely updates.</p>					
57	Co-locate staff from Customer Services and Waste and Cleansing Services to allow for quicker customer resolutions and reduced duplication	Nov-16	n/a - complete	Waste and Cleansing / Customer Services	Two Waste & Cleansing Officers now co-located, alongside a Support Officer, within the Contact Centre.	Achieved - monitor effectiveness
58	Provide Elected Members with key local contacts from the Waste and Cleansing service to allow to issues to be resolved routinely as required	Oct-16	n/a - complete	Waste and Cleansing Manager	Circulated as part of the wider Locality Directory.	Achieved
59	Carry out a review of the existing reporting processes and make improvements to allow for quick resolutions and accurate customer feedback	Jan-17	n/a - complete	Customer Services	<p>New Stage 2 complaint investigation protocol established to ensure root cause is identified.</p> <p>A review of the process for addressing missed bins complaints has been carried out by the Transformation Team and an action plan has been delivered by the service via a small working group with the remaining actions now dependent on wider changes across the service and the Council (for example Routesmart, Channel Shift and the Corporate Complaints Improvement Plan).</p>	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Communications and Behaviour Change	<p>Notwithstanding the importance of getting our operational services right, we need to engage the wider population of Edinburgh in playing a role in maintaining the quality of our local environment.</p> <p>Anticipated Outcome Increased advertising and media coverage of our campaigns alongside increased resident and business awareness of the importance of maintaining our local environment and how they can assist in doing so.</p>					
60	Continue to develop the 'Our Edinburgh' campaign to focus on social responsibility and community participation	Ongoing	Ongoing	Communications	Initial focus was on litter in the festival, message testing in Leith to tackle trade abuse and latterly focusing on dog fouling and dumping in Gorgie/Dalry. A toolkit has since been developed to allow Locality teams to identify, and lead, further areas of engagement. The campaign was also awarded LEQ Awards (Local Environmental Quality Awards) Programme of the Year.	Closed - Ongoing
61	Develop improved links with key partners such as the Business Improvement Districts, Commerce Groups and Community Groups to share key messages and raise awareness around waste management and street cleanliness	Ongoing	Ongoing	Technical Team /Localities	Waste and Cleansing Officers continue to develop working relationships with key partners including Business Improvement Districts, Commerce Groups, Community Groups, Housing and Environment Wardens to share key messages and raise awareness around waste management and street cleanliness.	Closed - Ongoing
62	Establish a consultative forum with representatives from groups whom have an interest in the local environment to discuss current performance and customer perceptions and frustrations	Oct-16	n/a - complete	Waste and Cleansing Manager	A consultative forum with a focus group of individual residents and Community Council representatives has been convened and meets on a quarterly basis. This forum will continue beyond the length of the programme.	Closed - Ongoing
Partnership Working	<p>We need to establish and maximise partnerships where there is the shared aim of improving the quality of Edinburgh's local environment and reducing the amount of waste sent to landfill.</p> <p>Anticipated Outcome We exploit more opportunities for external or joint funding for local environment improvement initiatives. We continue to work at a local level to understand the needs of our communities and accommodate these needs into service delivery schedules.</p>					
63	Clarify roles and remits for environmental issues with Locality Teams. Establish mechanisms for ensuring responsiveness to local priorities and hotspots and accountability for levels of service	Nov-16	n/a - complete	Technical Team	Agreement reached on roles and responsibilities for central and locality services and the two teams are actively working together to resolve issues across the city.	Achieved - monitor effectiveness
64	Initiate dialogue with Registered Social Landlords regarding public realm management partnering arrangements	Feb-17	n/a - complete	Housing Services	Registered Social Landlords contacted to clarify responsibilities in regards to the management and maintenance of the public realm and discuss potential partnering arrangements.	Closed - Ongoing
65	Continue to work with organisations such as Keep Scotland Beautiful, APSE and Zero Waste Scotland to explore opportunities for external funding and keep abreast of best practice within the sector	Ongoing	Ongoing	Technical Team	A bid to access ZWS funding for food waste communications was not progressed. As an alternative discussions are underway with the Council's food waste recycling partner to assist in funding communications activities to build on the positive performance improvements that the food waste service is showing. Continue to review opportunities for funding from Zero Waste Scotland and other bodies. Using Waste Managers network effectively to benchmark new initiatives and existing levels of service.	Closed - Ongoing

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Roads Services Improvement Plan

Item number	7.9
Report number	
Executive/routine	Executive
Wards	All Wards
Council Commitments	C16 , C19

Executive Summary

This report provides a progress report for the Roads Services Improvement Plan. The plan identifies the different issues that impact on road asset management performance across Council teams and the actions that the service will take to address them. Progress on implementing the plan and the impact it is having on performance, complaints and road condition will continue to be reported to this committee on a regular basis.

Roads Services Improvement Plan

1. Recommendations

- 1.1 It is recommended that the Committee note the progress made with implementing the actions in the Improvement Plan to date.

2. Background

- 2.1 The Roads Services Improvement Plan sets out the actions that are required to help move forward the service to deliver a high-quality road network, to ensure road users can freely travel around our network and to protect the overall appearance of Edinburgh as a city.
- 2.2 The current organisational structure places responsibility for our roads across seven third tier managers. These responsibilities are listed in the table below.

Team	Responsibilities	Expenditure
Edinburgh Road Services (ERS) Manager	Operational arm of the internal service. Larger scale revenue works, re-surfacing capital work. defect repairs, street lighting repairs, gully cleaning and line marking.	Mainly Revenue Small amount of Capital
Transport Infrastructure Manager	Lead on designing and procuring capital works and the coordination of our Roads Asset Management Plan (RAMP). Inspection and maintenance of bridges and structures, managing flooding and drainage issues.	Capital Work

	Client function for street lighting and gullies	
Local Transport & Environment Managers (LTEMS) (x4)	Road Safety Inspections, co-ordinating road permits and roadworks in their locality (jointly with the Transport Network function), managing customer enquiries, gathering local priorities to inform allocation of local capital funds to community benefit.	Revenue & capital works
Transport Networks Manager	Co-ordination of large scale roadworks and events, parking enforcement, active travel and road safety, management of Edinburgh Bus Station and co-ordination of public transport (including Lothian Buses and Edinburgh Trams)	Revenue & capital Works

3. Main report

- 3.1 The Roads Services Improvement Plan sets out the 36 key actions that officers feel are required to help the service deliver a high-quality road network. Four additional actions have been included since the [August 2017](#) report to this committee. These actions relate to street lighting operations.
- 3.2 The Roads Services Improvement Plan is attached in Appendix 1.
- 3.3 The Improvement Plan contains a summary of actions and forecasted timescales for implementation and the expected impact that actions will deliver.
- 3.4 The following information provides a summary of the actions that the Roads Services Improvement Plan will address.

Organisational Structure

- 3.4.1 Develop clear accountability and simplify interactions for members of the public and Elected Members.
- 3.4.2 Protect and enhance the delivery of local priorities.

- 3.4.3 Manage the design and development process to allow more effective asset investment decisions to be made.
- 3.4.4 Develop a single service focusing on co-ordination of the road network delivering a joined-up approach across the city.

Customer Service

- 3.4.5 Re-align resources to provide more timely updates to members of the public.
- 3.4.6 Provide clearer accountability by providing appropriate levels of business support and ICT systems to improve customer service.

Road Safety and Defect Inspections

- 3.4.7 Centralise the Roads Inspection resource to link with the wider RAMP to achieve greater consistency.
- 3.4.8 Improve the classification of defects to reduce the number of temporary repairs and increase the number of permanent repairs.
- 3.4.9 Invest in training for Roads Inspectors to improve consistency of decisions.

Workforce Management

- 3.4.10 Maximise effectiveness of staff via engagement, training, and suitable equipment.

Fleet and Depots

- 3.4.11 Review fleet and equipment requirements to ensure availability and flexibility of fleet to support the needs of the service and the demands of winter.
- 3.4.12 Review the operations of ERS across its three existing depots to ensure efficient deployment of staff and equipment.

Improved Business Processes

- 3.4.13 Develop lean business processes to support the in-house repairs function.
- 3.4.14 Roll out 'Confirm' across the wider Roads service to maximise mobile working and provide meaningful management information to improve customer care.

Improved Asset Management

- 3.4.15 Continue to develop asset management through the Roads Asset Management Plan (RAMP).
- 3.4.16 Improve inspections process through better use of the Confirm Asset Management System to identify where investment is needed.
- 3.4.17 Improve the city's roads and increase resident satisfaction through the development of an end-to-end inspection to repair process.

Capital Delivery and Contract Management

3.4.18 Formalise relationships with private sector partners by moving to a 'prime contractor' arrangement to reduce delays and secure competitive pricing.

3.4.19 Secure an effective internal client team to undertake design, project management and site supervision.

3.5 Progress made to date, in the above categories, is detailed below.

Organisational Structure

3.5.1 In order to develop clear accountability and simplify interactions for members of the public and Elected Members, a number of areas are being considered in terms of where they sit in the current structure.

3.5.2 A working group, consisting of both staff and managers, has been set up to review the Signs and Blacksmith workshops located at Bankhead Depot. Following the Transformation Programme, these workshops were transferred from Transport to Fleet and Workshops in order to centralise Place workshop activities. However, this move has adversely affected the ordering and delivery process as the manufacture of signs is undertaken by Fleet and Workshops staff but the erection of the signs is undertaken by ERS. The review team will consider the impact of this structure and improvements to the ordering and delivery process.

3.5.3 It is proposed that the Inspection resource based in each Locality team is being reviewed. In order to provide a central strategic function, a number of inspection staff will transfer from being managed in the Locality teams to being managed by Roads Infrastructure. This change will support asset management via the Roads Asset Management Plan (RAMP). The scheduling of inspection routes is being developed. The forecasted date for completion is March 2018.

3.5.4 The approach we take to cyclical gully cleaning will be reviewed with the aim of delivering a more robust service.

Customer Service

3.5.5 Following the completion of the 'Health Check' of the Confirm Asset Management System. The changes identified from the 'health check' and staff consultation have been implemented and training has been rolled out to Locality Inspectors and ERS Operational staff. These changes will improve the efficiency for handling enquiries, improve clarity on ownership and reduce the number of non-standard enquiries that take longer to resolve.

- 3.5.6 Good progress continues to be made in reducing the overall number of outstanding defects.
- 3.5.6.1 165 defects at 31 December 2017
- 3.5.6.2 1,256 defects at 30 October 2017
- 3.5.6.3 2,400 defects at August 2017
- 3.5.7 The categorisation of defects by inspectors has improved following the roll out of additional training. This improvement has reduced the number of priority Category 1 and 2 defects (emergency repairs within 24 hours or medium risk to be repaired within 5 working days i.e. reactive maintenance) and increased the number of Category 3 and 4 defects (to be repaired within 28 days and 12 months respectively i.e. planned remedial work). These improvements have allowed ERS to improve performance in the repair of priority defects and develop a robust and cost-effective process for the repair of non-safety defects.
- 3.5.8 Confirm has been redeveloped allowing follow-up repairs to be tracked from Category 1 and 2 make-safe repairs. This now allows ERS to programme a permanent repair. The permanent follow-up repair for Categories 1 and 2 are programmed dependent on the location of the defect and the volume of traffic at that location.
- 3.5.9 Category 3 and 4 defects are also now being logged on Confirm. Category 3 defects are being scheduled by ERS for permanent repair, to be completed within 28 days. Category 4 defects will be monitored by the Locality Teams and programmed appropriately by them to deliver a permanent repair within 12 months.
- 3.5.10 Products for cold make-safe repairs have been trialled and ERS are currently using a product called Viafix for defect repairs on road and pavement Category 1 and 2 defects. This product stores well in colder weather and is easy to use as it reacts quickly with the moisture in the air to provide a robust repair. This product provides a satisfactory repair that, in most cases, lasts until a permanent repair can be programmed. This allows ERS to respond quickly and effectively to defects reported by both members of the public and Locality Inspectors.

Workforce Management

- 3.5.11 A review of ERS Nightshift Operations has confirmed that a night squad continues to be required.
- 3.5.12 As Edinburgh is a seven day per week city and ERS currently works four and a half days per week with its day and nightshift operations, new working patterns are being considered to ensure service delivery is better aligned to demand. This is a major piece of work. Work is ongoing. Staff are being consulted and the ERS Commercial team are evaluating the options in terms of productivity and financial benefits.

Fleet and Depots

- 3.5.13 The number of Council depots located across the city is currently being reviewed and opportunities to rationalise this estate are being considered. The roads operational depots are included in this review. Work relating to the transfer of staff and fleet from Barnton to Bankhead depot will be aligned with improvements to office and welfare facilities at Bankhead depot.
- 3.5.14 The options relating to ERS Blackford depot are ongoing and will be included in the wider Council review to ensure sufficient capabilities and salt storage are available on the east side of the city.
- 3.5.15 Salt storage is included in the depot review. As part of this review, consideration is being given to the adequacy of the current salt storage facilities at Bankhead. As the occupancy of Bankhead Depot expands to include staff from other teams within Place, the footprint of the current depot is being reviewed and salt storage will be included as part of this.
- 3.5.16 The Council's gritting fleet is also being reviewed and a process of replacement is being considered for next winter, based on new technology and improved vehicle capabilities. Any changes to the gritting fleet will be progressed by Fleet Services as part of the fleet replacement programme which aims to establish a continuously coordinated replacement process for all vehicles going forward to ensure vehicle downtime targets are achieved and reduce the impact on core services.
- 3.5.17 When temperatures are marginal, staff are currently deployed to patrol high ground routes with loaded gritters, gritting when required. The decision to grit is based on the knowledge of the driver. Truck mounted equipment is available that can take the temperature of the road. When the temperature of the road surface dictates that gritting is required the gritter switches on and off automatically. This technology is being considered and will be particularly beneficial in treating these high-ground areas during marginal conditions.
- 3.5.18 Currently being looked at are gritter bodies with a moving floor, which optimises the dispersal of salt. Technology that wets the grit when spreading, to provide more consistent road coverage, is also being considered.
- 3.5.19 The improvement of road and pavement defect categorisation has allowed ERS to focus its resources more appropriately and carry out repairs on a right-first-time basis. To be able to deliver this, plant and fleet is being reviewed.
- 3.5.20 A Hot Box trial commenced in January 2018. This Hot Box will store hot asphalt in Bankhead Depot and remove the need for operatives to travel to local quarries for supplies. It will also extend the availability of hot asphalt to Nightshift operatives. The trial is ongoing. Information on the trial will be included in the next committee report.
- 3.5.21 Plans have been drafted to invest in a purpose-built HGV fleet maintenance facility at Bankhead Depot. This will result in a reduction of dead mileage

across the heavy fleet, provide a dedicated team to focus solely on the roads fleet and allow for planning of routine maintenance to be conducted out with core hours in order to improve vehicle downtime and reduce the impact on ERS.

Improved Business Processes

- 3.5.22 The Confirm system has been revised to support the defect repair process and has provided improvements in inspections, works programming and customer service. This work was delivered over an eight-week programme of development and was supported by staff from ERS, RAMP and Localities.
- 3.5.23 Confirm continues to be developed to improve the processes used to administer repairs for both roads and street lighting defects.
- 3.5.24 A programme of thermal mapping has been completed across the city over this winter. Currently Edinburgh is treated as one domain so when a decision is made to deploy gritters, all of the priority routes are gritted covering the whole of the city, even though there may be temperature variations across these routes.
- 3.5.25 Thermal Mapping will result in three or four domains being created. The temperature profiles of each domain will be grouped and allow forecasting by domain. This will provide the facility to optimise gritting routes and target gritting in the areas of need. This will enable resources to be concentrated on a needs basis at times when parts of the city may freeze but others stay above freezing.
- 3.5.26 Thermal Mapping will provide the potential to make savings on fuel and salt costs and provide benefits in terms of the environmental impact of winter operations. The new routes will be developed through Routemaster (a satnav system) supported by a vehicle tracking system. This will be operational next winter.

Street Lighting

- 3.5.27 The Council has procured a contract for the conversion of its existing street lights to energy efficient lanterns. The award of the contract, to the successful bidder, was approved by the Finance and Resources Committee on 23 January 2018. The duration of the contract will be around 35 months with an expected completion date of 31 December 2020.
- 3.5.28 The Energy Efficient Lantern project will include the introduction of a Central Management System (CMS) which will provide real time monitoring and reporting. This new lighting will provide lanterns that will last over 20 years, compared to the current lamp life span of two to four years.
- 3.5.29 This extended life span will greatly reduce the number of lighting defects and, in turn, will reduce the number of complaints from customers. The CMS will automatically report any fault on the system allowing the repair to be scheduled proactively. The system will also provide sufficient information on the reason for the fault thus allowing operatives to carry the correct

equipment and increase the number of repairs undertaken on a right-first-time basis.

- 3.5.30 The Confirm Asset Management System was showing a backlog of c4,000 lighting defects in December 2017. Due to development problems with Confirm it has not been possible to effectively track defect repairs. In order to provide an updated position, a programme of data cleansing is being undertaken to provide an accurate number of outstanding defects and, where applicable, the reason for these outstanding defects.
- 3.5.31 A workshop has taken place with 11 staff from street lighting, ICT and the Transformation Business Change team to review current processes and opportunities for improvements. A programme of development meetings have been arranged to redesign the processes, similar to that undertaken for road defects.
- 3.5.32 The reconfiguration of Confirm will support the management of street lighting defect repairs and improve the processing of customer faults.
- 3.5.33 Recruitment of street lighting operatives has been unsuccessful for some time and has contributed to the high number of outstanding faults and poor performance. In order to address this labour shortfall, the Council has developed a Service Contract to provide skilled operatives to support our current staffing and reduce the backlog of defect repairs. Three companies have indicated an interest. The Service Contract will operate for a period of one year.
- 3.5.34 This type of contract will provide the Council with the flexibility to provide labour when the need is greatest. The installation of the energy efficient lighting and CMS will greatly reduce the number of defects and, in the longer term, will reduce the number of operatives required to support the service. This service contract will provide the opportunity to review the staffing levels required and provide the ability to reduce the number of operatives incrementally as the project progresses.

Winter Maintenance

- 3.5.35 A review of the winter maintenance service is being undertaken and will be reported to this committee in May 2018.

4. Measures of success

- 4.1 Moving forward, there are several key performance and management indicators that need to be created, or refreshed, to ensure that our Roads Services are fit for purpose. However, the two key overarching measures of success should be that:
- 4.1.1 Customer satisfaction with roads and pavements, as measured by the Edinburgh Peoples' Survey, will increase; and
- 4.1.2 The condition of Edinburgh's roads will improve, as addressed in the Roads Asset Management Plan.

5. Financial impact

- 5.1 It is expected that the actions within the Road Services Improvement Plan can be met from existing resources. However, if further investment is required, this will be quantified and presented to the appropriate committee, in due course.
- 5.2 The current three year rolling plan for Capital works will need to be reviewed if the recommendation to procure a prime contractor is approved. The prime contractor model would require the Council to commit to a specific amount of Capital investment over the period of the contract. Approval for this will be sought at the appropriate time.
- 5.3 The energy efficient lighting project will provide a sustained reduction in electricity consumption, energy costs and costs related to Carbon Reduction Commitment fees. The financial benefits of the rollout of this type of lighting was reported to this committee on 27 October 2015. Approval for the business case and the prudential borrowing was approved by Full Council on 19 November 2015.

6. Risk, policy, compliance, and governance impact

- 6.1 The Council has a duty to manage and maintain roads as prescribed in the Roads (Scotland) Act 1984. Failure to fulfil these duties effectively could result in legal action been taken against the Council.
- 6.2 There are significant reputational risks if the road network in the city does not begin to improve.
- 6.3 Due to current structural arrangements and staff vacancies for Inspectors in the Locality teams, it has not been possible to maintain the appropriate level of safety inspections. As a result, the Council has seen a rise in the number of successful Public Liability Claims. The proposed changes to centralise the inspection resource will address this risk.
- 6.4 The specification of the contract documentation for a prime contractor, and the contract management arrangements, will need to be well planned and robust enough to ensure that the aims of the contract are delivered and value for money is achieved. However, this is also true of existing arrangements for all framework contracts.

7. Equalities impact

- 7.1 The Improvement Plan aims to improve the condition of Edinburgh's road and pavement assets, improving mobility opportunities for all users and all modes of road and pavement transport. It ensures safer routes, free from potential hazards.

8. Sustainability impact

- 8.1 A permanent first-time fix approach will reduce works vehicle travel, reduce disruption to road, pavement users and the community, reduce the use of new material and reduce the amount of waste material that is disposed of.
- 8.2 Renewal of our road maintenance fleet will allow more efficient engines and reduced emissions.
- 8.3 A review of weather forecasting options, i.e. Thermal Mapping, should result in a reduction in the use of salt and vehicle emissions. This is dependent upon the severity of the winter weather conditions on a year to year basis.
- 8.4 The new street lighting lanterns will last for 20 years compared to the existing lifespan of two to four years. These lamps use less energy and will contribute to the Council's commitment to reduce carbon emissions and meet its environmental targets.
- 8.5 Modern lanterns are manufactured in accordance with the Waste Electrical and Electronic Equipment (WEEE) Regulations taking account of all required environmental regulations and can be recycled at the end of their life. The lanterns that are replaced under this project will be recycled in accordance with these regulations.

9. Consultation and engagement

- 9.1 Consultation with staff and trade unions are taking place where changes to organisational structures or working patterns will have an impact on staff.
- 9.2 ERS staff are being consulted in relation to the depot rationalisation project.
- 9.3 As part of the wider improvement plan it is proposed to involve trade union colleagues and employee representatives to ensure that everyone's views are taken into account.
- 9.4 Consultation and engagement has taken place between Corporate Finance, Fleet and Workshops, Transport Infrastructure, Transport Networks, Localities and ERS in the preparation of this plan.

10. Background reading/external references

- 10.1 [Roads Contract Management - Follow Up](#) at Governance Risk and Best Value Committee on 9 March 2017. This report was referred to [Transport and Environment Committee](#) on 21 March 2017.
- 10.2 [Roads Service Improvement Plan](#) at Governance Risk and Best Value Committee on 20 April 2017.
- 10.3 [Street Lighting - Rollout of Light Emitting Diode Lighting Across the City](#) at Transport and Environment Committee on 27 October 2015.
- 10.4 [Street Lighting - Rollout of Light Emitting Diode Lighting Across the City - referral from Transport and Environment Committee](#) at City of Edinburgh Council committee on 19 November 2015.

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11. Appendices

Appendix 1 – Roads Services Improvement Plan

Appendix 1 - Roads Services Improvement Plan

Action Point							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
Organisational Structure							
1	Road Service Operations	Create a single service to manage and maintain all elements of the road asset maintenance/renewal cycle	Mar-18	ongoing	Head of Place Management	This will be accommodated in the overall structure realignment.	Open
2	ERS Operating Model	Re-align the ERS service to respond to visible defects on the road network	Dec-17	Mar-18	ERS Commercial Team	The ERS structure has been reviewed and changes are being implemented. A review of the Sign Shop and Blacksmiths Workshop is underway. Consideration is being given to the operational benefits of transferring these services from Fleet & Workshops to ERS. A review of the gully cleaning process is also underway. Consideration is being given to the operational benefits of transferring the service from Roads Infrastructure to ERS. Structural changes will be monitored before being permanently implemented. Links to Action Point 1.	Open
3	ERS Budget Structure	Move the ERS budget from being a trading account to a general fund revenue account	Apr-18	ongoing	Corporate Finance and Commercial Team	Budget and actual costs have been mapped to the new ERS structure. Interface with current systems to be reviewed and aligned to new corporate finance system. 'Roadmap' to be developed for implementation in financial year 2018/19.	Open
4	Network Management	Create a single service to coordinate all activity on the road network (permits, TTROs, diversions etc)	Mar-18	ongoing	Head of Place Management	This will be accommodated in the overall structure realignment	Open
5	Locality Teams	Ensure sufficient resource remains in our Locality Teams to allow them to deliver road enhancements in consultation with Elected Members and local communities	Mar-18	ongoing	Head of Place Management	This will be accommodated in the overall structure realignment	Open

Forecasted Date							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
Customer Service							
6	Enquiry Owners	Review all enquiry types and designate responsible officers/teams for each type of enquiry	Oct-17	Mar-18	ICT Systems Roads Services Business Support	Review complete. Progress is dependent on advancement with Action Points 4 and 5. Procedure for managing street lighting enquiries is working well. Ownership for gully enquiries is fragmented. Gully resource requirement is being evaluated. Handling of general roads enquiries is not 'lean'. Due to the broad range of enquiries, new procedures need to be developed, supported by Business Support Services (BSS), and generic mailboxes re-established and monitored by BSS. Development in Confirm is required to support this.	Open
7	Customer Enquiries	Work with Customer Service colleagues to improve enquiry handling/resolution	Oct-17	Mar-18	Customer Services Roads Services Business Support	Progress is linked to Action Point 6.	Open
8	Enquiry Tracking	Investigate the potential to create a control room operation involving staff from the service, Customer Services and Business Support to ensure appropriate action on issues	Dec-17	Mar-18	Customer Services Roads Services Business Support	Progress is linked to Action Points 6 and 7.	Open
Road Safety Inspections							
9	Roads Inspector Team	Re-align the Roads Inspector function to work alongside the Roads Asset Management Plan	Nov-17	Mar-18	Head of Place Management	Required staffing resource has been assessed. Structural changes being implemented.	Open
10	Inspection Recording	Improve the process for recording inspections and defects	Dec-17	n/a - achieved	RAMP Manager/Process Analyst	Confirm has been amended to support this improvement.	Achieved
11	Training	Deliver refresher training for all Roads Inspectors	Oct-17	Mar-18	RAMP Manager	Links to Action Point 10. Inspector training on Confirm is complete. Training relating to defect classification is complete.	Achieved

Action Point		Action	Target Date	Forecasted Date	Lead Team	Comments	Status
12	Inspection Compliance	Focus on carriageway and footway inspections to ensure they are kept up to date	Oct-17	Mar-18	RAMP Manager	Links to Action Point 11. With establishment of a new dedicated inspection team, a series of new routes is being developed. Implementation of inspection programme for new routes is required to reduce the costs associated with successful Public Liability Claims. Improvements to be realised over next 12 months to March 2019.	Open
Defect Repairs							
13	Aim for Right First Time Road Defect Repairs	Ensure all squads are properly equipped to carry out permanent first-time repairs wherever possible	Sep-17	Mar-18	Commercial Manager	Improvements will be supported through the changes to ERS structure and provision of improved plant and resources e.g. trial of Hot Box. Processes have been established for follow-up/permanent defect repairs. These processes will be rolled out incrementally and assessed on an on-going basis. Progress is dependent upon severity of weather over the winter period.	Open
14	Follow Up Repairs - Road Defects	Develop a process to follow up with permanent repairs when temporary repairs are required in the first instance	Sep-17	Mar-18	Edinburgh Road Services (ERS)	Processes developed within Confirm to support scheduling and provide performance information. Progress is linked to Action Point 13.	Open
15	Programming and Scheduling of Road Defects	Schedule defect repairs in the most efficient manner and provide key health and safety documentation to squads	Oct-17	Mar-18	BSS Manager/ERS Manager	Progress was hampered by incorrect classification of defects and backlog of defect repairs. Productivity is improving and backlog reducing accordingly. Further benefits are expected from the Hot Box trial and reconfiguration of Confirm. Dedicated support is being sought from BSS for provision of timely H&S information e.g. PU Drawings. Progress is linked to Action Point 13.	Open

Action Point		Action	Target Date	Forecasted Date	Lead Team	Comments	Status
16	Guardrail Repair and Replacement	Allocate resources to repair the large number of defective guardrails across the city	Dec-17	Mar-18	Head of Place Management	This work is undertaken by Blacksmith staff. The Blacksmith staff were transferred to Fleet & Workshops following the Transformation Programme. Progress is linked with Action Point 2 to identify best fit for service delivery.	Open
17	Setted Street Repairs	Ensure adequate internal capability to properly repair defects on setted streets.	Mar-18	Mar-19	RAMP Manager/Commercial Manager	Information has been provided by the RAMP Manager to ERS. ERS currently do not have the capacity or sufficient staff expertise to deliver this in-house. As a result of the linkages to other commitments in the plan, it is necessary to postpone this action.	Open
18	Street Lighting Defect Repairs	Reduce the number of outstanding street lighting defects	Mar-18	Ongoing	Contract and Logisitcs Manager/Business Support	Data Cleansing of current c4,000 defects will be carried out to provide a true and accurate number of faults. Improvements with the Confirm System will support the processing of future customer reported faults. Progress is dependent on Action Point 23.	Open

Forecasted Date							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
Workforce Management							
19	Nightshift	Evaluate effectiveness of the nightshift service and consider improvements	Aug-17	n/a - achieved	Commercial Manager / Contracts & Logistics Managers	Review of Civils Nightshift operations has been completed. Findings show that the Civils Nightshift team provides a valuable service and offers flexibility for service delivery. Review of Street Lightig nightshift is ongoing. Findings will be considered along side Action Point 21 - Working Patterns and Action Point 2 ERS Operating Model.	Achieved with additional activities underway
20	Increased Investment in resources	Invest in training and engagement for all staff, in addition to providing equipment and leadership to support people in their role.	Sep-17	n/a - achieved	OD & Learning/ERS Manager	Training matrix established. Critical training gaps addressed, electronic training records developed. Long term training programme to be developed with OD&L. Plant and equipment reviewed and implemented e.g. Hot Box. Bi-monthly meetings held with staff and union representatives in each depot.	Achieved with additional activities underway
21	Working Patterns	Review current working patterns to ensure the service delivery is aligned to demand	Oct-17	Mar-18	ERS Manager	Workstreams being reviewed and requirements being identified. Findings may require consultation with staff and HR to develop new Employment Contracts.	Open
22	Apprenticeships	Rollout a full apprenticeship programme within Roads Services to develop young people in our workforce and ensure that we have the right skill sets in the future	Apr-18	ongoing	OD & Learning	Provider identified for Apprentice Roadworker training. Agreement in place with Edinburgh Building Services to extend the programme for Electrician Apprentices to include experience with Street Lighting and extend the scope of job opportunities once qualified. 2018 Apprentices to be in place Jan/Feb 2018	Open
23	Service Contract for Street Lighting Repairs	Develop a Service Contract with appropriate suppliers to provide skilled street lighting operatives.	Apr-18	ongoing	ERS Manager	Service Contract proposed for 12 months initially. 3 contractors have shown an interest in the Service Contract. Introduction of energy efficient lighting and CMS will reduce the number of operatives required in the future.	Open
Fleet and Depots							

Action Point		Action	Target Date	Forecasted Date	Lead Team	Comments	Status
24	Fleet Maintenance	Consider current use of maintenance bay at Bankhead to avoid the downtime of vehicles travelling to Russell Road Depot	Oct-17	Mar-18	Commercial Manager/ Fleet Manager	Review of maintenance needs has identified the benefits that a dedicated programme of servicing would bring to Bankhead Depot. Findings show that a Servicing Workshop is required to realise the benefits. Working patterns of Fleet Mechanics and Fitter staff to be reviewed to ensure they are compatible with ERS Winter requirements. Funding requirements for the provision of servicing bays at Bankhead will be considered within the depot rationalisation programme.	Open
25	Depot Review	Review the requirement for three depots for roads and develop a rationalisation/improvement strategy	Dec-17	Dec-18	ERS Manager/ Asset Strategy Manager	Management review is underway with findings anticipated in December 2018. Proposal to close Barnton Depot and move staff to Bankhead is expected by Sept 2018.	Open
26	Salt Storage	Ensure that adequate arrangements are in place to provide core and contingency salt stocks to support our winter maintenance activity	Sep-17	n/a - achieved	Commercial Manager/Asset Strategy Manager	Strategic arrangements and salt stocks are sufficient to support current winter weather activity. Links to Action Point 25 - Depot Review in terms of number of depots/salt locations available. Funding is required to replace the salt dome at Blackford Depot if this is to remain as an operational depot in the short /medium term.	Achieved with additional activities underway

Forecasted Date							Status
Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments		
Improved Business Processes							
27	Confirm Training	Extend training to staff and ensure Confirm is fully utilised	Oct-17	Mar-18	Confirm Board	Following completion of Confirm Health Check, improvements have been made to the system. Training has been delivered to Locality and ERS staff by Confirm Superusers. Support will continue as required to embed the changes.	Achieved
28	Schedule of Rates (SORs)	Develop a suite of schedule of rates for the newly established Road Service operations	Dec-17	Jun-18	Commercial Manager	Locality team needs have been identified and ERS squads have been established to meet these needs. A further review will be required following implementation of the new organisational structure. Links to Action Point 1. SORs to be agreed and developed for Confirm, followed by a trial to integrate these in to appropriate financial monitoring system.	Open
29	Winter Weather Treatment	Review the winter maintenance operation and ensure that the service achieves value for money	Aug-17	n/a - achieved	ERS Manager/Locality Managers	Thermal Mapping is underway to gather information for winter 2017/18. Vehicle tracking has been installed on gritting fleet. Mobile tracking devices for hired vehicles and sub-contractor vehicles purchased. Information from Thermal Mapping will be used to introduce new domains next winter and gritting routes will be recorded on vehicle tracking system.	Achieved with additional activities underway
Improved Asset Management							
30	Asset responsibility	Create a joint RAMP and Roads Inspection function	Dec-17	Mar-18	Head of Place Management	A list of assets and the teams responsible for their maintenance has been developed and is maintained by the RAMP Manager.	Open
31	Inspection and RAMP data	Develop a system to integrate road inspection data with RAMP data to inform optimal investment in our road asset	Mar-18	ongoing	RAMP Manager	Development of a reporting mechanism in the Confirm Asset Management System ongoing.	Open

Action Point		Action	Target Date	Forecasted Date	Lead Team	Comments	Status
32	Street Lighting Central Management System (CMS)	Include the provision of CMS in the energy efficient lighting contract	Sep-18	n/a - achieved	Street Lighting & Traffic Signals Manager	Links to Action Point 36. The benefits of the CMS will be realised following the installation of the new lanterns. The benefits of the CMS will accelerate over the 35 month duration of the contract.	Achieved
Capital Delivery and Contract Management							
33	Prime contractor	Undertake market testing to assess the potential for the procurement of a single prime contractor to deliver all capital works	Dec-17	Jun-18	Infrastructure Manager	Links to Action Point 34. Working group convened to design market testing questions and assessment. Procurement are liaising with other Local Authorities on Prime Contractor Models.	Open
34	Contract Management	Benchmark other Councils with prime contractors to determine the optimal contract management structure and roles	Feb-18	Jun-18	Infrastructure Manager/Commercial and Procurement	Links to Action Point 33. Working group convened to design market testing questions and assessment. Procurement are liaising with other Local Authorities on Prime Contractor Models.	Open
35	Contract Management	Following market testing and benchmarking, if appropriate, seek Committee approval, develop a contract specification, advertise and procure a prime contract before implementation	Apr-19	ongoing	Infrastructure Manager/Commercial and Procurement	Links to Action Points 33 & 34	Open
36	Street Lighting Project	Convert existing Street Lighting to energy efficient lanterns	Dec-20	ongoing	Street Lighting & Traffic Signals Manager	Conversion contract awarded in January 2018. Contract duration is anticipated to be 35 months.	Open

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Leith Programme Close-Out Report Constitution Street to Picardy Place

Item number	7.10
Report number	
Executive/routine	Executive
Wards	11 – City Centre 12 – Leith Walk

Executive Summary

The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the entire length of Constitution Street and Leith Walk which will transform the character of these streets. The programme is being delivered in a number of phases over several financial years, as shown in the table below:

Phase	Section	Programme
1	Constitution Street	April to November 2013 - Complete
2	Foot of the Walk to Pilrig Street	May to December 2014 - Complete
3	Foot of the Walk junction	February to June 2015 - Complete
4	Pilrig Street to McDonald Road	September 2016 to November 2017 - Complete
5	McDonald Road to Elm Row	To be delivered through Tram York Place to Newhaven Project
6	London Road to Picardy Place	To be delivered through Tram York Place to Newhaven Project

The remaining phases of the programme to be implemented (Phases 5 and 6) are the sections of Leith Walk between Brunswick Street and Picardy Place.

Current programming has resulted in construction of these phases now coinciding with the proposed delivery programme of the Edinburgh Tram – York Place to Newhaven project.

Leith Programme Close-Out Report Constitution Street to Picardy Place

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 Notes that the delivery of Leith Programme Phases 5 and 6 have been incorporated into the Edinburgh Tram York Place to Newhaven project.
 - 1.1.2 Approves the cancellation of the Leith Programme Phase 5 TRO and RSO process; and
 - 1.1.3 Approves the cancellation the Leith Programme Phase 5 Public Hearing.

2. Background

- 2.1 Leith Programme used a place-making approach to transform key Edinburgh streets into a high quality Scottish urban streetscape, where space was reprioritised to create a sense of place, with provision for walking, cycling and public transport as the highest priorities. This responded to the local communities' aspirations for the streets, as were expressed to the City of Edinburgh Council, through an in-depth consultation process carried out in 2012 and 2013.
- 2.2 Key features of the programme of enhancements included:
- Clear pedestrian priority over 1.8km, including safer crossing points;
 - Long sections of uninterrupted cycle space (dedicated on and off road sections);
 - Reduction in unnecessary road space and wider footways;
 - Redesigned, simplified junctions;
 - Replacement of London Road roundabout with a signalised junction to significantly enhance conditions for pedestrians and cyclists;
 - Narrower road environment with frequent zebra crossings, designed to support lower speed limits;
 - A simplified streetscape more conducive to community activity, trading and business; and
 - Better connectivity for sustainable forms of travel between the waterfront and the city centre.

- 2.3 Following the decision of Council to proceed to Stage 2 of project development for tram to Newhaven, a decision was taken to subsume Leith Programme Phases 5 and 6 into the Edinburgh Tram York Place to Newhaven project and an update was included in the [Business Bulletin](#) for Transport and Environment Committee in December 2017. The reasons for this approach are:
- 2.3.1 Stakeholder consultation has suggested a feeling of ‘development fatigue’ by the residents and businesses of Leith Walk and this approach provides approximately 18 months respite from major development.
 - 2.3.2 If Phase 5 were to be delivered in advance of the Edinburgh Tram project, this would result in continuous development works, site compounds and traffic management on Leith Walk as Phase 5 would likely be on site up to the commencement of the Tram project.
 - 2.3.3 The draft TRO for Edinburgh Tram may change some parking and loading provision that would be implemented by Leith Programme Phase 5.
 - 2.3.4 The financial implications of progressing a Public Hearing are not insubstantial. The Council could be in the position of expending monies during the Public Hearing process to deliver a scheme that could potentially change very quickly as a result of the Tram project.

3. Main report

Leith Programme Phase 4 (LPP4)

- 3.1 Leith Programme Phase 4 achieved Practical Completion on 25th October 2017.
- 3.2 The Contractor is closing out the remaining defects as agreed with the Council Project Manager and Site Supervisor. The project is subject to the standard 12 month defect period.
- 3.3 There are ongoing design discussions in relation to the delineation of the off-road cycleway (RNIB) as well as the soft segregation of the on-road sections of the cycleway on approach to the footpath cycleway, following removal of the previously installed armadillos.

Leith Programme Phase 5 (LPP5)

TRO/RSO Consultation

- 3.4 Recommendations from the Transport and Environment Committee in [January 2017](#) were to:
 - 3.4.1 Progress to a Public Hearing for maintained TRO objections in regard to changes to loading and unloading facilities;
 - 3.4.2 Ask Scottish Ministers to review all maintained RSO objections, and
 - 3.4.3 Set aside all other maintained objections.

Public Hearing

Objector communications

- 3.5 Letters confirming the Council's intention to proceed to a Public Hearing for resolution of objections relating to the changes in location of loading and unloading facilities were issued to objectors in February 2017.
- 3.6 Communication lines were also established with the Scottish Ministers, via Transport Scotland (TS), in regard to the maintained RSO objections. Through these communications, we understand that it was the intention of TS to request that all maintained RSO objections were to also to be considered via the Public Hearing.

Public Hearing Reporter / Scottish Ministers

- 3.7 An independent Reporter was appointed by the DEPA in April 2017 to manage the process of the Public Hearing along with the Council's appointed Programme Officer.

Cancellation

- 3.8 It is recommended that the Phase 5 TRO/RSO process and Public Hearing are formally cancelled and that the Council wraps both Phase 5 and 6 into the TRO process for Edinburgh Tram – York Place to Newhaven which is due to commence in the third quarter of 2018.
- 3.7 Should the Edinburgh Tram – York Place to Newhaven project not receive Council approval at the end of Stage 2, the Council would seek to reinstate the Leith Programme team to deliver Phases 5 and 6 separate from any other major projects.
- 3.8 It should be noted that this would require the resubmission of a further TRO/RSO for consultation.

4. Measures of success

- 4.1 The measure of success for the Leith Programme will be an improved, more attractive environment along Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists. This will be measured through pedestrian counters and cycle traffic counts.

5. Financial impact

- 5.1 There are no financial impacts arising from the recommendations in this report.

6. Risk, policy, compliance and governance impact

- 6.1 Phases 5 and 6 have been subsumed into the Tram project however Council has yet to take a decision to proceed with Tram. These phases will be progressed in the future if the decision not to proceed is taken.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA), for the full Leith Programme, commenced during the consultation stage of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Improvements to footways and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for all who live in or use this section of Leith Walk. Representatives from disability groups have been consulted on the proposed designs and their input has been taken into account when producing the plans.

8. Sustainability impact

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

9. Consultation and engagement

- 9.1 Consultation and engagement activities have taken place throughout the phases of the Leith Programme with local communities, traders, stakeholders and Elected Members.

10. Background reading/external references

- 10.1 None.

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11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Place Directorate - Revenue Monitoring 2017/18 – Month Eight position

Item number	7.11
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	None

Executive summary

The report sets out the projected month eight revenue budget monitoring position for Place Directorate.

Operational cost pressures are being faced by the service which are predominantly within the Waste and Roads services. At month eight, management actions had been identified and delivered to address some of the continuing structural budget deficit, in year operational pressures and approved savings. This left a projected unfunded budget pressure of £2.176m. A corresponding set of management actions has been developed to fully offset these pressures and while a number of risks remain around their subsequent delivery, a break-even position is being forecast at this time.

Place Directorate remains fully committed to making all efforts to deliver identified mitigations. This will be realised by enforcing reductions in discretionary spend, augmentations to existing improvement plans and seeking to accelerate action planned for 2018/19. Progress will continue to be reported in respect of mitigation delivery.

Place Directorate - Revenue Monitoring 2017/18 – Month Eight position

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes:
 - 1.1.1 that Place Directorate has now identified proposed remedial measures to fully address existing budget pressures and while a number of risks remain around delivery of these mitigating actions, a break-even position is now being forecast; and
 - 1.1.2 that approved savings in 2017/18 totalling £7.323m are currently 85% on target to be delivered; £6.199m. Place identified remedial measures include management plans to deliver the remaining savings.

2. Background

- 2.1 The total 2017/18 approved gross budget for Place Directorate is £197.800m. The net budget is £63.920m after adjusting for income from other parts of the Council, external grants and other income.
- 2.2 This report sets out the projected overall position for the Place Directorate revenue expenditure budget for 2017/18 at month eight of the financial year.

3. Main report

Month Eight Position

- 3.1 Place Directorate faces significant budget pressures in 2017/18 in respect of continuing structural budget deficits, identified in year pressures and approved 2017/18 savings. Management action has already been successfully delivered to address elements of this, leaving an unfunded budget pressure at month eight of £2.176m. A corresponding set of management actions has now been developed to fully offset pressures and while a number of risks remains around their subsequent delivery, a break-even position is being forecast at this time.
- 3.2 The suite of management actions includes examination of opportunities to develop the supporting detail of the improvement plans for Roads and Waste Services with a view to offsetting in year pressures and re-attaining financial sustainability in these areas over the medium term. Improvements towards

achieving a balanced budget have materialised month on month and we expect this to continue.

An analysis of the projected budget pressures with quantification of further planned management action to be delivered to deliver a balanced budget is provided in appendix 1.

Savings Implementation Plans

- 3.3 The revenue budget approved by Council on February 2017 requires Place Directorate to achieve incremental savings of £7.323m in 2017/18. These are detailed in appendix 2.
- 3.4 A red, amber, green (RAG) analysis is undertaken in consultation with Heads of Service. Delivery of all savings is monitored monthly by the Place Senior Management Team. At month eight this indicated that 85% of these savings, £6.199m were assessed as green or amber.

The RAG analysis is shown graphically in the following chart:



- 3.5 Actions have been identified to deliver the remainder of the savings within the wider management action planned by the Directorate which in the main relate to the full delivery of the transformation programme in Environment whilst balancing the demands of planned service improvement. Progress in the delivery of the savings programme is reviewed regularly.

Risks

- 3.6 Whilst, a break even position is forecast, at month eight, projected unfunded budget pressures of £2.176m were identified with corresponding mitigations. The most significant financial risks in the Place Directorate revenue budget for 2017/18 are:

- 3.6.1 The main budget pressure and therefore risk resides within Waste Services. There is a continuing structural budget issue in this area. To address this there is a four year plan spanning 2017-2020 with the aim of

bringing the collective Environment service into a balanced budget position. Within the further mitigations referred to in 3.1 to deliver a balanced budget, £1.210m refer to Environment and relate to cost efficiencies from full implementation of transformation savings, rerouting efficiencies and planned de-fleeting of vehicles and the winding down of current rail haulage arrangements;

- 3.6.2 As with the Environment service there is an improvement plan to bring the Roads service into a balanced budget position. £0.360m of the further mitigations referred to in 3.1 are in respect of planned improvements in this service;
- 3.6.3 Whilst care and due diligence is applied to budget management within Place Directorate, it should be acknowledged that the high level of demand led service provision and responsibility in terms of being prepared for and responding to severe weather create significant risk of cost variability in plans and forecasts;
- 3.6.4 It is the responsibility of the Director of Place Directorate to deliver an overall balanced revenue budget and all areas of the Directorate have been tasked with delivering challenging efficiency targets and bringing forward initiatives to assist. Whilst there is evidence of significant progress towards the delivery of savings targets and mitigating measures identified where savings targets are not being fully achieved during 2017/18, full realisation of savings targets will continue to be tracked and reported to service management teams. Alternative savings measures will be developed, where a risk emerges as to the achievement of existing proposals;
- 3.6.5 Some of the management actions that have already been identified are one-off in nature, meaning that, although they assist in addressing the immediate challenge in 2017/18, a permanent sustainable solution still needs to be identified. Work is ongoing to identify options to achieve a permanent solution; and
- 3.6.6 Place Directorate is committed to delivering mitigating management action to address identified budget pressures on an ongoing basis and will continue to report on progress towards the delivery of a balance budget in 2017/18.

4. Measures of success

- 4.1 The measure of success is the achievement of a balanced revenue budget position for Place Directorate. Place Directorate has been working to identify, as a priority, proposed remedial measures on an ongoing basis and, based on the outputs of the half year review and month eight monitoring, actions have now been developed to address identified unfunded pressures.

5. Financial impact

- 5.1 The report projects that Place Directorate expenditure and income will be within approved budget once identified mitigations are delivered. Attainment of this position is subject to the active management of financial risks and, where appropriate the taking of timely remedial action.

6. Risk, policy, compliance and governance impact

- 6.1 The delivery of a balanced budget outturn for the year is the key target, monthly progress has been made in the identification and delivery of mitigation actions on both a one off and recurring basis. This approach will continue to be complied with. The risks associated with cost pressures, and savings delivery targets are regularly monitored and reviewed by the Place Senior Management Team, and management action is taken as appropriate.

7. Equalities impact

- 7.1 There are no negative equality or human rights impacts arising from this report.

8. Sustainability impact

- 8.1 There are no impacts on carbon, adaptation to climate change or sustainable development arising from this report.

9. Consultation and engagement

- 9.1 As is the norm, there has been no external consultation or engagement in producing this report.

10. Background reading/external references

None

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11. Appendices

Appendix 1 – Place Directorate Revenue Budget Monitoring 2017/18 – Month Eight position.

Appendix 2 – Place Directorate – Approved Revenue Budget Savings 2017/18.

Appendix 1

Place Directorate Revenue Budget Monitoring 2017/18 Month Eight position

Forecast Revenue Outturn by Service Area

Service Area	Realigned 2017/18 Budget £m	Projected 2017/18 Outturn £m	Projected 2017/18 Variance £m	Planned 2017/18 Mitigations £m*	Adjusted 2017/18 Outturn £m
Place Management	51.320	53.516	2.196	(1.586)	0.610
Place Development	3.998	3.998	0.00	(0.590)	(0.590)
Culture	8.602	8.582	(0.020)	(0.000)	(0.020)
Total Net Expenditure	63.920	66.096	2.176	(2.176)	0.000

*Planned Mitigations Include –

- Waste haulage efficiencies.
- Implementation of Roads improvement plan initiatives.
- Further implementation of Environment transformation programme including reduction of overtime and agency usage.
- De-fleeting cost efficiencies.
- Continued focus on spend reduction where appropriate.
- Cost reductions from implementation of more efficient waste collection routing.

Appendix 2

Place Directorate Approved Revenue Budget Savings 2017/18

Area	Division	Savings 2017/18 £m
Management	Environment	-0.089
Management	Housing and Regulatory Services	0.322
Management	Planning and Transport	0.311
Culture Third Party Payments	Culture	0.155
Culture service restructure	Culture	0.123
Review funding arrangements for Winter Festivals	Culture	0.400
Develop workforce plans and review staffing mix	Culture	0.076
Assembly Rooms - additional income each year until 2017/18	Culture	0.050
Usher Hall - additional income each year until 2017/18	Culture	0.036
Museums - additional income each year until 2017/18	Culture	0.032
Increased income for Scott and Nelson Monuments	Culture	0.010
Additional income from Assembly Rooms, Usher Hall and Museums	Culture	0.184
Workforce savings	Economy	0.010
Economy Third Party Payments	Economy	0.154
Public Health	Environment	0.154
Parks and Greenspace	Environment	0.236
Task Force	Environment	0.383
Waste Services	Environment	0.364
Efficiencies in the Waste Service	Environment	0.000
Reduce internal transport	Environment	0.100
In-source - efficient use of vehicles	Environment	0.050
Additional savings through internal improvement plan	Environment	0.009
Passenger Operations	Environment	0.063
Licensing and Trading Standards	Housing and Regulatory Services	0.040
Stop Repairs and Maintenance of Stair Lighting Service in	Housing and Regulatory Services	0.250
Transport	Planning and Transport	0.324
Increase parking charges by an average of 4.5% per year over four years	Planning and Transport	1.050
Sub-total agreeing to CEC Business Plan		4.797
Place allocation of Council Wide Savings		
Reduce use of agency staffing by 20% by 2017/18	Environment	0.492
Reduce use of agency staffing by 20% by 2017/18	Housing and Regulatory Services	0.071
Reduce use of agency staffing by 20% by 2017/18	Planning and Transport	0.086
Reduce use of overtime	Environment	0.268
Place allocation of 2017/18 Corporate Savings		
Agency Contract		0.221
Fees and Charges Increase		0.991
Performance Factor		0.397
Total Place savings		7.323

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Special Uplifts Service

Item number	8.1
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	23 , 25

Executive Summary

This report provides an update to Committee on the outcome of changes to the charging structure for Special Uplifts, including impacts on costs, income, numbers of uplifts and fly-tipping.

It reaffirms the intention to seek a partner via procurement, initially through a pilot service focussed around reuse.

Special Uplifts Service

1. Recommendations

- 1.1 It is recommended that Committee notes the contents of this report;
- 1.2 It is recommended that Committee notes the intention to procure a pilot collection service to encourage reuse of materials within a defined area;
- 1.3 It is recommended that further changes to the service or pricing structure be postponed to avoid undermining this pilot.

2. Background

- 2.1 The Waste and Cleansing Improvement Plan was agreed at Transport and Environment Committee on [1 November 2016](#).
- 2.2 Action 48 of that plan specified two activities which relate to the development and redesign of the Special Uplift service for bulky waste as follows:
- 2.3 “Undertake a review of the Special Uplift service with particular focus being placed on the charging structure (i.e. move to a new charge of £5 per item) and opportunities to work with the voluntary sector to undertake collections.”
- 2.4 This report provides an updated picture of the impact of the changed charging structure in relation to collection costs and fly-tipping and affirms the intention to develop and seek a service pilot with a third sector partner or partners.

3. Main report

Impact of new charging structure on Special Uplift Service Demand, and Flytipping

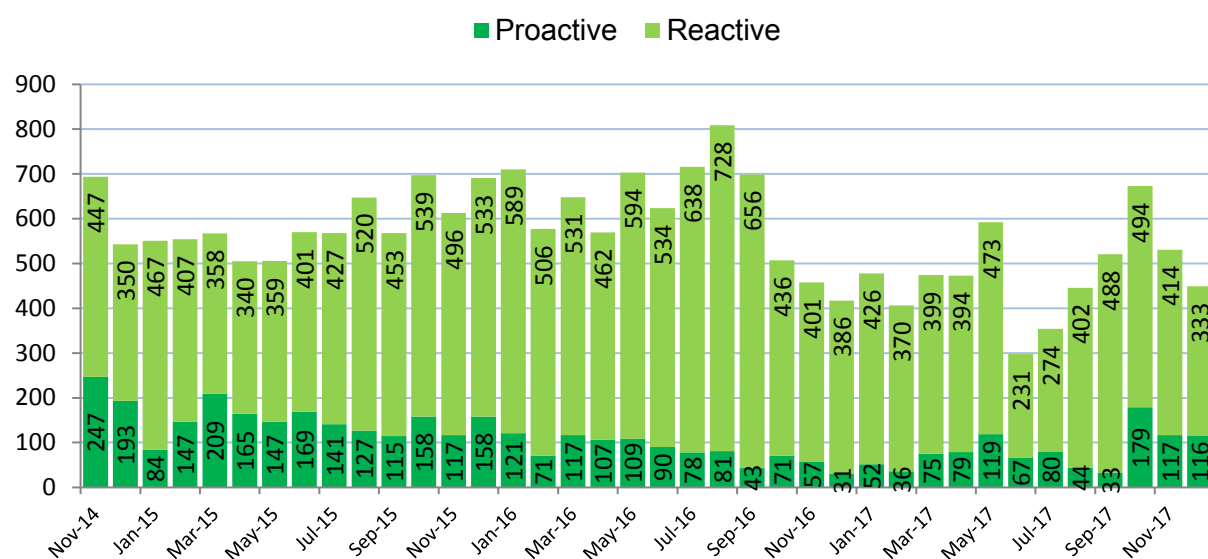
- 3.1 The new charging structure for Special Uplifts was introduced on 23 January 2017 following approval at Transport and Environment Committee on [17 January 2017](#). The new charge is £5 per item, not £26 per uplift, and so is cheaper for many service users
- 3.2 Demand for this service has increased as a result of this change. The number of uplifts has increased by 120% (period February to December 2017), while the number of items uplifted has increased by 26%.

- 3.3 Although demand for the service has clearly grown following the introduction of the new charging structure, this data suggests that around 80% of the items would still have been uplifted previously and that fewer items are uplifted on each occasion.

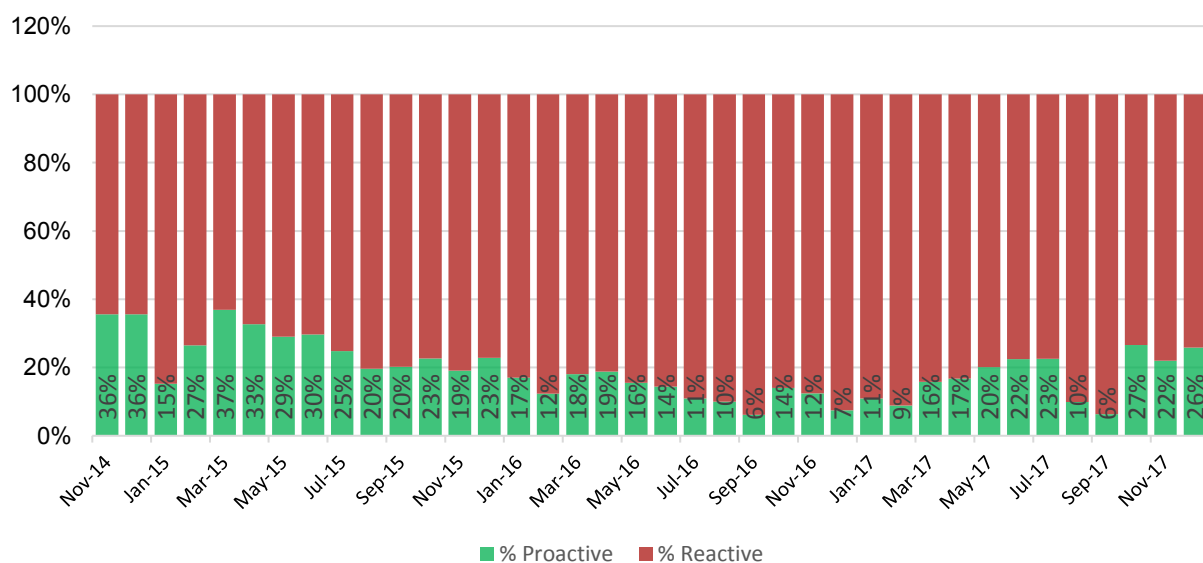
Number of Items			Number of Uplifts		
	2016	2017		2016	2017
Feb	2899	3383	Feb	710	1344
Mar	3415	4196	Mar	823	1718
Apr	2980	3613	Apr	710	1475
May	3152	4280	May	733	1764
Jun	3004	3869	Jun	701	1610
Jul	2648	3734	Jul	649	1583
Aug	2930	3875	Aug	705	1645
Sep	2740	3300	Sep	668	1431
Oct	2646	3454	Oct	664	1524
Nov	2693	3434	Nov	676	1543
Dec	2568	2775	Dec	656	1237
Grand Total	31675	39913	Grand Total	7695	16874

- 3.4 One reason to change the pricing structure of the service was to reduce fly-tipping. However in parallel the service has actively encouraged “proactive reporting” by staff which will impact on the number of incidents reported. This and other improvements resulting from the Waste and Cleansing Improvement Plan, mean that it is challenging to provide a true picture of the impact the charging change has had on fly-tipping.
- 3.5 It is also the case that some reports are not captured on the system and may instead be written or verbal so there may be gaps in this data. An example of when this could occur, is if the crew uplift a dumped item they come across that has not yet been reported.
- 3.6 Broadly speaking the number of incidents reported overall is significantly less than in previous years, but it appears that this trend commenced in late 2016 some time prior to the implementation of the service change. Again this may suggest that other measures employed by the service may serve to be controlling fly-tipping.
- 3.7 It can be seen that there are fairly wide fluctuations from month to month, although it may be possible in part to explain these as a result of known factors, such as localised targeted initiatives, and seasonal factors such as holidays or end of term for students. It is notable that the number of proactive reports by staff tailed off in late 2016 before increasing again during 2017.

Street Cleansing Dumping and Fly-tipping Service Requests from Nov 14 to Dec 17 by Proactive vs Reactive Status



Street Cleansing Dumping and Fly-tipping Requests from Nov 14 to Dec 17 by % Proactive vs Reactive



Cost impact of new pricing structure

- 3.8 The number of vehicles and crews who operate this service has been increased to cope with the demand. Previously the budget allocation for this service was two vehicles and crews; this has increased to three (at approximately £90,000 additional costs per annum).
- 3.9 The income from the 39,913 *items* at £5 each is £199,565.
- 3.10 The income from 16,874 *uplifts* at £26 each would have been £438,724.
- 3.11 It can therefore be seen that the new pricing structure has considerably increased the net cost of delivering the service, but there is more limited evidence to suggest

it has reduced fly-tipping (as this reduced prior to the price change), and will be affected by other service improvements.

- 3.12 It is possible to compare with Glasgow City Council, whose bulky waste service is free at the point of use. Glasgow City Council report their service carries out approximately 100,000 uplifts per annum of 500,000 items.
- 3.13 Although the population of Glasgow is around 20% greater than Edinburgh, the free service is of a different order of magnitude to that provided in Edinburgh.
- 3.14 One justification for introducing the charge in Edinburgh originally was that it would reduce fly-tipping because the Council could not previously keep up with demand, leading to waiting times of weeks or months at certain times. Any removal of the charge would therefore require careful consideration of the shape and size of this service, and the level of resourcing required in future.

Barriers to use of current service

- 3.15 As part of a wider project to examine behaviours in tenement parts of the city, Changeworks has explored barriers to the use of the current Special Uplift Service.
- 3.16 Only 20% of respondents said they were more likely to use the service now it was cheaper, while more than 30% of respondents said they did not know about the service.
- 3.17 Accordingly, it would appear that understanding the appropriate way to dispose of waste may be a greater factor leading to fly-tipping than the current pricing structure.
- 3.18 The Waste and Cleansing Service and Localities teams have been running campaigns under the banner #ourEdinburgh to tackle this and other issues in local communities and will continue to do so. In addition the service is engaged with the two Zero Waste City projects being delivered in Edinburgh, in Leith and South Edinburgh, both of which may serve to tackle this awareness issue in several areas prone to fly-tipping.

Working with the Third Sector

- 3.19 The Waste and Cleansing Service has been investigating the development of a partnership approach with the third sector to deliver this service, as happens in some other areas of the country, and as outlined in the Waste and Cleansing Improvement Plan.
- 3.20 The potential benefits of this approach could be a more customer centred approach (including collections from within the home), with higher levels of recycling and more items diverted for reuse. Funding from Zero Waste Scotland allowed the Council to work with Changeworks and AEA Ricardo to investigate this with several potential partners.
- 3.21 The engagement exercise and subsequent report highlighted several things:
- 3.22 No “lead partner” emerged among the organisations who participated, in spite of some interest in being part of such a project.

- 3.23 The business case models demonstrated that while such a service could potentially be financially viable, it was extremely vulnerable to the assumptions which had been used, demonstrating a significant degree of financial risk.
- 3.24 The size of Edinburgh's collection service was a barrier to participation for some potential partners, as was uncertainty over the quality of materials collected.
- 3.25 In addition it is notable that Edinburgh's service collects a range of materials (such as general household waste and garden waste) which other similar services may not collect; it would be necessary to further explore these issues with potential partners.
- 3.26 The Waste and Cleansing Improvement Plan Update report ([October 2017](#)) sought approval to seek notes of interest from potential partners to deliver this service, with an intention to seek a third sector partner or partners if possible.
- 3.27 However, taking into account the points above, and the increased scale of the service following the change in the pricing structure it is proposed to develop this work into a pilot service to take place in a specific part of the city (yet to be confirmed) in order to test the issues above, to give a better idea of the quality and value of items collected, and to minimise any financial risk. It is expected that a pilot on this scale should be more attractive to potential third sector partners than a citywide approach and if it proves unsuccessful or not financially viable the Council would at least have an end point.
- 3.28 In view of the likely impact of any change to the pricing mechanism for Special Uplifts as well as the ongoing work to raise awareness of the service within communities it would be desirable to delay any further changes to the pricing at this time, to allow this work to be progressed.

4. Measures of success

- 4.1 It would be the objective of any changes to the Special Uplift service to reduce levels of fly-tipping across the city and provide a convenient way to dispose of large items.
- 4.2 In addition, the specific procurement of a third sector partner or partners to operate a pilot would seek to enhance levels of waste diversion from landfill for reuse or recycling.

5. Financial impact

- 5.1 There are no direct impacts at this time.
- 5.2 The outcome of any procurement exercise would require to be approved by Committee at the appropriate time.
- 5.3 Any subsequent change to the cost structure would be expected to impact on the cost basis of providing the service.

6. Risk, policy, compliance and governance impact

- 6.1 There are no direct impacts at this time.

7. Equalities impact

- 7.1 There are no impacts at this time. However the development of a third sector model may be seen to offer an enhanced service collecting from inside the home, and may result in wider social benefits.

8. Sustainability impact

- 8.1 Moves to reduce the environmental impact of managing waste through diversion of unwanted materials to reuse and recycling, rather than landfill, will ultimately help to minimise environmental impacts on a global level.
- 8.2 Reducing fly-tipping serves to enhance the local environment.

9. Consultation and engagement

- 9.1 Initial engagement with the third sector has already taken place as outlined in the report.
- 9.2 It is proposed to further engage the third sector in a procurement exercise.

10. Background reading/external references

- 10.1 [Waste and Cleansing Improvement Plan – Item 7.1](#) Transport and Environment Committee 1 November 2016.
- 10.2 [Charges for Special Uplifts - Item 7.8](#) Transport and Environment Committee 17 January 2017.
- 10.3 [Waste and Cleansing Improvement Plan - Update - Item 8.3](#) Transport and Environment Committee 5 October 2017.

Paul Lawrence

Executive Director of Place

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11. Appendices

None

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

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

Item number	8.2
Report number	
Executive/routine	Executive
Wards	Citywide
Council Commitments	47

Executive summary

At a meeting on [5 October 2017](#), the Committee requested a report setting out the feasibility and costs of allowing residents to report odour incidents online and to bring forward proposals to make it easier for residents to report odour incidents to the Council.

This report provides an update on the development and distribution of an information leaflet designed to encourage making complaints to the Council and providing specific Council contact details for easier reporting.

The report also provides an update on the findings of the Council's continuing odour monitoring and assessment programme from 1 September 2017 to 31 December 2017.

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

1. Recommendations

It is recommended that the Committee:

- 1.1 Notes that the systems are being improved to allow residents to report odour release from Seafield Waste Water Treatment Works (WWTW) to the Council by completing an online reporting form on the Council's website. An updated Seafield web page has been designed and published on the corporate Council website.
- 1.2 Notes that an information leaflet containing revised and updated Council contact details is being designed which will be distributed to approximately 3600 households in the Leith Links area of the City.
- 1.3 Notes the findings of the Council's continuing odour monitoring and assessment programme from 1 September 2017 to 31 December 2017.

2. Background

- 2.1 The Water Services etc. (Scotland) Act 2005 places a duty on the Council to monitor compliance with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006 ('the CoP') and to investigate complaints of sewerage nuisance.
- 2.2 Following the implementation of Scottish Water's Odour Improvement Plan in May 2011, the Council's monitoring programme commenced on 1 June 2011 in line with the CoP. Progress reports on the programme were made to the Transport and Environment Committee on [29 November 2011](#), [18 June 2012](#), [13 September 2012](#), [23 November 2012](#), [26 August 2014](#), [2 June 2015](#), [1 November 2016](#) and [5 October 2017](#).
- 2.3 As a result of high levels of odour complaints in April and May 2017, the Scottish Government commissioned a full strategic review of Seafield WWTW designed to look at the operation, design and maintenance of the WWTW, the sewerage network feeding the WWTW, the effectiveness and implementation of the CoP, and to include consultation with all stakeholders including the Council and local residents. The final report on the review was due to be published on 9 February. However, as there are now a number of stakeholders who will be unavailable this has been postponed until 23 March 2018.

- 2.4 At the Seafield Stakeholder meeting on 19 May 2017, local resident representatives expressed dissatisfaction about the process of reporting complaints to the Council, requesting that an easier method should be introduced and that a leaflet containing specific contact details should be produced and distributed to households in the area affected by odour from the WWTW.

3. Main report

2017 complaint data

- 3.1 As previously reported to the Transport and Environment Committee, between 1 March and 31 October 2017 there were 182 complaints. During the period from 1 November to 31 December 2017, as would be expected, the Council recorded a significantly reduced number of complaints regarding Seafield. A full breakdown of these is provided in appendix 2. The total number of complaints in 2017 is 190.

Complaints process

- 3.2 At a meeting on [5 October 2017](#), the Transport and Environment Committee agreed to receive a further report setting out the costs and feasibility of allowing residents to report odour incidents via an online reporting form. Initial discussions have taken place with the Council's ITC Systems Development Team on the development of an online form, and further meetings are due to be convened to discuss what information should be recorded to assist the Council in its regulatory duties. This work is ongoing, and needs to be developed to be consistent with the Council's ICT strategy.
- 3.3 In the interim, in order to make it easier for the public to make complaints, and following consultation with the Council's ICT Systems Development Team, an updated Seafield web page was designed and published on the Council website. The page contains information on the Council's regulatory role in relation to Seafield WWTW and on the Council's odour monitoring assessment team, including updated and revised Council contact details to allow easier reporting of complaints via email pending the availability of an online form. A screenshot of the webpage is provided (appendix 1).
- 3.4 The department is working with the corporate Communications Team to discuss the text and design of a leaflet for distribution in the Leith Links area, re-emphasising the importance of registering complaints with the Council. The leaflet will contain email, web and telephone contact details to facilitate easier reporting of Seafield Odour complaints.

Strategic Review

- 3.5 The Scottish Government commissioned Seafield Strategic Review Report is now due to be published on 23 March 2018 following consultation with stakeholders, including local residents, elected members and Council officials.

The report, aimed at addressing continuing and increasing numbers of odour complaints from Seafeld WWTW, will include comments on the regulation of Seafeld, stakeholder observations and opinions and the operation of the WWTW. The report will also provide an analysis of odour control, describe the network and outline short, medium and long- term recommendations. This strategic review will be the subject of a future report to the Transport and Environment Committee.

4. Measures of success

- 4.1 A decrease in the number of major odour emission events from Seafeld WWTW and a reduction in complaints from the local community.
- 4.2 That Scottish Water continues to minimise odour release from Seafeld WWTW in accordance with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006.

5. Financial impact

- 5.1 The cost of continuing to operate the current odour assessment and monitoring programme can be met from existing budgets.

6. Risk, policy, compliance and governance impact

- 6.1 Compliance with the Water Services etc. (Scotland) Act 2005 and the associated Sewerage Nuisance (Code of Practice) (Scotland) Order 2006. The Department provides, at a minimum, annual reports on the monitoring of the waste water treatment facility. The Council also participates in the Stakeholders meeting which includes the operators, relevant partners, elected members and the community.
- 6.2 Any enforcement action the Council takes including serving a notice may be subject to judicial review or an appeal to the Sheriff against the notice.

7. Equalities impact

- 7.1 This report proposes no changes to current policies or procedures, and as such a full impact assessment is not required. The contents have no relevance to the public sector Equality Duty of the Equality Act 2010.

8. Sustainability impact

- 8.1 The Council is required to investigate complaints of odour from Seafeld WWTW and to monitor Scottish Water's compliance with the Water Services etc. (Scotland) Act 2005 and the associated Sewerage Nuisance (Code of Practice) (Scotland) Order 2006, designed to minimise odour release from WWTWs into the local community.

9. Consultation and engagement

- 9.1 Community representatives, local MSPs and the Council are members of the Seafeld Stakeholder Liaison Group, which meets periodically with Scottish Water and Veolia Water to discuss the Council's role as regulator, actions proposed by Scottish Water and Veolia Water to minimise odour emissions, and any other issues relating to the impact of the works on the local community.

10. Background reading/external references

[Seafeld Waste Water Treatment Works - Council Odour Monitoring and assessment Programme Update 2017](#)

[Seafeld Waste Water Treatment Works – November 2016](#)

[Seafeld Waste Water Treatment Works- Monitoring of Scottish Water Odour Improvement Plan- June 2015](#)

[Seafeld Waste Water Treatment Works-Monitoring of Scottish Water Odour Improvement Plan- August 2014](#)

[Seafeld Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - November 2012](#)

[Seafeld Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - September 2012](#)

[Seafeld Waste Water Treatment Works - Odour Improvement Plan Update - June 2012](#)

[Seafeld Waste Water Treatment Works - Odour Improvement Plan Update - November 2011](#)

[Seafeld Waste Water Treatment Works - Odour Improvement Plan Update November 2010](#)

[Seafeld Waste Water Treatment Works - Odour Improvement Plan Update - November 2009](#)

[Seafeld Waste Water Treatment Works - Odour Improvement Plan Update May 2008](#)

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11. Appendices

Appendix 1: Screenshot of Council Seafield web page.

Appendix 2: Complaints received by the Council between September and December 2017.

The screenshot shows a web browser window with the address bar displaying 'Seafield sewage wo...'. The website header features the Edinburgh City Council logo and a search bar. Below the header, there are navigation links: 'Home', 'Business', 'Health and safety', and 'Seafield waste water treatment works'. The main heading is 'Seafield waste water treatment works'. The content area includes a section titled 'Seafield sewage works' with the following text: 'We have limited powers to deal with smells from Seafield sewage works that affect people in the Leith Links area. In the event of strong odours that last for some time, please contact us on 0131 200 2000 publichealth@edinburgh.gov.uk'. Below this, there is a section titled 'Law and duties' with the following text: 'We need to ensure that Scottish Water, and the works operator, Veolia Water, do all they can to keep smells to a minimum. However, it is vital to be aware that the Council is unable to force Scottish Water to stop all odours. This is due to the location of the works and the effects of local weather conditions. The Scottish Environment Protection Agency (SEPA) also have responsibility to monitor odour release. This relates to the part of works that deals with waste which is treated, stored and transported away from the site. We will notify SEPA if odours are found due to that part of the process.' At the bottom of the page, there is a 'Share this information' section with social media icons for Facebook, Twitter, YouTube, LinkedIn, and Email. The browser's taskbar at the very bottom shows icons for Outlook, Chrome, and Adobe Reader.

Seafield sewage wo...

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Home > Business > Health and safety > Seafield waste water treatment works

Seafield waste water treatment works

Seafield sewage works

We have limited powers to deal with smells from Seafield sewage works that affect people in the Leith Links area.

In the event of strong odours that last for some time, please contact us on

0131 200 2000

publichealth@edinburgh.gov.uk

We have a team of trained staff who check the area for strong and long lasting odours, they may require action to be taken to stop the problem.

Law and duties

We need to ensure that Scottish Water, and the works operator, Veolia Water, do all they can to keep smells to a minimum. However, it is vital to be aware that the Council is unable to force Scottish Water to stop all odours. This is due to the location of the works and the effects of local weather conditions.

The Scottish Environment Protection Agency (SEPA) also have responsibility to monitor odour release. This relates to the part of works that deals with waste which is treated, stored and transported away from the site. We will notify SEPA if odours are found due to that part of the process.

Share this information

Facebook Twitter YouTube LinkedIn Email

Outlook Chrome Adobe Reader

Appendix 2

Monitoring Period	September	October	November	December
Complaints received	4	1	2	1
No. days where complaints were received	3	1	1	1
Complaint visits where Council staff detected moderate or strong odour	0	0	0	0
Days where 3+ complaints were received	0	0	0	0
No. individual households complaining	3	1	2	1
Major odour Incidents	0	0	0	0
Surveillance visits by Council staff to assess odours	8	7	0	0
Surveillance visits where Council staff detected moderate or strong odour	0	0	0	0

Transport and Environment Committee

10am, Thursday, 1 March 2018

Public Spaces Protocol

Item number	8.3
Report number	
Executive/routine	Executive
Wards	All, and in particular, Ward 11, City Centre.
Council Commitments	11 , 15 , 46 .

Executive Summary

This report presents a Public Spaces Protocol, for adoption and implementation.

The Public Spaces Protocol provides a framework by which the Council and partners can better balance out the use of public spaces in Edinburgh; particularly in high demand spaces within the central area of the city.

The Protocol has been developed following extensive consultation with citizens, partner organisations and stakeholders, and careful testing and review involving a wide range of Council services.

The Protocol seeks to balance and respect the needs of residents, partner organisations and stakeholders, to ensure the city delivers the right 'things', taking place in the right spaces, and at the right time.

This report outlines how the protocol will work to deliver a more consistent approach to the use of public spaces, noting where further review and development may be required to support the implementation of a more coordinated approach to the use of key spaces in the city.

Public Spaces Protocol

1. Recommendations

- 1.1 Committee is asked to agree the following recommendations:
 - 1.1.1 to adopt the Public Spaces Protocol (Appendix 1 of this report) for implementation;
 - 1.1.2 to agree the review of the Public Spaces Protocol after a full year of use;
 - 1.1.3 the future review of the use of the Edinburgh Parks Events Manifesto and the Public Spaces Protocol, to align and deliver a more coordinated approach to events in Edinburgh;
 - 1.1.4 to note the planned review of management and licensing arrangements for Castle Street and High Street, taking into account the Public Spaces Protocol.

2. Background

- 2.1 Transport and Environment Committee, [on 2 June 2015](#), agreed the development of a manifesto (protocol) to help achieve a balance in the use of public spaces in Edinburgh's City Centre, including the requirement “to bring greater clarity to the process of decision on the use of public spaces through preferred uses for spaces, and agreed criteria”.
- 2.2 On [7 June 2016](#), an update report to Transport and Environment Committee confirmed that work to develop the Protocol was underway, including:
 - 2.1.1 consultation with citizens and stakeholders to determine principles governing the use of public spaces;
 - 2.1.2 a review of a range of Council services and policies, in relation to public space; and
 - 2.1.3 summer trials of decision making criteria and processes that could form part of a public spaces protocol for George Street and testing of specific conditions for use of event space for the Grassmarket.

3. Main report

The need for a Public Spaces Protocol

- 3.1 Access to public space is of vital importance to a wide range of stakeholders, for quite varied purposes and uses. However, consultation across very diverse stakeholders has shown that all want to see ‘the right things, in the right spaces,

and at the right time'. A balanced, agreed approach to how public space is used is therefore essential, to ensure spaces can deliver benefits and opportunities and quality of experience for all kinds of user groups and individuals.

- 3.2 The need for a protocol for public spaces was first articulated in 2014, in an internal review that identified the need to bring together key internal Council services and approaches to events, to provide a more coherent and universally understood approach. This need was reported to [2 June 2015](#) Transport and Environment Committee. However, the city's increasing appeal to visitors and forecast regional population growth further emphasise the need to balance the types and levels of activity in key public spaces, especially in the city centre.

Consultation and input from citizens

- 3.3 A structured consultation exercise began in May 2016, to understand the breadth of views of all stakeholders, and to determine issues and opportunities around the use of public space into the Protocol in a balanced and coherent way. A mixture of methodologies was utilised, including focus groups, an online public survey, a workshop session at a Neighbourhood Partnership meeting, and liaison with key stakeholders and services.
- 3.4 Nine independently recruited and facilitated focus groups were held in July 2016, to allow in depth input from a diverse set of key stakeholder groups, including groups of residents, equalities representatives, businesses, heritage bodies, event operators and festivals. Within the focus groups, discussion focussed on a draft set of principles was discussed, to help refine and guide the use of public space. The Focus Groups were delivered by Knowledge Partnership for the Council, and the report from the Focus Group Research is included at Appendix 2.
- 3.5 An online survey generated over 800 responses from citizens, who were able to share their views on draft principles, and share key issues that should be considered as part of any decision on the use of public space. Respondents also provided comments and suggestions on the types of activities that would be suited to key spaces in the city centre, and this input is reflected in the Protocol. The report from the online survey is included at Appendix 3.

How the Public Spaces Protocol will work

- 3.6 The Public Spaces Protocol (included with this report at Appendix 1) is structured to bring greater clarity to decision making, through the following key elements:
- Guiding Principles, that are of equal importance.
 - Considerations for the use of any space
 - A decision-making process
 - Standard terms and conditions of use for all public spaces
 - Specific conditions for high demand, central public spaces, with information on the space, and an outline of the preferred use for each space
 - Single application form for use of a public space in Edinburgh.

- 3.7 The Public Spaces Protocol can be applied to any Council owned, managed or leased space, apart from Parks and Greenspaces which are covered by the Edinburgh Parks Events Manifesto.

Dealing with high demand, central public paces

- 3.8 Within central Edinburgh, a number of key spaces are in greater demand for a range of street activities, events, and by traders, as well as being important to local residents and workers as 'spaces' to enjoy or relax in.
- 3.9 Whilst the use of central spaces must conform to the Public Spaces Protocol's Standard Terms and Conditions of Use, consultees identified that for the key central spaces, use for events must also meet some additional site-specific requirements. Many spaces already set these site-specific terms out in either distinct policies, lease or management agreements, but for the use of either Grassmarket event space, or George Street, additional criteria were developed and tested prior to incorporating into the Public Spaces Protocol. A brief summary of the status of these site-specific guidelines is summarised below:

Public Space	Operational Guideline	Status, or action required
Castle Street – Pedestrian friendly area	Licencing Policy; 2010	Now requires review
St Andrew Square	Set out in terms of Lease Agreement	Ongoing agreement
Mound Precinct	Management Agreement	Ongoing agreement
George Street	Additional site-specific criteria for use of street as a temporary event area	Trialled during 2016/17 and now incorporated into Public Spaces Protocol
Grassmarket	Additional site-specific conditions for use of public events space	Trialled during 2016/17 and now incorporated into Public Spaces Protocol
Festival Square	Specific Licence Agreement conditions	Ongoing agreement
High Street	Licencing Policy; 2016	Now requires review

- 3.10 Castle Street operates in accordance with a Licensing Policy that was implemented in 2010 primarily to address a need for better managed, shorter and more suitable markets. In addition, the Council's contracted advertising partner, J.C. Decaux currently manages any bookings of the space for advertising or marketing activity. The need for an overall review of the Licensing Policy and all uses on Castle Street has been identified; a survey of over 200 residents and surrounding businesses in autumn 2016 has also indicated strong support for a wider range of cultural activities in the space, without an over dominance of market stalls. Licensing and Regulatory Services will commence a review in 2018,

acknowledging the space's role in the context of the Public Spaces Protocol, with the outcomes of the review reported to Regulatory Committee.

- 3.11 St Andrew Square Garden is privately owned, and since its jointly funded upgrade by the owners of the Garden and the Council, it's been leased by the Council for public use. A sublease to Essential Edinburgh is in place for maintenance and to facilitate bookings that are now fully consistent with the terms of the lease; this provides for short-term activities with minimal infrastructure or impact on the gardens, with the exception of winter time; in winter, public demand to sit and enjoy the garden is lower, and appropriate larger activity may be considered.
- 3.12 Since its refurbishment in 2009, the Grassmarket public events space has hosted a range of events or activities under various licences, but without an overall set of 'rules' to manage their overall impact. As part of a response to a motion to full Council on 4 February 2016, a trial protocol for the Grassmarket has been in operation since summer 2016, to help reduce some of the impacts from events on the surrounding community and businesses. The key elements of the trial protocol were refined to reflect feedback on the importance of notifying surrounding residents and businesses of any event related disruption, or loss of access, and are now included in the Protocol's site-specific conditions of use for high demand central spaces. Other good practice elements of the trial approach in the Grassmarket are incorporated into a new Standard set of Terms and Conditions of Use of Public Spaces presented within the Public Spaces Protocol.
- 3.13 George Street's potential to function as a temporary event space has been rigorously explored through various summer and winter festival activities since 2011. The street's adaptability and potential for more flexible use were further tested during the Experimental Traffic Regulation Order (ETRO) conducted along George Street during 2014/15. Since summer 2016, a new decision-making process, with specific criteria for the use of George Street, and the space that is available for use, has been tested. This has directly shaped the decision-making process within the Public Spaces Protocol. The criteria for George Street are now incorporated within the Protocol's site-specific conditions of use for high demand central spaces.
- 3.14 High Street operates under a Licensing Policy that was updated in October 2016. This focuses on a range of licensable activities present across the whole year, for example Street Trading. Recently, increasingly varied and complex uses of street environment have been noted, and Licensing and Regulatory Services has planned a review to help balance the uses of the street, with outcomes to be reported to the Regulatory Committee. (This does not interfere with the use of the High Street for the annual temporary Fringe street event).

Further review and development

- 3.15 It is proposed that the Public Spaces Protocol should operate for at least a full year of events and activities, prior to review. Also proposed is a parallel review of the Protocol and the Edinburgh Parks Events Manifesto, to determine areas for alignment. The review scope may include examination of the feasibility of potential

opportunities like a coherent policy for bonds, or the application of various charges or set contribution levels towards the range of costs associated with agreed uses of space, as well as effectiveness of both protocols. This is to be reported back to Committee following completion of the review.

4. Measures of success

- 4.1 A measure of success is the delivery of a new Public Spaces Protocol for Edinburgh, which will improve the experience of those wishing to apply to use public space by providing greater clarity around the requirements to use space.
- 4.2 The Protocol will help to deliver better managed events and maintenance of spaces, and thereby support policies that seek to ensure Edinburgh remains and grows as a great place to live, work, study, visit and invest

5. Financial impact

- 5.1 The implementation of the Public Spaces Protocol has no immediate associated cost impact for any area of Council service.
- 5.2 The costs for identified areas of review will be met within the existing allocated budgets contained within Place Directorate.

6. Risk, policy, compliance and governance impact

- 6.1 There are no direct risks arising from this report. The Protocol improves the alignment between key Council policy areas, in support of improved compliance and effective governance. The successful implementation of this Protocol will depend on consistent application across a range of Council functions that are coordinated within the Place Directorate, including Planning, Culture, Licensing, Transport and Environmental functions.

7. Equalities impact

- 7.1 The Public Spaces Protocol helps to ensure a mixture of cultural, sporting, seasonal or civic events that are accessible and inclusive are carried out in appropriate locations.
- 7.2 The Protocol seeks to mitigate, and minimise potential impacts on any group. An Equalities and Rights Impact Assessment (ERIA) process has been carried out through the consultation and drafting of the Protocol. Whilst no specific infringements on equalities groups or rights arising from the Protocol have been identified, the potential for limited negative impact due to minimal consultation input from certain groups with protected characteristics has been noted.

- 7.3 The Protocol's terms and conditions of use require third parties to ensure approved use of space provides for events that are inclusive, providing safe and accessible alternative temporary access, and that reasonable measures are undertaken to ensure events are accessible and inclusive. Event organisers are required to adhere to the Equalities Act 2010.

8. Sustainability impact

- 8.1 A better balance and use of public space across the city supports the enhancement of the city as a place to live and work.
- 8.2 It is a condition of use for space that providers of approved events undertake to minimise impact on the immediate environment, including limits on noise in some spaces, and by ensuring waste disposal and recycling facilities on site seek to minimise landfill.

9. Consultation and engagement

- 9.1 The Council has engaged with and consulted a wide range of stakeholders, including citizens and residents near key public spaces, festivals, heritage bodies, businesses, officers and elected members, to understand the wide range of perceptions, values and issues around the use and preservation of public space.
- 9.2 The outcomes of both focus group research (carried out independently) and an online survey, are included in Appendices 2 and 3.

10. Background reading/external references

- 10.1 [A New Events Strategy for Edinburgh](#), reported to 31 May 2016, Culture and Sport Committee
- 10.2 [Thundering Hooves 2.0 - Ten Year Strategy to Sustain the Success of Edinburgh's Festivals](#) reported to 18 August 2015, Culture and Sport Committee.
- 10.3 [Edinburgh Public Realm Strategy 2009](#) reported to 3 December 2009 Planning Committee.
- 10.4 [World Heritage Management Plan](#). Draft plan reported to 30 March 2017 Planning Committee.
- 10.5 [Edinburgh Parks Events Manifesto](#), 2014. Update reported to 26 August 2014 Transport and Environment Committee, under the report Events in Edinburgh's Parks and Greenspaces.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 Public Spaces Protocol

Appendix 2 Public Spaces Protocol – Report on focus group research

Appendix 3 Public Spaces Protocol – Report of online survey

Public Spaces Protocol

CITY OF EDINBURGH COUNCIL
FINAL DRAFT AUGUST 2017

Public Spaces Protocol

Purpose

The purpose of the Public Spaces Protocol is to ensure that Edinburgh's public spaces are used in a way that enhances the city's cultural identity, reputation and quality of life.

The use of public spaces must be balanced appropriately, to function for the wide range of people who live, work and visit the city, throughout the year.

Introduction

People's experiences of any city are partly shaped and influenced by the way its public spaces are used.

Public spaces in Edinburgh support the day-to-day activities of the people who live and work in the city, as well as playing host to temporary or seasonal cultural, civic and festival events.

Edinburgh's regional population is growing, and at the same time the city is attracting increasing numbers of visitors. Numbers in the streets, strong festival and cultural sector growth, and changing consumer trends around leisure and recreation all add to the demands on Edinburgh's public spaces for basic access, and a wide range of uses, experiences and events.

Without a coherent framework for decisions, against agreed principles and criteria for use of space, public spaces may become overused, or identified for a single type of use. This can impact on people's quality of life and on the local environment.

This Protocol is designed to help balance demands on public spaces. Temporary events and activities that bring income and life to our city should not have an enduring impact on the quality of life for residents or businesses.

The Public Spaces Protocol can be applied to any existing or future public space in Edinburgh, which the Council owns, leases or manages. Parks and greenspaces are covered separately through the Edinburgh Parks Events Manifesto. Additional guidance is provided within the protocol for central spaces where demand is known to be higher.

Guiding Principles

In 2016, feedback from a very wide range of people and interests was gathered, and used to develop a set of guiding principles for the use of public spaces.

The following seven principles, which have equal weight and importance, provide the context for decisions on temporary uses of public spaces.

1. The use of space must balance the needs of different users

No exclusive use, or single type of event, will dominate any one space. Uses of public space must reflect the interests of a wide range of user groups, and reflect the city's ever-changing context. The Council supports a range of types events in public spaces; each of these is required to be well planned, deliver agreed outcomes and mitigate impacts on a wide range of different users.

The Council's consideration of proposed temporary events / activities must assess the needs of those who regularly access or interact with a public space (including residents and businesses) as well as providing opportunities for diverse attractions for the city's population.

The temporary use of public spaces for the provision of a bar only, or primarily bar focused facility is not considered to balance the needs of a wide range different users of a public space, and will not be supported.

2. The use of a space must support and reinforce the special 'place' quality of its surrounds

Temporary use of public spaces for events, activities or installations should support the qualities, characteristics, heritage considerations and functions of the surrounding built environment.

3. Each space must have periods of 'rest' when it is free from temporary events or activities

There must be periods of time when each public space is free from temporary events, to support the day to day, 'normal' activities associated with a sustainable, living city.

The length of time a space should be kept free from temporary events will vary, but will reflect the social, physical, historic, and economic context of the space, as well as the impact of previous events.

Temporary events should not transform a space beyond a single season or festival period. Sometimes, there is a request to extend a temporary event. Only one extension can be supported. The duration of the extension should be for less than the original agreed length of the event.

4. The use of spaces must reflect Edinburgh's unique city offering

Temporary uses of public spaces should actively promote Edinburgh's role and reputation as:

- the capital city of Scotland,
- a globally recognised Festival City,
- an historic city, (with Unesco World Heritage Site status),
- a cultural and sporting city,
- a great place to live, do business, visit or study.

The use of public spaces supports Edinburgh's 'Events Strategy', which aims to attract the best events to Edinburgh, as well as actively encouraging local and grassroots activities, and acknowledges the Council's partnership role reflected in 'Thundering Hooves 2.0', the strategy to strengthen Edinburgh's position as the world's leading Festival City. Key partners of the Council, that contribute to the city's unique offering, such as festivals, heritage bodies, cultural institutions and business improvement districts are well placed to help promote the principles of this Protocol in public spaces that they utilise or own.

5. The use of public space should encourage all people to access the city, throughout the year

It's important that people can have opportunities to experience or take part in social and cultural activities across the year. Temporary events, or activities bring seasonal animation to a space and add interest and opportunity for social interaction, in the city.

Uses of public spaces should encourage people outside in winter, and provide opportunities to respond to and experience key festivals.

6. The spread of activities to spaces across a wider area of the city will be encouraged.

It is increasingly necessary to manage the intensity of activity in concentrated central areas of the city, and spread economic benefits of additional footfall over a wider area. As part of a planned review of the use of this Protocol, the Council will consider options to encourage the use of a wider range of spaces for activities and events, such as the potential for structured contributions towards costs associated with using high footfall locations.

7. Temporary activities or events in public spaces must be well managed, and adhere to standard terms and conditions.

Standard 'terms and conditions of use' for Council-managed public spaces have been developed. These bring together various pre-existing requirements for the management of events. Previous management issues may now be taken into consideration by the Council, before further use of public space is agreed.

Central, higher demand sites have specific conditions that must also be met by event organisers in addition to standard terms and conditions. These are set out in Section 2 of this Protocol.

The Council may instruct additional conditions for *any* event, if required, at any stage before or during an event.

Organisers of larger events are required to support and facilitate Event Planning and Organising Group meetings, and will be instructed on event specific safety (or other) requirements. Organisers of events need to be aware that further roads consent, planning permissions or licensing conditions may be required.

How decisions on use of public spaces will be made

The assessment and decision-making process for events will be co-ordinated by the City of Edinburgh Council, through its Events Management Group (EMG), using the Public Spaces Protocol. The Council will consider proposals and enquiries for events in public spaces in a fair, timely, and reasonable way.

Stages in the decision-making process.

Stage 1. APPLICATION BY EVENT ORGANISER

A completed application form (appendix a) is received at events@edinburgh.gov.uk

Council will check availability of space and / or permission to occupy the public space before proceeding to Stage 2.

Applications for permits or licenses made at this stage will only be considered once an agreement in principle is given.

Stage 2. ASSESSMENT OF SUITABILITY - AGREEMENT IN PRINCIPLE TO USE OF SPACE

The suitability of event will be checked against agreed principles, as well as the considerations for use. Considerations are outlined on the next page.

For larger events, or those considered to have wider impacts, there is a mechanism in place for consulting with relevant elected members at this stage.

At the end of this stage, an agreement in principle may be reached, and this will be communicated to the organiser, and a provisional booking will be taken.

If for any reason, an agreement in principle is not given, Council officers will explain why. In certain instances, Council may try to identify a suitable alternative.

Stage 3. APPLICATION FOR OTHER PERMITS, PERMISSIONS AND LICENSES

This stage deals with statutory applications and processes. Other permits or licences should ideally only be applied for once agreement in principle has been obtained. An agreement in principle for use of a space does not guarantee that licenses or permits will be granted. Licence or permit applications will be considered if an agreement in principle to use a space is confirmed.

A permit or licence granted before agreement in principle to use a space has been given does not guarantee that the event will be allocated a space.

Stage 4. EVENT PLANNING AND ORGANISING GROUP (EPOG) MEETINGS

Once permits and licenses are obtained, the Council may require one or more EPOG meetings to be held, where changes to elements of a proposal may be instructed, to address issues of public safety, traffic management and access, timings or any other.

Process for making decisions, continued.

Stage 2: ASSESSMENT AND AGREEMENT IN PRINCIPLE TO USE OF SPACE BY COUNCIL

The process for assessing suitability, and making decisions on the use of public space.

Deciding what is or isn't appropriate for any public space requires sensible judgement and a wide understanding of current issues, and considerations.

Each individual proposal will be assessed on its own merits, as well as its fit with the city's role as a living, capital city, and pre-eminent festival city.

Not every activity will be suitable for every public space or proposed time, so decisions may be made to recommend changing these elements of a proposal. From time to time, proposed events may not be consented. The Council will be open about the reasons why this is the case.

In addition to ensuring proposed events meet with the guiding principles, there are a range of consideration that will inform a decision on the use of public spaces. This might include very local, one-off contexts or situations, so the following examples help to outline the kinds of questions that will be asked. The following is not an exhaustive, or absolute, list of considerations.

- Is the type of event compatible with the proposed space?
- Will the event support the quality of place of the surrounding area?
- Will the event reflect the social, physical, historic and/or economic context or profile of a space?
- What are the impacts of the event on surrounding residents or businesses?
- Is the scale of the event suitable for the proposed venue?
- Will the terms and conditions, and any site-specific conditions, be fully met?
- Does the event reduce access for, or exclude, any particular group(s) of people?
- Will the event encourage participation from local people, and how?
- Is the event funded by the Council or other partners?
- Have previous events of this nature been managed satisfactorily by the organisation?
- What other events are being hosted in the city at the same time?
- Has this site been used for other events recently?
- Is this the right moment or time for this event or activity?

It should be noted that for some public spaces, the Council may establish a management agreement with an appropriate third-party partner organisation (for example, a Business Improvement District body) to manage the space including decisions about its use. All decisions taken on behalf of the Council must adhere to the principles and considerations of the Public Spaces Protocol.

STANDARD TERMS AND CONDITIONS OF USE - PUBLIC SPACES

1	The Organiser shall ensure that the event is covered by Public Liability Insurance. The insurance cover must indemnify City of Edinburgh Council from and against all actions, claims, losses, and expenses whatsoever in respect of loss of life or personal injury or damage to property, howsoever caused, arising out of, or in any way attributable to, the act or default of the Organiser. Any such loss, damage, injury etc will be the responsibility of the Organiser. A copy of the Public Liability Insurance must be submitted to the Council prior to the date of the event.
2	The Organiser is responsible for producing a Medical Plan and completed Health & Safety risk assessment in line with the guidance laid out in the Guide to Health Safety & Welfare at Music and other events (The Purple Guide). Consultation with NHS Lothian and Scottish Ambulance Service is advisable (email publicsafety@edinburgh.gov.uk for advice and further information)
4	The Organiser shall ensure that suitable arrangements are in place for managing any fire risk. This shall include, where necessary, a suitable and sufficient Fire Safety Risk Assessment, and may require approval by Scottish Fire and Rescue Service.
5	The Organiser shall ensure that, where necessary, a suitable Weather Management Plan is established and implemented to deal with inclement weather and high winds. This is particularly necessary where temporary structures are to be erected on site. (email publicsafety@edinburgh.gov.uk for advice and further information)
6	The Organiser shall be responsible for contacting the Police Scotland to advise them of the proposed event. Any costs for policing must be met by the event organiser.
7	The Organiser is responsible for all stewarding of the event and where requested, producing a suitable stewarding plan, to the satisfaction of Public Safety, Licensing, the Events Team, and/or Police Scotland.
8	The Organiser shall ensure that access for emergency service vehicles is kept clear at all times. (4 metres wide) The Organiser must ensure that measures are taken to minimise public congestion caused by the event.
9	The Organiser must ensure that no vehicles, other than those for which specific permission has been given, are taken into the agreed event areas. The speed limit in event areas is 5 mph.
10	All electrical equipment brought on site should be portable appliance tested and carry inspection stickers. The temporary electrical system must be planned, designed, installed and tested by a competent person and must comply with current legislation and BS 7671 and BS 7909. A certificate of inspection and testing, of the temporary electrical system must be provided prior to commencement of the event. Installation certification should also be available for all generators, which must be diesel driven and barriered to prevent public access to them. All sub contractors, traders and performers should be notified accordingly. Any equipment not in compliance with the foregoing is likely to be deemed inoperable and may require to be removed from the event site. Email tom.reynolds@edinburgh.gov.uk for advice and further information)
11	The Organiser must contact Public Safety should the event involve any temporary raised structures that are 600 mm or more above ground level. Structures that are intended to accommodate people that are 600mm or more above the ground will require a permit under Section 89 of the Civic Government (Scotland) Act 1982. (email publicsafety@edinburgh.gov.uk for advice and further information)
12	The Organiser must ensure that no equipment, e.g. fences, gates, bollards etc., are dismantled or removed without the prior permission of an authorised officer.

13	The Organiser shall reinstate any damage to the space resulting from their activities. Should the Organiser fail to satisfactorily reinstate the area, a charge for same shall be payable by the Organiser. Reinstatement of any space or infrastructure may be arranged by the council, with cost being payable by the Organiser. (For Festival Square, reinstatement will be carried out by the Council and charged to the event organiser).
14	The Organiser shall ensure that refuse does not accumulate on the site and that all refuse is removed from the site at the end of the use. Where necessary, the Organiser shall produce a Litter / Waste Management Plan to include times and methods of uplift of waste from the site. (Email murray.black@edinburgh.gov.uk and karen.reeves@edinburgh.gov.uk for further advice.)
15	Any refuse created, including leaflets/flyers, giveaway items or other, must be immediately collected.
16	The event must not be advertised by fly posting. Failure to comply with this condition may result in summary cancellation of the use. No refund of rent or fees would be provided.
17	The City of Edinburgh Council reserves the right to alter the set layout of your event at any time, should ground conditions or any other circumstance so warrant.
18	The City of Edinburgh Council reserves the right to cancel the event in the case of exceptional circumstances. In these circumstances, City of Edinburgh Council shall not be liable for any costs incurred by the organisers in respect of the cancellation. Event Organisers should consider cancellation insurance. No refund of rent or fees would be provided.
20	The Noise Council's Code of Practice on Environmental Noise at Concerts requires to be complied with in addition to any public entertainment licence conditions associated with the event. Where the event is not subject to a Public Entertainment Licence, the Organiser shall seek to minimise nuisance caused to any nearby sensitive premises, such as dwellings.
21	The Organiser is responsible for ensuring that all necessary Licenses, Orders and permits are obtained in relation to the event. This includes Public Entertainment Licence, Market Operator's Licence, Liquor Licence, Road Closure Order, Section 89 Permit, etc. (contact 0131 529 4208 for advice and further information)
22	Where the event is subject to Licenses required under the Civic Government Scotland Act, the organiser shall ensure that all conditions attached to any license are fully complied with. (Where the event has elements including noise emission, public toilet provision should be referred to Public Safety to be calculated in accordance with appropriate guidance and British standards.) (contact 0131 529 4208 or licensing@edinburgh.gov.uk for advice and further information)
25	The Organiser is responsible for contacting Road Events Team, where the event involves any traffic management including the closure of any road. Email road.events@edinburgh.gov.uk for advice and information.
26	The Organiser shall be responsible for obtaining any appropriate permissions are sought in terms of The Land Reform (Scotland) Act 2004 to exempt land from access rights, where necessary. (contact the Council's Estates Team 0131 529 5828 for advice and further information)

Application Ref:

Ward No:

Date Received:

FOR OFFICIAL USE ONLY

**Application Form:
FOR USE OF A PUBLIC SPACE**

PART 1: YOUR EVENT OR ACTIVITY

A. The name of your event/activity

B. The name of the person or organisation applying for permission to hold the event/activity

C. The proposed date(s) of your event/activity

D. The location(s) you wish to use for your event/activity

E. What time will your event/activity start?

F. What time will your event/activity finish?

G. What date will you need access from?

H. What date will you vacate the site?

I. What time will you need access from?

J. What time will you vacate the site?

PART 2: YOUR CONTACT DETAILS

Please provide full details of individual(s) or organisation(s) responsible for management of the event/activity

Name:		Organisation:	
Phone number:		Post Code:	
Mobile number:		Postal Address:	
Email address:			

Charity number (if Applicable):

PART 3: MORE ABOUT YOUR EVENT OR ACTIVITY

A. Please indicate the nature of your event/activity:

B. Please provide us with a description of your event/activity, explaining all elements, and including and ticket/entry charges:

C. Please tick here if you wish us to promote your event on the City of Edinburgh Council website ☐

PART 3: CONTINUED

D. Please estimate the maximum number of people likely to be at your event at any one time:

E. If you are organising a community event, please state all beneficiaries of any profits (please include profits from concessions, such as food stalls or retail units):

F. Please indicate if your event will include any of the following activities:

Retail	<input type="checkbox"/>	Animals	<input type="checkbox"/>	Fireworks/pyrotechnics	<input type="checkbox"/>
Collections for charity/raffle	<input type="checkbox"/>	Food or drink	<input type="checkbox"/>	Alcohol	<input type="checkbox"/>
Carnival	<input type="checkbox"/>	Cinema	<input type="checkbox"/>	Theatrical performance	<input type="checkbox"/>
Procession	<input type="checkbox"/>	Market stalls	<input type="checkbox"/>	Music (live or recorded)	<input type="checkbox"/>
Constructed stage	<input type="checkbox"/>	Fairground rides	<input type="checkbox"/>	Inflatables (including bouncy castles)	<input type="checkbox"/>

You may be required to obtain a licence or permit if your event includes any of the above. It is your responsibility to contact The City of Edinburgh Council's Licensing Team on 0131 529 4208.

PART 4: CHECKLIST AND DECLARATION

Please note that:

A. You have read and agree to abide by the Terms and Conditions of Use ☐

B. You agree to inform us of any changes to the information specified in this notification form ☐

Name: _____ Signature: _____ Date: _____

Please return this form as soon as possible to events@edinburgh.gov.uk

Extra time is required to progress your event if you require a Temporary Traffic Regulation Order (TTRO), planning permission or a license or permit.

For more information on the use of parks please visit www.edinburgh.gov.uk/parks

The submission of this application form does not guarantee use of any public space controlled or otherwise by The City of Edinburgh Council

GUIDE TO USING HIGH DEMAND, CENTRAL PUBLIC SPACES

High Street Pedestrianised area	Castle Street Paved precinct	George Street	Grassmarket Public Events Space	Mound Precinct	St Andrew Square Garden	Festival Square
Profile of public space						
Pedestrianised street Historic heart of the Old Town, and procession route between Castle, Cathedral and Palace	Pedestrianised precinct with limited seating.	Street space available for temporary cultural uses. Central axis of first New Town street grid.	Pedestrianised public space with trees and seating. Hard standing areas BID area	Open piazza style precinct Flexible hard standing space, close to cultural institutions	Formal garden with paths and cafe. Mostly soft landscaping with limited hard standing area.	Piazza-style area - limited views. Flexible hard standing space, close to cultural institutions.
8 mins to train 10 mins to tram 4 mins to bus Cycle parking	15 mins to train 6 mins to tram 2 mins to bus Cycle parking	15 mins to train 6 mins to tram 2 mins to bus Cycle parking	20 mins to train 20 mins to tram 1 min to bus Cycle parking	5 mins to train 6 mins to tram 2 mins to bus Cycle parking	5 mins to train 1 mins to tram 2 mins to bus Cycle parking	20 mins to train 10 mins to tram 2 mins to bus Cycle parking
Drainage Water	Drainage Water Electricity	Drainage Water	Drainage Water Electricity	Drainage Water	Drainage Water Electricity	Water
Residential area Mixed business: Shopfronts, tourism, cultural, hospitality, offices, Civic and religious.	Few residences Mixed business: High end retail and offices.	Few residences Mixed business: High end, independent retail, hospitality and offices	Residential area Mixed business: Independent retail, hospitality, offices.	No residences Cultural precinct	Few residences Mixed business: Executive offices, hospitality, accommodation.	Few residences Cultural precinct Mixed Business: Executive offices and hotels

High Street Pedestrianised area	Castle Street Paved precinct	George Street	Grassmarket Public Events Space	Mound Precinct	St Andrew Square Garden	Festival Square
Preferred Uses and Events						
<p>Preferred events</p> <p>Two Council supported 'seasonal' festival events per year; summer and winter.</p> <p>Short duration Council supported events touring / race events civic processions, announcements, ceremonial events.</p> <p>Other short-term events that promote city's cultural life and built heritage.</p> <p>Art installations or public art.</p> <p>Acceptable day to day uses A managed number of street trading stances, approved tables and chairs areas.</p>	<p>Preferred events</p> <p>Programme of short duration events, throughout the year.</p> <p>High quality markets must be low impact, or day duration, or occasional short stay markets.</p> <p>Art installations or public art.</p> <p>Acceptable day to day uses A managed number of street trading stances, hot food sellers and tables and chairs areas.</p> <p>Promotional activities.</p>	<p>Preferred events</p> <p>Short duration one-off sporting or cultural celebration events may be considered</p> <p>Two main Council supported seasonal / festival events in a year, in summer and winter can be considered where there are strong links to cultural festivals in the city</p> <p>Up to four additional short term (seven day each maximum) events per year.</p> <p>Acceptable day to day uses Tables and chairs on pavement areas adjacent to premises</p>	<p>Preferred events</p> <p>Three low impact, occasional Council supported activities such as Science Festival activities.</p> <p>Low impact art installations or public art.</p> <p>Maximum of two very short duration Council supported events that may involve noise or impact on amenity can be considered per year, such as touring or race events.</p> <p>Low profile processions.</p> <p>Low impact seasonal / festive activities may be consented in summer or winter.</p> <p>Low impact, high quality licensed markets.</p> <p>Acceptable day to day uses A managed number of approved tables and chairs areas and a food seller stance.</p>	<p>Preferred events</p> <p>Two large scape feature festival events per year; summer and winter.</p> <p>High profile 'exhibition' events outside of key festival times.</p> <p>Art installations or public art.</p> <p>Acceptable day to day uses A managed number of street trading stances, hot food sellers</p>	<p>Preferred events</p> <p>One winter event (alcohol restricted) <i>may</i> be consented per year.</p> <p>A programme of low impact and/or short duration, occasional events may be consented in spring, summer and autumn. Examples may include lighting installations, performances, film, art installations, small scale exhibitions, or photography.</p> <p>Acceptable day to day uses Café and casual outdoor seating.</p> <p>Privately owned, formal garden. Leased by Council for public access to green space.</p>	<p>Preferred events</p> <p>Higher profile single events or mixed uses, that compliment or form part of other festivals, in particular during the winter festival period.</p> <p>Diverse elements can be accommodated, including film, lighting, temporary cultural venues and feature structures.</p> <p>Events that bring temporary greening or dressing to the Square.</p> <p>Time limited markets.</p> <p>Promotional events.</p> <p>Art installations or public art.</p> <p>Acceptable day to day uses Marketing activities</p>

High Street Pedestrianised area	Castle Street Paved precinct	George Street	Grassmarket Public Events Space	Mound Precinct	St Andrew Square Garden	Festival Square
Site Specific criteria and conditions of use (in addition to the Standard Terms and Conditions of Use for a public space or precinct, please observe the following requirements)						
<p>No event related noise between 21:00 and 08:00</p> <p>A period of time between Council supported events will be provided.</p> <p>Event structures must not interfere with historic place markers or memorials.</p> <p>Proposals must evidence engagement with surrounding residents and businesses.</p> <p>Comply with Licensing Policy for High Street</p>	<p>No event related noise between 21:00 and 07:00</p> <p>A Licensing Policy is in place for Castle Street and must be adhered to.</p> <p>Currently, proposals must adhere to the Licensing Policy in place that limits the number, size and type of market stalls and other licensed events.</p> <p>Wind management plan required for structures on Castle St.</p> <p>Emergency vehicle route must be left available.</p> <p>Comply with Licensing Policy for Castle Street</p>	<p>No event related noise between 23:00 and 07:00</p> <p>Cycle route NCR1 must be maintained during events with input from Council cycling team, and a 4m road width must be maintained for loading.</p> <p>Only time-limited alcohol licence applications will be considered on areas of carriageway.</p> <p>A cultural offering or experience must be the predominant activity.</p> <p>If multiple blocks are used an overall site manager must be named.</p> <p>A contribution towards lost parking revenue is required, with level set by the Council.</p> <p>Proposals must evidence engagement with surrounding businesses, and enhance the visual amenity of the street.</p>	<p>No event related noise between 21:00 and 08:00</p> <p>Sound testing, management and monitoring is required to minimise disturbance to upper floors. Sound should be directed to street level only.</p> <p>Use on-site power or a super silent generator.</p> <p>Notify residents three weeks before an event of any disruption to access or living amenity, and provide the out of hours contact details for a site / event manager.</p> <p>Event structures must not interfere with historic place markers or memorials.</p> <p>2m wide pedestrian access to be maintained during events.</p> <p>Proposals must evidence engagement with surrounding residents and businesses.</p>	<p>No event related noise between 24:00 and 07:00</p> <p>Council will agree in partnership with the National Galleries of Scotland.</p> <p>Observe weight limitations on roof of Galleries.</p> <p>Provide additional crowd management measures if required by Council.</p> <p>Comply with Mound Agreement.</p>	<p>No event related noise between 22:00 and 07:00</p> <p>Apply to Essential Edinburgh to seek permission to lease space in the Garden.</p> <p>Comply with Terms of Lease Agreement, and limited use of garden as far as possible to hard standing areas within the Garden, avoiding areas under tree branches.</p>	<p>No event related noise between 22:00 and 07:00</p> <p>Event organisers</p> <p>Rental charges and administrative fees will apply.</p> <p>Risk assessment, and equalities questionnaire to be completed.</p> <p>Apply for Licence to Occupy, and sign missive agreement with Council</p>

Notification and communication with residents and businesses

For events that may cause disruption to residents or businesses (through changes to access, bus services, or increased noise) neighbours must be 'notified' in writing three weeks in advance, by door to door delivery, retaining a note of all undeliverable addresses, and following up notification to those properties via royal mail post. (events@edinburgh.gov.uk can advise on appropriate area). This should happen ideally between 3 and 2 weeks before your event.

Notification must include general event information, and a named out of hours contact and phone number provided, for urgent issues.

Noise management during events, and hours of operation

Careful sound management is required for this site given the physical properties of the street. Event organisers should aim to entertain crowds at street level only, using speakers that provide a focussed sound stage over the audience area only.

For music performances, PA and sound system set up and positioning should aim to minimise disturbance to local residents and offices above ground floor level, and be set to a minimum acceptable level for a music performance event during sound check. Noise levels should be periodically monitored by sound engineers, and adjustments made where appropriate, to minimise disturbance to residents. Be prepared to reduce the noise level if required by Police Scotland or Council officers.

The latest time noise can be made at this site is 9.00pm. The site should then remain silent until 7.00am the following day. This means no PA, machinery, heavy plant, crowds, waste removal, build up or dismantling of site infrastructure or other noisy activity.

Use available power supply, or use a 'Super Silent' generator.

If an event may not be able to meet these sound requirements organisers must tell events@edinburgh.gov.uk and the proposal may then be considered through further internal processes. In exceptional circumstances, it may still be that the proposal can proceed with agreed modifications.

Site management

Regular removal of litter, and appropriate removal from site of all recycling and waste caused by event without use of domestic waste bins or litter bins.

Portaloos numbers and placement should be planned according to needs.

A site plan should allow for safe and neat storage of equipment.

Stewards must be on site to ensure emergency access, or access to Sheltered Housing or for elderly or infirm residents.

Events that may need some of the Tables and Chairs space will require permission from the Council before event is agreed.

No event structures may be placed in a way that interferes with any historic place markers or memorials, such as the Covenanter's memorial.

Traffic management, access, and placement of structures

Footways should be maintained during events to ensure continuous pedestrian movement through the Grassmarket. This includes allowing sufficient space for people entering and exiting communal stair properties. 1.5m minimum is normally advised, however in areas of heavy footfall 2m will be required.

An emergency vehicle access lane must be maintained at all times and not impeded by any event structures that can't be moved quickly in the case of an emergency. A 4m lane is a minimum requirement of Scottish Fire & Rescue Service (SFRS). Site layout plans should be agreed with SFRS in advance.

Any temporary changes that further restrict access to the time limited service road must be communicated to local businesses by the event organiser.

CITY OF EDINBURGH COUNCIL
GEORGE STREET EVENT AND MANAGEMENT REQUIREMENTS

The Council will consider granting temporary road closures for events in George Street, that help deliver cultural and economic benefits of festivals to the New Town area, without detriment to the quality of the street.

Cultural offering must be the predominant activity

Event organisers must demonstrate in advance that the greatest part of any proposal is cultural offering, that helps encourage enjoyment of George Street as one of the city's iconic streets.

The proposed event should have a clear link to one of the festivals taking place in the city. Any involvement from adjacent businesses in the event area must contribute to the overall event feel, and avoid feeling disjointed.

Site management and licensing requirements

A named overall site coordinator must manage all activity in the event area. An out of hours contact and phone number must be provided to all surrounding businesses, for urgent issues. Stewards must be on site to ensure emergency access, facilitate servicing and loading, frequently check signage and barriers are correct and in place.

Licensing arrangements on this site are key. An overall Public Entertainment Licence (PEL), should be planned to be in effect over full boundary area(s). Any adjacent Liquor license holders must ensure they are able to operate within the overall area by seeking explicit permission from the PEL holder. Alcohol licenses and permits must, through satisfactory mechanism, ensure that they are time limited, and restricted to the event operation dates. The Council may seek evidence of a service level agreement, or other, between PEL holder/site manager, and individual liquor license holders, showing that the management of licenced areas will operate within the coordination of the TTRO / PEL area's overall management.

Regular removal of litter, and appropriate removal from site of all recycling and waste caused by event without use of existing litter bins.

Portaloo provision and placement should be planned according to an event's expected numbers and needs.

Site plans must show how pedestrians and crowds will operate within in the area (and space for queuing and circulating as well as through the event area..

Traffic management access for cycling, deliveries, and emergency services

Event organisers are required to maintain George Street's National Cycling Route 1 in both directions, throughout any event, build and de-rig, ensuring there is adequate signage for pedestrians and cyclists.

Adequate access must be provided for servicing and loading of the event and surrounding businesses during set, limited hours of the day, finishing before or at 10.00am each day. A minimum of 4m width is required for loading. Some space, outside the event arena at each end of the block, must be provided for any late deliveries.

provide approved access and working spaces for emergency services along the route and within events.

Support for the New Town

Proposals must demonstrate how the offering will support local business, and show evidence of consultation with local businesses and possibly offices in each block, on the overall proposal, and the specific elements of each block's proposed activities.

Proposals must set out how they will positively enhance the surrounding area and its visual amenity and appeal to shoppers.

Focus Group Research on the Public Spaces Protocol

Final Report

THE CITY OF EDINBURGH COUNCIL

November 2, 2016

Authored by: Alan Kennedy, Knowledge Partnership

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Introduction and key feedback

Background

Following an internal review of events governance within the Council, completed in January 2014, a report to Transport and Environment Committee on 2 June 2015 set out the rationale for the development of a manifesto, or protocol, for the use of public spaces in Edinburgh's city centre.

An initial series of discussions in 2015 sought to engage with key stakeholders on the proposed outline for the development of a Public Spaces Protocol (PSP). This process identified unanimous agreement on the need to develop a protocol for public spaces, including those owned by the Council and other organisations or individuals, with specific arrangements for key sites where the diverse needs of user groups require to be carefully balanced.

Research objectives

Knowledge Partnership was commissioned by the Council to deliver a piece of research which would invite a range of stakeholders to provide feedback that would assist the development of a set of principles guiding the use of public space.

Approach

The Council's preferred approach to facilitating this research was to use nine stakeholder focus groups comprising the following participants. Some organisations were able to allocate more attendees than others to a focus group depending on individual availability on the day.

Table 1 – focus group composition¹

Focus group composition (attendees)	Event date and venue
Business representatives (five)	Monday 25 th July, Edinburgh Council City Chambers
Tourism and events representatives (seven)	Monday 25 th July, Edinburgh Council City Chambers
Heritage and built environment representatives (nine)	Tuesday 26 th July, Edinburgh Council City Chambers
Access and equalities representatives (six)	Tuesday 26 th July, Edinburgh Council City Chambers
Arts, culture and festival representatives (ten)	Wednesday 27 th July, Edinburgh Council City Chambers
Community council representatives (New Town, Tollcross and West End Community Councils) (twelve)	Thursday 28 th July, Edinburgh Council City Chambers
Wider City of Edinburgh Residents (eight)	Monday 1 st August, Malmaison Hotel, Leith
Residents of Grassmarket (eight)	Tuesday 2 nd August, Novotel, Lauriston Place, Edinburgh
Grassmarket Residents' Association and Old Town Community Council (three)	Monday 3 rd October, City Chambers, Edinburgh

¹ In the case of the Grassmarket Residents' Association, three participants were able to attend a group held over until October 3rd. Recruitment to this group during July and August proved difficult in part because of summer holidays and therefore to meet the availability of members of this group the later event was held

To facilitate and aid the discussion during the focus groups of the Protocol, the Council prepared an initial set of six draft principles and accompanying descriptions in order to test views, and to stimulate ideas and responses. These draft principles (which are discussed in detail in the feedback section of this report) were presented to the focus groups as initial ideas to prompt discussion. They were discussed on the basis that they were not 'final draft' principles but rather a framework set of ideas and concepts, designed to allow for the sharing of ideas within the focus group. In this way, the feedback from the nine focus group sessions was designed to help inform the development of a set of future principles which would be subject to further consideration by the Council and other stakeholders.

Key feedback

The detailed feedback given by focus group participants is set out in the 'focus group feedback' section of this report. In summary, the main issues highlighted for the future development of a set of guiding principles for the use of public space were as follows:

- ✓ Any principles and supporting descriptions need to be clear, carefully worded and meaningful.
- ✓ Consideration should be given to the final layout of the principles as this can imply a rank order.
- ✓ The principles need to be seen as achievable and realistic.
- ✓ The principles should be reasonable and fair.
- ✓ The principles need to be inclusive of a wide range of beneficiaries; this also includes paying careful attention to where in the ordering of the principles, different beneficiaries are listed.
- ✓ As well as having a spatial aspect, any principles that are intended to over-arch decisions about the use of public space need to contain a temporal dimension.
- ✓ There should be some element of legacy, or consideration of the medium to long term impact of the use of public space, and this should be referred to in the principles.

On balance, the six draft principles (or ideas for discussion) which were supplied by the Council as part of the nine focus groups were seen as being a reasonable starting point to begin the process of refining the final set of principles. On this basis, we would propose that the Council develops a set of principles based on the six discussed, whilst taking account of the issues highlighted above.

The initial six principles discussed were:

- *Distribute benefits evenly across the city centre*
- *Benefit the communities of Edinburgh*
- *Provide Cultural Experience*
- *Compliment the immediate surroundings*
- *Be well managed*
- *Use of public space will be balanced with need to provide periods of respite from activity*

In exploring ideas around principles that could support the Protocol, some additional concepts were suggested and these may be worthy of further exploration; these concepts are:

- ✓ **Equity;** for example, the principle of ensuring equal access to public space for those with a disability or physical infirmity

- ✓ **Well-being;** suggesting that this would be a key outcome informing the decisions around the use of space
- ✓ **Partnership;** referring to the idea that achieving the principles in practice will require equal, respectful and meaningful partnership working across various stakeholders. Partnership with the Police as a key stakeholder may also be important to ensure effective event management
- ✓ **Balance;** identifying that one of the key aspects of decision making in the use of public space will be how the interests of different stakeholder groups are balanced
- ✓ **Respect;** similar to balance but highlighting that decisions will not detract from the lives of individuals, or the appearance of spaces. This principle should include respectful and appropriate consultation amongst those affected by the use of public space and encompass the effective management and enforcement of the principles and regulations that govern the use of that space
- ✓ **Diversity;** referring to how the use of public space by different groups will be managed, from the perspective of culture, heritage and identity, and recognising that diversity of scale should be welcomed i.e. small scale events are as important as large scale ones
- ✓ **Corporate social responsibility;** meaning that this type of behaviour will be encouraged by the protocol in decisions that affect the use of space. This could extend into the area of how commercial promotions are to be managed
- ✓ **Efficient and effective;** indicating that decisions about the use of public space will be made in a timely and streamlined manner and will include effective and joined up working between all departments and organisations involved in deciding on the use of public space
- ✓ **Transparency;** in terms of who owns public spaces and what this means for decision making.

Focus group feedback

In the following section, we set out the focus group feedback for each discussion point (draft principle) by stakeholder group, starting with principle one, 'Distribute benefits evenly across the city centre'.

Draft Principle One: Distribute benefits evenly across the city centre

Description: Edinburgh will promote a better spread of activity across the city's available spaces, and avoid over use or under use of any one space. The use of our public spaces will be to the benefit of local economic activity in the surrounding street(s).

Feedback

As might be anticipated, **business representatives** were supportive of the broad idea of distributing benefits for the good of local economic activity. It was noted that at present, most of the business related economic benefit that can be attributed to the use of space e.g. additional footfall goes to firms located in the East end of the City. The business group additionally noted that distributing the benefits of the use of space needs to be thought of as *temporal* as well as spatial, i.e. events, activities and festivals should be taking place out-with the core Christmas and August periods to allow for a more even spread of economic benefit. There was recognised to be a significant challenge however in achieving a wider spatial distribution of the use of public space because of the lack of suitable, modern public space that is capable of hosting events, festivals and activities. To the extent that alternative public spaces exist for achieving a wider spatial distribution, these spaces are often restricted by considerations of access, ownership, size and regulation. Business representatives also fear that it could be costly to re-work new locations to accommodate a distributed event e.g. cost of road closures etc.

Although business representatives welcomed the prospect of a wider distribution of economic benefits to their members, this should not be seen as their only consideration in terms of this principle. One member noted that the principle needed to make reference to public well-being (and not just economic activity). Others noted that a distinction needed to be drawn when considering the cost implications of re-distribution based on whether the event or activity was commercial, or a free, community based activity i.e. it may be inappropriate for the costs associated with distributing events to fall equally on all types of festival or event related activities.

Community councillors expressed concerns over the distribution principle and its accompanying definition, in particular the reference to 'economic benefit' and 'promote...activity' which tended to suggest that the wider Protocol is being driven by economic considerations and the needs of tourism/business rather than those of residents (which in the view of community councillors is not necessarily a positive direction of travel). It was proposed that the benefit explained in this principle should be changed to something along the lines of 'benefit local community activity' rather than 'economic activity'. Community councillors were also concerned that the tone of this principle seemed to suggest that more public space events, festivals and activities could be expected in the future and that the Protocol (and this principle) were a response to this inevitability. It was argued that the starting point for the Protocol (and this principle) should be that there is currently too much event and festival based use of public space, and that the Protocol, in recognising this situation,

should be aimed at reducing the amount of activities that are taking place. Reservations were also expressed over whether the city had the capacity to accommodate more and distributed events/activities and the question was raised as to whether a detailed capacity study was being planned to sit alongside the work of developing the Protocol. Other concerns raised by community councillors in relation to this principle comprised:

- ✓ Is there an issue that many spaces such as St Andrew Square are in private ownership and therefore will not be subject to the principles of the Protocol?
- ✓ What has happened to the Council's Public Realm Strategy? There is a concern that the 'salami slicing' of public realm to become public space signals a strong economic imperative to the management of public space
- ✓ How does the Protocol and its principles fit with the World Heritage Site status e.g. any drive to move more events to the West End could be the thin edge of the wedge for the use of Charlotte Square
- ✓ There were requests for a wider consultation on this subject so that the views of the public are taken into account and for the Council to take account of and respond to this wider consultation.

In relation to principle one, representatives of **equalities groups** requested that when events, festivals and activities are being re-distributed, the needs of protected groups should be fully considered and consulted on e.g. the effect of road closures for people wishing to attend local lunch clubs, faith services etc. Equalities groups also recommended that any new sites chosen for events should be fully impact assessed to ensure equal access. In general, physical access to public space was the key consideration for the equalities groups' representatives which pervaded this principle and all of the other five principles and was debated both in terms of attending an event space, as well as moving around that space.

Aside from exploring the issue of how distributing benefits would accommodate issues of equitable use of space and equal access to any event taking place within that space, equalities groups also noted the emphasis within principle one on economic benefit. They argued that in cases where equalities groups were running events there was unlikely to be any local economic benefit, although there would be individual benefit for those attending e.g. for an event such as the Care Home Olympics, there would be individual health and socialisation benefits for attendees. The question was however, how would this square with the principle of providing local economic benefit as set out in the Protocol?

Commercial **Tourism and event** organisers whilst agreeing that principle one was 'admirable' expressed significant reservations, specifically in terms of whether it was realistic to expect organisers to move events to other parts of the city when their experience was that no alternative spaces actually existed. To some, principle one seemed artificial in its construction by seeking to move events and activities, almost in a centrally planned manner, when demand for activities and space is currently market led i.e. the decision over which public space to use for a festival, event or activity is a function not only of the space's size, accessibility, and equipment but also reflects where sponsors would like events to take place, and where there is likely to be public demand. It was noted also that principle one seems to be aimed at distributing benefits (economic benefit) to one stakeholder only, whilst

event, tourism or film companies could lose out under this principle if they are 'forced' to use spaces they do not wish to use. One event organiser also argued that as public funds for events, festivals etc were in decline and likely to continue to decline for the future, events needed to be more commercial and that this is likely to work against the principle of driving wider distribution of space into potentially non-commercial locations. Another noted that in order for under-used space to become attractive to commercial events, film – makers, and tourist companies, some investment would be required by the Council, or some form of incentive presented to make these spaces attractive. In general, concerns were expressed by this group as to whether this principle (and the wider Protocol) would act as a limit on their activities in which case it would work as disabling rather than enabling document for the use of public space. Toward the end of the discussion on principle one some participants thought that a change to the wording may help i.e. replacing 'distribute' with 'encourage' or a word like 'balance' to suggest that the aim is to facilitate a more balanced approach to how events are distributed so that as many stakeholders as possible are satisfied with an event.

Representatives of the **arts/culture and festivals** sector like those from tourism/events generally agreed with the aspiration of distributing benefits evenly but in practice it was considered very difficult to consider moving events or activities to spaces that were not likely to be attractive to visitors. It was noted that despite investment to create a new public space in Castle Street, this had not made this space attractive to users, and this experience may signal the challenge of artificially distributing space when there is no appetite from the public or event organisers to use that venue.

One participant argued that the issue that principle one was designed to address needed to be looked at differently i.e. there needs to be consideration of why some public spaces are being overused and why these spaces are seen as being particularly viable. And then there needs to be a conversation around why certain spaces are under-used and what support the Council will be offering if they feel there is a need to move events to other spaces. As it stands, principle one is tackling the issue of distribution from the over-use side only. In general, there was a call from participants in this group for the Council to take a greater role in supporting the use of under-used spaces as the Protocol seemed to suggest that responsibility for this lies solely with the event organisers/users of public space.

Participants suggested that parallel with principle one, if there were any related plans by the Council to move decision making on public space use to a longer cycle (beyond annually) then this would be welcomed, as the present the annual licensing system is convoluted and unclear (this speaks to the wider point that the Council departments that administer space requests – licensing, planning etc – will require improvement to meet the demand of any public space Protocol going forward).

As it currently stands, for some of those in this group, principle one seems to be about addressing the complaints of those citizens who complain that Edinburgh is only for the tourists, but contains no acknowledgement of the risk that event organisers or festival companies take in making use of public space, or the benefits they bring to the city. As a stakeholder, this group's contribution seems to be lacking from principle one and the Protocol more widely. It is argued that this is an area that needs to be addressed in the Protocol through making reference to the benefits that events and activities bring to the communities and economy of the city.

Still referring to principle one, one stakeholder asked why the 'distribution benefit' was being limited to the city centre when instead the Council should be looking at incentivising or otherwise investing in

events/arts spaces outside the city centre, an approach it was noted that would link with the Council's focus on locally based service delivery.

Amongst **heritage/built environment** focus group participants, there was broad support for principle one as a means of achieving a change in the balance of the use of public spaces across the city centre, including tacking the over and under use of certain spaces as well as being a route for engaging residents outside the city centre in events and other activities going on within the city. Principle one was also seen as providing an opportunity to adopt a more creative approach to identifying alternative, additional spaces for events in the city centre. *'What's interesting about that first principle is not just constraining ourselves to talking about obvious spaces but what about the 'nook on the corner' - it might not [currently] be used or seen as an events space'*.

However, whilst welcoming the broad principle of distributing benefits, participants expressed discomfort with the focus in principle one on economic benefits and queried how this type of benefit is being delivered to the city (if at all). In common with some other stakeholder groups, there is a feeling that this principle needs to speak more to community benefits and not just come straight to economic benefit.

The **Grassmarket residents** group generally agreed with the direction of principle one, indicating that it would be good to spread activities around the city given that an area such as the Grassmarket is a small space which can sometimes feel like there is too much going on, in terms of events, festivals and activities (it is worthy of note that this area also has a large number of bars and restaurants which add to the feeling of a busy location). Some residents agreed that whilst distributing public space for events would be beneficial, there may be an issue with how far these are supported given that tourists may be unlikely to want to stray too far from the city centre. One participant thought for example that tourists would not want to visit an event being held in a public space in Fountainbridge because it was far away from the main tourist attractions. Another participant thought that moving events space out to the suburbs of Edinburgh may also be unworkable given the attraction of the city centre to residents and tourists alike as a space for events and activities.

The focus group comprising **general Edinburgh residents** thought that principle one made sense in so far as it would ensure a balance in the selection of where events, festivals and activities took place in Edinburgh. Some concerns were expressed in this group that the current festivals and events were heavily commercially driven and questions were raised about how any economic impact benefits residents who may live in the suburbs. With this thought in mind, it was suggested that the reference to 'economic benefit' in principle one should perhaps be more about 'not detracting' from the local economy, or protecting rather than promoting economic gain. Given the sense within the group that events and festivals were quite expensive and tended to be about profit generation, a suggestion was put forward that an aspect of the principle of distribution could be between commercial and non-commercial events i.e. using a given space for commercial activity for three months before re-allocating to community, non-commercial events. One participant at this group, whilst agreeing with the principle, did query how practical it would be for event organisers to host events in other spaces on the basis of a request to do so by the Council. This point speaks to the concerns raised by the event, arts, festival companies themselves as to how realistic the achievement of principle one might be.

Attendees on behalf of the **Grassmarket Residents Association** and the **Old Town Community Council** (GRASS-OTC) agreed that the distribution principle was good in theory but wondered how practical it would be to achieve, considering that decisions by organisers about the use of public space would be largely determined by market demand i.e. there will be a tendency for operators to seek to use public spaces with a large footfall which may tend to draw them back to well used spaces. It was argued that only by active promotion by the Council of these alternative public spaces would operators be tempted to take up a previously little used public space.

There was some concern expressed around linking the distribution principle with that of economic benefit, and one participant said that distribution and economic benefit should be separated as principles. This participant was also a little concerned about the implication of singling out economic benefit as part of one of the principles:

‘This is classic Council. Why are we always only focusing on economic benefits; what about amenity for example?’

Another participant noted that any economic benefit attributable to the re-distribution of the use of public space would not be felt evenly across all commercial sectors and the question was raised ‘for who is this principle an economic benefit?’ given that whilst food and drink retailers may gain from events, other retailers may suffer.

Draft Principle Two: Benefit the communities of Edinburgh

Description: Edinburgh will prioritise activities in our spaces that are for all ages and incomes and encourage positive social interaction between all groups and communities.

Feedback

The **business representatives** were unsure as to what this principle might mean in practice, and had some concerns that it could be interpreted in a limiting way. They asked, ‘what does it mean to say that activities are ‘for all ages and incomes’ when some events or activities might be only intended for specific groups?’ Would these ‘non-compliant’ events in terms of this principle be disallowed? It was suggested that this principle needed to include reference to accessibility although it was recognised that there might be issues in making all events protected groups accessible. One representative noted that free events would allow for the principle of having spaces ‘for all incomes’ but that even free, community events have a cost and therefore the Council would need to consider how it would meet this principle in practice: *‘And the key to that is the economics of it, if you run, let’s call it non-commercial events, it costs money to put events on, so if you are running free events it costs the organisers lots of money to put on a free event, so the Council will need to think closely about what that actually means because that can encapsulate all the festivals, but all the festivals cost money to go into’*. It was proposed by this group that rather than the Council through this principle seeking to achieve use of space for all ages and incomes, it may be better to ensure that the organisation responsible for running the event has a diversity and equalities policy in place that means in principle they should be complying with the essence of this part of the Protocol.

Community Councillors agreed that this principle seemed fine in theory, but one attendee noted that this is not how the Council currently operates in practice when it comes to making decisions over

community events. It was proposed that this principle should say more about residents if not be weighted in favour of residents as a key part of the communities of Edinburgh. It was further proposed that in addition to Edinburgh prioritising activities for the benefit of the communities of Edinburgh, this principle should also refer to 'cessation or no activity' as an outcome from decisions around the use of public space that could also benefit communities.

The **equalities group** highlighted that this principle needed to be improved by including an explicit statement about accessibility: *'I think that needs to be re-written,...that could be re-worded so that it talks to spaces being accessible to disabled people, frail and elderly people as well because one of our big concerns is that it's not accessible for people'*. Other members of this group wanted to see checks and balances introduced to this principle such that when decisions are being made on the use of public space, the priorities of alcohol and money making do not take precedence over the interest of minorities or other protected groups. In line with this idea, it was proposed that this principle (or another one) should include the idea of social capital benefit. It was also recognised that a phrase such as *'encourage positive social interaction between all groups and communities'* was potentially dangerous depending on who was making the decision about what constitutes a positive or negative social interaction: *'Personally, I would hope that they would not use that principle to make judgements about undesirable groups/activities however much we might dislike them'*

For **commercial tourism and events** companies, principle two seemed admirable but there was a question posed over how achievable this would be unless it was interpreted as applying over a whole calendar of events. In addition, concerns were expressed over who might be deciding on any balance between 'worthy and unworthy events' and who is determining 'positive social interaction'? – is this a political decision or an officer one and does it apply to every event, or is it measured over the course of a year of events etc? What will happen when an event or activity is deemed not to encourage social interaction, will this be deprived the use of space? As with principle one, there are some questions over the realism of setting out a guideline that may prioritises certain events, festivals and activities over others when events themselves are quite varied and fluid in their scope. A danger with this principle that the Council is trying engineer its festivals and activities which will be at the expense of activities (like the Fringe) that grew up by accident with no template to guide them. This group also proposed that like principle one, the language of principle two should steer away from words like 'prioritise' which sounds faintly like central control, and instead use words such as 'encourage, develop or welcome' which shows an empathy with the type of event but does not suggest directing the choice of events in a specific way. In general, this principle either needs to be totally loose (which allows any type of activity) or totally prescriptive so that there is no room for applicants to circumvent what is intended. At the moment, the principle as worded could be said to be delivering neither outcome.

Some participants suggested that a more useful way to interpret or apply principle two would be in terms of corporate social responsibility where the users of space will be required to give the communities affected by an event something back i.e. some form of legacy for the time an event spends in a location. So this changes principle two from being about the type of activity and whether it fits with certain guidelines to a form of investment in the community that after the event is finished will enhance that community. A possible wording for the alternative approach to interpreting principle two could be:

In decisions affecting the use of public spaces, we will seek to maximise [economic and social] gain for the benefit of the communities of Edinburgh [might include a CSR policy for the space affected-should this aspect be about the contribution the event will make in the area whether that's economic, social, etc.]

Participants from the **arts/cultural and festivals** sectors agreed that principle two 'sounds reasonable' but noted that for all communities to benefit, Council policies around transport, parking etc would need to link up with the Protocol to ensure that access did not become a barrier to achieving positive outcomes for all ages and communities. In general, the wider point here is that the entire Protocol needs to be proofed against all other associated Council policies. One participant stated that the Council should give some thought in relation to this principle to the balance it was looking for between commercial and community based events and activities, and how they would be dealt with under this principle (would the same standards apply?) Another participant argued that the person making the decision under principle two would need to ensure that they were seeing the entire picture around an event i.e. some parts of a cultural event may be commercial whilst others might be community focused. In so far as principle two could be said to favour community events, would it be the role of a commercial provider to facilitate these, and is this principle premised on any suggestion that the public is looking for more community and less commercial types of event? One of the challenges noted with achieving principle two in Edinburgh's suburbs comes back to the lack of public space in these areas, given that running events within the city centre is unlikely to provide benefit to these suburban communities.

For those attending the **heritage/built environment group**, all participants welcomed principle two. There was significant discussion about the value of greater use of public space by communities in Edinburgh and potential ways to increase the benefits for local communities. *'From my take, I think that's a very positive statement, the challenge is how it's translated but in terms of what we've got before us I would think that.... If you were not cynical you could read that and hope that something good would come out of it'*. Some participants suggested changes to the emphasis of this principle and there was discussion about how 'community benefits' might be interpreted: *'I think it [the draft principle] might be improved if there was something about connectivity and access in it. Access in every sense of the word but you would want it to be spaces to have to meet a certain kind of standard in terms of accessibility to bus stops getting there on foot and by bike, in terms of external access and I would've thought there's something around what can happen in transport terms, in the wider sense, within that public space and for me it should just be a place for people on foot end of story, that you create that as a safe space for people and you make it easy for them to get there from different places in the city without having a car, on public transport or cycling or walking'*.

Other participants suggested that principle two could be supported by (i) asking commercial operators to open up their events and accommodate community participation; (ii) using some of the profit from commercial events to subsidise community events; (iii) taking a proactive approach to raise awareness among Edinburgh's communities that they are entitled to make use of public spaces and (iv) simple application processes: *'I think making sure they don't get lost down the list under the more economic benefits, and perhaps there's a two-tier system where you have commercially-orientated activities do pay a fee to use the space, that is redirected into ensuring that space is in a good condition, a better condition that it would be year-round but community events, volunteers run*

with no budget, they're just trying to do something good is really positive for the city, and really enlivens, specially some of those spaces a bit further out of the city centre that are really not being used to their full potential and those events have a positive impact locally but there's a lot of barriers in place to people using these spaces'.

For **Grassmarket residents**, principle two seemed clear cut and reasonable particularly given that recent events in the area such as the Jazz Festival, the Vintage Weekend, and the 'Children's Day had all been free and brought people together, and so seemed to fit with this principle. No attendees from the Grassmarket group disagreed with this principle.

Amongst the **general residents of Edinburgh**, there was some more discussion over the meaning of this principle with some participants saying that they would not like its effect to be bland/safe 'PG' events and activities, with no room offered for 'challenging stuff'. However, some other participants thought this principle spoke to the issue of commercial events and the need for more community style activities in public spaces which would be broadly welcomed, especially if this was combined with more discounts for residents who wanted to attend commercial city centre events. One participant did note however, that there might be a challenge in arguing that suburban areas e.g. Niddrie were, as a community, likely to benefit from the hosting of any type of event in the city.

Representatives of **GRASS-OTC** felt that this draft principle was 'fine' but was very broad and therefore quite difficult to gain say. In the view of one attendee, whether an activity or event brought benefit to the community was largely a matter of how well it was organised and managed. This attendee cited the 2016 Jazz Festival which (in their view) was badly organised and therefore did not provide benefit to local people in the Grassmarket; this was contrasted with a film festival held in the same location some years ago which respected local residents, and was well managed and therefore met the criteria of benefiting the communities of Edinburgh.

Draft Principle Three: Provide Cultural Experience

Description: Our agreed uses of public space should promote a positive experience of culture, heritage or identity for those who attend

Feedback

Groups representing **business** felt that this principle whilst 'worthy' ran the risk of setting new boundaries that will define what type of events are culturally acceptable, which was deemed to be not helpful to the process of designing or operating a balance or mix of events activities. Indeed it was argued that a better principle should be seeking a balance of culture, heritage and other experiences, particularly given that a number of commercial events will not have any easily measurable association with culture: *'Again a lot of events won't meet any of those elements of the principle; they will be commercially run for people to have a good time, and you don't need to have culture, heritage and identity to have a good time'*. One participant felt that this principle would be better to use the phrase 'memorable experience' rather than trying to set a measure of loose terms such as positive culture, positive identify etc.

Community councillors acknowledged that the merit to principle three was that it was aspirational but one person noted that this was hardly an exceptional aspiration and that it seemed 'blindingly

obvious' that the use of public space should promote some positive experience of culture, heritage etc for those that attended. As with principle two, there are some concerns over phrases like 'agreed use of public space' which leaves open the question of who is agreeing this use of public space, on what measure, over what time frame etc

The **equalities** group suggested that this principle was acceptable in so far as '*nobody would disagree with that*' although in common with some other principles, the issue is really one of interpretation: '*what does that mean?*' Given the scope for interpretation, does this principle dissuade events which are not promoting a positive cultural experience, e.g. an event which take a 'negative' view of 'Brexit' for example would this be permitted under this principle?

Amongst **commercial tourism and events** companies, principle three was viewed as being very open to interpretation and presenting the risk that certain non-cultural events could be prevented under the application of this principle. According to some attendees, why must it be even necessary for events to provide a cultural experience when other benefits may result e.g. '*... is there any difference between Coca-Cola paying money to bring the Coca-Cola truck to Castle Street and give a free product that brings in money and people get a free product or an outdoor cinema showing films on Saint Andrew's Square. They are providing an experience and offering to people whether they have paid or whatever they are doing; I don't know about the cultural experience*'.

[And] '*... there's nothing cultural about Mercedes in Festival Square but it's nice to see Festival Square used but that doesn't fit in there*'.

In some senses, any insistence on a principle of providing cultural experience seems quite exclusive, and likely to preclude a lot of existing events such as farmer's market, Edinburgh's Christmas which are not cultural in a narrow sense. So again, perhaps the emphasis needs to be on 'encouraging' rather than 'promoting' the experience of culture and identity, or taking a different tack, e.g. just 'Providing a Positive Experience' which allows the event to be narrow culture, or no culture so long as it brings a positive experience to attendees and those surrounding the event?

For **arts/culture, festival companies**, there was a 'Yes' to this principle so long as it was interpreted as engaging a diverse range of culture and potentially encompassing sport, leisure, and perhaps well-being, all of which could be incorporated into a wide definition of culture. During the discussion of this third principle, the question was raised about how any new application process would work i.e. across all the principles, would principles be weighted, would decisions be made by calendar year, by a certain date etc.

Amongst the **heritage/built environment group**, the discussion about principle three was the shortest part of the focus group; participants had little to say beyond general agreement with the idea and an acknowledgement that interpretations about culture are subjective. '*I think number three is interesting because you can see the value of it some of the time but is that for locals? Tourists? For people outside the city centre?*' and '*Whose culture?*'

For **Grassmarket residents**, principle three was considered reasonable but needed to incorporate the well-being of residents i.e. the phrase 'cultural experience of those who attend' could be thought of as focused somewhat on tourists.

In relation to **wider Edinburgh residents**, the question of what constitutes culture or heritage was seen as something that was open to interpretation; as was the idea of a positive cultural experience – very subjective and who decides what this is? Members of this group also noted the Mercedes event in Festival Square and acknowledged that whilst this probably did not fit with principle three, it was an activity that made use of a space and probably brought some revenue to the city, so should this type of event necessarily be excluded from a decision on the use of public space? Given the challenge of lending support to events under this principle, perhaps the Council should focus more on how events are managed rather than on seeking to influence the type of event that takes place?

Attendees representing **GRASS-OTC** felt that this was a well-intentioned principle but that it was somewhat vague and open to interpretation. One participant argued that by referring to ‘...those who attend’ this was confirmation that the Council was focused on visitors and not looking at the needs of residents. This person said they felt the lack of emphasis on residents was evident ‘right through these principles’. One attendee commented on a Ceilidh that took place in the High Street at New Year (2015-16) and indicated that as a cultural experience this event was not really intended for residents. It was also noted that ticket prices for this event were fairly high and that where events such as this were costly to attend and likely to inconvenience residents, tickets should be made available at discounted prices or free to local people as a way of compensating them for the noise and disturbance endured.

Draft Principle Four: Complement the immediate surroundings

Description: Any proposed use of public space should not detract from the visual amenity of the area in which they take place. It should respect those who live or work in the area.

Business stakeholders saw this principle as being similar to principles two and three, in that words like ‘visual amenity’, and whatever ‘detracts’ from it as being subjective and open to interpretation. Such a principle could perhaps be enhanced if it included reference to noise amenity, and possibly incorporated a temporal element i.e. recognising that for a set period the character and amenity of a street will change, and that accepting this should be part of the balance of using a public space for an event. One possible addition in terms of the temporal dimension would be to set limits on how long the detracting of an amenity would be permitted, although it was recognised that this level of detail would likely be covered by licensing.

Community councillors suggested that visual amenity could be extended to include visual, aural and other amenity. Again the issue of who is going to judge whether an activity detracts from visual amenity was raised. In general, and this applies to many of the other draft principles, the wording in principle four is seen as normative and should be more directive i.e. ‘*Any proposed use of public space **MUST NOT** detract*’, rather than ‘should not’.

The **equalities group** referred to principle four in terms of accessibility and suggested that some phrasing around ensuring access to those with disability or impairment should form part of this principle.

The **commercial tourism and event companies** felt that this principle would likely be incorporated into the design of any event i.e. how it affects visual amenity, and its impact on residents would be considered at the planning stage as part of the determination of the suitability of any space. These

matters would also be covered by licensing so there is some worry that the adoption of this principle is placing another layer of bureaucracy on this element of the decision making process. As with principles two and three, there are likely to be issues here with who is deciding on visual amenity i.e. that person will have a significant amount of power, and there is also the matter of subjective interpretation.

The **arts/culture, festival companies**, wondered if this principle should be more aspirational i.e. that the use of public space should enhance the immediate surroundings rather than just aim to complement them. One participant asked what the time scale for measuring this principle was i.e. during the event, immediately after or the longer run, citing Christmas at St Andrew Square as having a positive short term impact on visual amenity but a negative one in the medium to longer term. Some queries were also explored about where events such as the Tattoo fitted here which does not exactly complement the visual amenity of the Esplanade (same could be said for the Christmas lights in the High Street) but which were nevertheless well attended public events. There were worries here from some stakeholders that the Council was in the realm of subjective decision making on the matter of visual amenity and in making these decisions might be asking more questions than it can answer. It was noted here also that the Council has a role to play in maintaining its public spaces and that this would extend to the amenity of any area.

Participants at the **heritage/built environment group**, welcomed principle four; as with other principles, there were discussions about the subjectivity of the term 'complement' and how this would be interpreted by those managing the event applications process. The conversation frequently crossed into issues associated with principle five - event management. Some participants highlighted events and structures they feel currently detract from the city's beauty; it was suggested that more work would be needed to develop a strategy that guides decision-making. *'For me, if you're saying nothing should detract then the wheel [in Princes Street Gardens] has to go [but] If you broaden that out to a wider sector of society, would you have people saying no I disagree, my kids love it so that's about how do you strike a balance?'*

Amongst **Grassmarket residents**, there was a feeling that in practice, after an event, the Council (or other staff) had usually been quick to provide clean up works that returned the area to its previous state of visual amenity and that in general, events do not run into the night when this could disturb residents. The regular farmers market was not seen as something that damaged the visual amenity of the area. As far as the element of this principle that speaks to 'respecting those who live and work in the area' is concerned, the residents' main issue appeared to be ensuring advance notification of any event taking place, especially if this might cause issues of access to property. It is worthy of note that residents said that the major local problems with amenity come from guests of public houses and restaurants in the area, and the accompanying noise, and litter that they can sometimes bring.

For **general Edinburgh residents**, there was recognition that this principle carried a large degree of subjectivity but that the idea of preventing an eyesore caused by events and activities was to be welcomed e.g. the 'Big Wheel' and its proximity to the Scott Monument. It was acknowledged that there could be a time related element to this principle e.g. visual amenity could be damaged for one day but this may not be acceptable if it carries on over into several weeks. One participant asked whether small, pop up events would be covered by this principle.

GRASS-OTC representatives thought that this draft principle could be re-ordered to prioritise the needs of residents: ‘...surely it should be respects those who live and work in the area [then] and the visual amenity, rather than worrying about visual amenity first?’ Another attendee said this principle should be phrased around ‘...should not detract from the quality of life of those who live in the area’ as this chimed with the Council’s strategic aims for the city and its residents. On the subject of visual amenity, it was noted that some events such as ‘The Street of Lights’ could be seen as not in keeping with this principle, and that the ‘complement’ principle should be capable of ensuring a certain level of quality across the events activity, and that an event quality standard might help ensure visual amenity was protected.

Draft Principle Five: Be well managed

Description: Any proposed use of public space must be carefully planned and managed to ensure safety, cleanliness, noise and regulatory requirements are met and overall appearance is of a high standard

This principle was seen as helpful by **business stakeholders** enabling the Council to prevent any future use of a space by applicants who failed to comply with this principle (it was also agreed that this principle could only work if it carried some consequences for those who did not effectively manage their space). Businesses also acknowledged that this principle would need to be managed on a commercial basis through the Council’s charging rents that provided funding for spaces to be kept clean and safe during an event and for re-instatement after an event is completed.

Community councillors felt that this principle needed to be improved by the removal of passive voices – should say ‘The Council will take responsibility’ rather than ‘...must be carefully planned and managed’ as this raises the question ‘managed by whom?’ Much of this part of the discussion focused on who was going to take responsibility for managing a space well, how this would be monitored, and how it would be funded. It was suggested that the Council should charge event organisers a bond to ensure that the costs of clean up could be recovered if necessary.

Equalities groups agreed this principle was very important to apply before, during and after any event. This group asked that the definition of ‘well managed’ include ensuring that staff managing an event are able to manage accessibility by providing assistance to people when needed i.e. their role is not just security or tidying up the area. This would include activities such as dealing with guide dogs and their requirements (this aspect may be an area requiring further investigation in relation to the Protocol).

The **commercial tourism and event companies** thought this principle was difficult not to accept, but suggested that much of what it contained was already covered by licensing and related orders. One participant suggested that the wording in this principle could be made stronger given that ‘*Be well managed*’ was a fairly loose phrase.

Arts/culture, festival companies agreed that there was unlikely to be an issue with this principle as all of those around the table would say that they do this already in relation to their events. The main observation made here was the legacy of this principle i.e. an event might be well managed at the time but the legacy of the event may not be (and should be), so this draft principle needs to include a temporal element.

From the **heritage/built environment group**, there was support for principle five. Many identified sites that they believed were poorly managed spaces in Edinburgh at present and felt the principle could be used to drive improvements. *'So, if you had something where local people could say "ok I'm going to be disrupted but I know that when this is all dismantled someone will come along and wash the signs and streets and repair things", then you might say ok it's a price worth paying because for the rest of the year I live in this amazing environment [But] the reality is that doesn't happen, the place is filthy all the time and on top of that you've got this huge imposition of your activity to generate people to come to the city. So there's no win-win at the moment and again, there could be'*

Amongst **Grassmarket residents** the main comment made here was 'security' should be added to this principle as it was acknowledged that the large crowds attending the Jazz Festival could have been better managed from a security perspective.

For **general Edinburgh residents**, it was acknowledged that principle five was important but that there should be some means of auditing its achievement when an event is completed. The costs associated with principle five should be borne by the companies running events or activities and not be placed on residents (through tax), many of whom will have only marginally benefited from the event. In light of the incident with the firm M&Ds it was agreed that safety was a particularly important aspect of this principle, and one where there should be clear lines of responsibility e.g. who is responsible for security at the Christmas markets?

Attendees on behalf of **GRASS-OTC** were strongly of the view that the principle relating to public space being well managed was a priority, more so perhaps than any other principle being discussed: *'If this was the first principle I would be happier. This should be the over-arching principle'*. It was noted that the Protocol for events in the Grassmarket had been a success in terms of providing a framework for the effective management of the area and that this protocol could be a template for other residential areas such as the High Street. One attendee said that being well managed also encompassed 'well resourced' so that the planning for any events encompassed all necessary facilities such as public toilets; in addition all clean-up activities relating to the management of events/activities should be the responsibility of the commercial operators (with sanctions for those who do not comply). The introduction into the Grassmarket in 2016 of 'no-amplification' regulations was viewed as a benefit in terms of how the area was managed, and indeed, was felt to be an additional principle that could be included in the city wide Protocol, particularly in relation to residential areas.

Draft Principle Six: Use of public space will be balanced with need to provide periods of respite from activity

Description: Edinburgh's spaces will be well looked after, providing periods of rest or respite from activity for reflection, enjoyment and maintenance.

Business stakeholders considered this principle as beneficial to ensuring that events or activities do not occupy space for an inappropriate amount of time.

The **community councillor** representatives acknowledged that this was a relevant principle although one member did query the apparent underlying assumption that respite from events, festivals and activities in public space would appear to be the exception rather than the norm? Surely it was argued

the normal state in residential areas should be one of peace and quiet with the occasional event added in? Some community councillors argued that for this principle to work, the 'well managed' principle would need to be delivered effectively i.e. there would be little point in seeking respite in St Andrew Square if it was a sea of mud two months after an event had departed.

Equalities representatives agreed with this principle but suggested that to work, in some cases, spaces would need to be made more 'respite friendly' e.g. the area outside the Usher Hall currently has no seating provision.

A key point highlighted by the **tourism and event companies** about principle six was that the notion of respite appeared to conflict with the Council's events strategy which is aiming to promote events throughout the year across the city, and especially during the so called shoulder months which might be a target for respite periods.

For **arts/festivals and culture companies**, principle six could only work if space use has been properly planned and resourced taking account of the use of alternative spaces and providing facilities for respite where required.

Within the **heritage/built environment group**, all participants welcomed principle six. Many described sites that they believe to be overused at present and felt the principle could be used to create space and change the pace of events in particular parts of the city. *'You could say there are aspects around the whole of the city, in each of its quarters, where you could have something that was much more coordinated. Do you think that's why point six is in there? That event management...to provide periods of respite. Where will all these other places be when the gardens are having a rest or another public square is having a rest'.*

For **Grassmarket residents** respite seems to be an attractive principle and could be implemented locally for example by rotating the local farmers market with the one operating in Stockbridge meaning that the market locally would only be operational on a two week cycle. One participant did ask if it would be helpful to set a time element to the respite activity so that residents and other users of space would know how long the respite period will last.

For **general Edinburgh residents**, principle six was seen as important particularly for city centre residents living near frequently used public spaces.

Representatives of **GRASS-OTC** agreed that this was a good and necessary principle but argued that as with many aspects of the draft principles, how this concept was implemented would be key. In practice, for this principle to be realised, the Council and other agencies would need to enforce the space that was intended for respite against encroachment by commercial activities e.g. restaurants moving tables into public space that had been set aside for quiet reflection etc.

PUBLIC SPACES PROTOCOL

ONLINE PUBLIC SURVEY

August - September 2016

REPORT OF FINDINGS

City of Edinburgh Council

Strategy and Insight

INTRODUCTION

The Council is developing a protocol for the use of public spaces in Edinburgh's city centre. This follows an internal review of events governance within the Council which identified the need for a clear policy statement on how these spaces are used.

Public spaces are all those that are open to the public, whether they are owned by the Council or other organisations or individuals. It has been acknowledged that having a protocol in place could help achieve a balance of use and bring greater transparency to decisions about the events and activities that take place in them.

Before starting to consider any potential future uses, it was the intention that the survey would:

- Establish a set of principles that will help guide the Council when evaluating proposed uses of public spaces in the city centre
- Gather the views of a wide range of stakeholders on key issues for the use of public spaces

Survey design and methodology

The survey was published on the Consultation Hub section on the main Council website. The survey complements other forms of consultation, such as focus groups. Different methods were used to promote awareness of the survey including:

- A press release in the Evening News
- Posts on social media (twitter and facebook)
- Emails to wider stakeholder groups, including community and equalities groups, festivals, tourism, heritage, business sector, and relevant Council service areas.

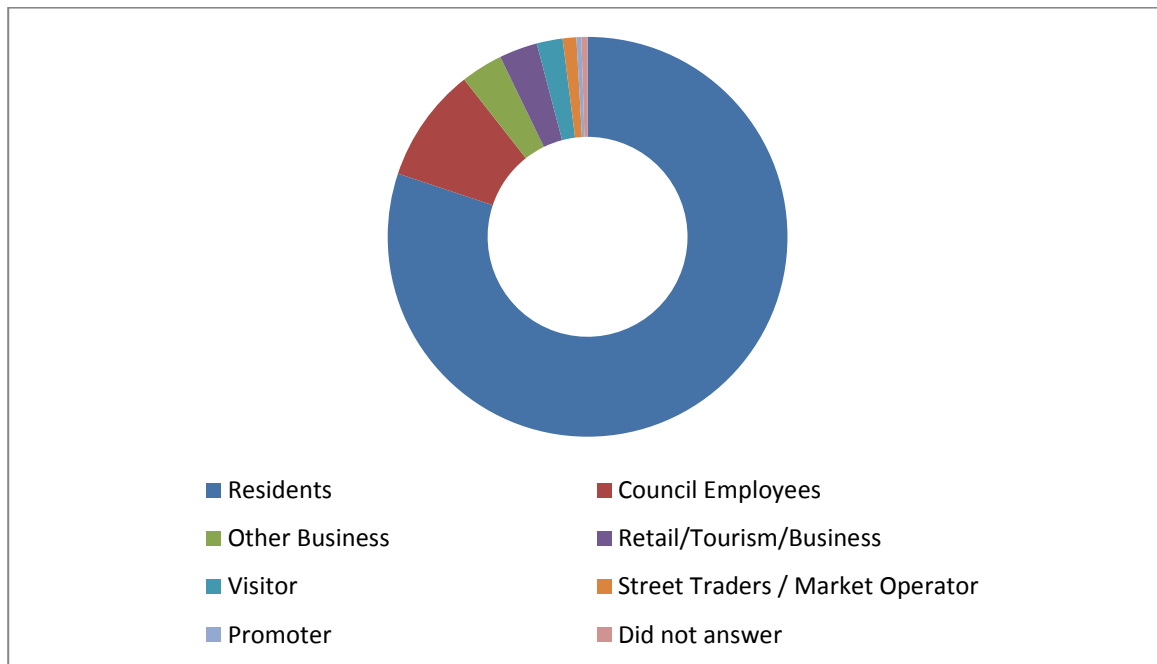
Timescale

Survey ran from 01 August to 06 September on the main Council website.

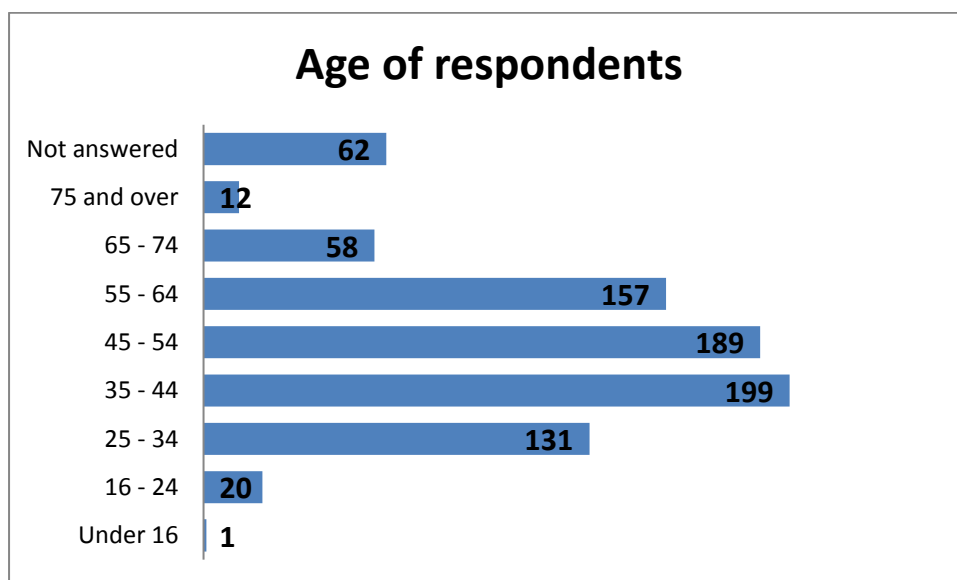
Responses

The survey received 829 responses, the majority of whom were residents of Edinburgh (80.2%).

RESPONDENTS BY INTEREST / SECTOR, AND BY AGE BAND



- 80.2% of respondents were residents
- 9.2% were Council employees
- 6.5% of respondents were from businesses
- 1.1% were street traders

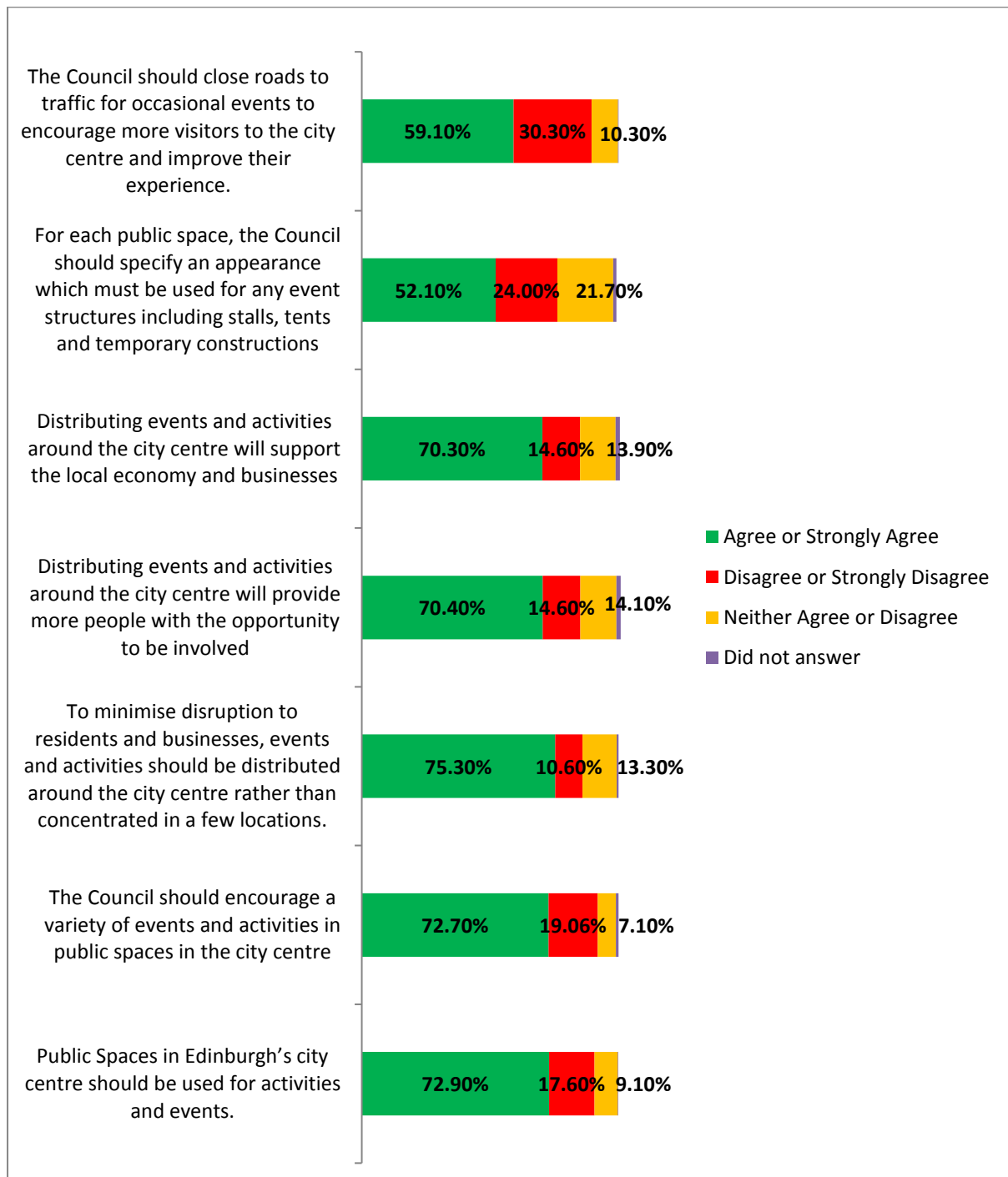


Due to the low number of respondents within age bands 'Under 16', '16-24' and '75 and over', further analysis of responses by age group to individual questions excludes these age bands.

QUESTION RESPONSES AND FEEDBACK

Question 3.

This set of statements sought to test views around potential principles to guide the use of public spaces.



Question 3a. Public spaces in Edinburgh's city centre should be used for activities and events.

The majority (72.9%) of the total number of respondents agreed or strongly agreed that activities and events should be held in city centre public spaces, with comments reflecting a view that events and activities are an important part of the city centre, and important to the city.

"The city must be used for events - especially out with August. It is part of what keeps the city alive." (Respondent)

- There were a number of comments that agreed that activities and events should be held in the city centre, with suggestions on how the impact on residents could be managed, for example several respondents specifically mentioned access for pedestrians and cyclists.

"They're generally a good idea and part of the Edinburgh's attraction/charm. The most important thing is to make sure events don't impinge on pedestrian streets, access and/or (depending on the scale of the event) traffic." (Respondent)

- However, 17.6% disagreed or strongly disagreed that Edinburgh's city centre should be used for activities and events, with several comments focussing on the effect that events can have on parks and green spaces.

"Too many events that damage the turf in parks (eg Christmas Market, Festival Fringe things in St Andrew Square) where the damage is not repaired for a long time afterwards: unless there is something else about to occupy the same space the organisers should be contractually obliged to repair the ground quickly afterwards. Need to leave some spaces for people to enjoy quietly." (Respondent)

- 87.0% of respondents within the age band 25-34 agreed or strongly agreed with this statement in comparison to 80.4% of those who are 35-44, 78.3% of respondents aged 45-54 and 65.6% aged 55-64.

Question 3b. The Council should encourage a variety of events and activities in public spaces in the city centre.

72.7% of respondents agreed that a greater variety of activities should be encouraged. Comments from some respondents suggested ways that existing events could be developed to increase variety.

"I would like to see a different market at Christmas, the German market has pretty much the same things every year. It would be good to have an international market or even another country for a change." (Respondent)

- Several were opposed to too many restrictions being introduced and felt that restrictions often limited creativity.

"I like the current laid back approach of the council towards street performance outside of festival season, especially freedom of impromptu performance and busking, and I hope that doesn't change. I like seeing a wide diversity of events all over the city at all times"
(Respondent)

Question 3c. To minimise disruption to residents and businesses, events and activities should be distributed around the city centre rather than concentrated in a few locations.

The majority of respondents (75.3%) agreed with this statement, reflected in the comments which expressed concern regarding the disruption caused to those in surrounding areas, and congestion in the city centre during festival periods.

"During busy periods, such as the Festival, the pavements of many large streets....are very congested, but the old lanes running through the Old Town are rarely used. Better signage on these routes... could help reduce the congestion that causes such frustration for local residents during these busy times." (Respondent)

- It was suggested that there are areas that would be more suitable for events that are under utilised such as Festival Square, as well as comments recommending that more activities could take place in areas out with the city centre.
- Some comments suggested that this would combat the problem of congestion during festival periods. Issues relating to congestion that were mentioned included pedestrians walking on roads and affecting access for those with limited mobility.

Question 3d. Distributing events and activities around the city centre will provide more people with the opportunity to be involved.

This statement was widely supported, with 70.4% of respondents agreeing that events should be distributed around the city centre, and the wider city, so that more people had the opportunity to be involved.

"activity could be extended to underserved communities such as Leith and promoted to those from more diverse and underprivileged backgrounds" (Respondent)

- It was mentioned amongst responses that a large number of residents do not go into the city centre that often and so distributing events and activities would encourage more participation from residents.

Question 3e. Distributing events and activities around the city centre will support the local economy and businesses.

- 70.3% of respondents agreed with this statement;

- Age bands 25-34 and 35-44 contained the highest number of respondents who agreed with this statement (79.4% and 79.9% in comparison). Those aged between 55-64 were less in agreement (59.9%);
- Few commented on the benefits for local business and the economy of distributing events. However, it was felt by respondents, in particular by some of those in Edinburgh based businesses that the use of public space should be offered to local community groups, and local businesses and organisations should receive more support and should have priority especially during the festival periods.

“I would strongly suggest there needs to be a significant local quota of small businesses in Edinburgh that are allowed to work and do business...what tends to happen is that they get priced out and go elsewhere!” (Respondent)

“There are many redundant spaces in Edinburgh. They are brought into action for the festival, but are left unused for 11 months of the year. The atmosphere during August is amazing in the city, and frankly it generates a lot of money for the local economy...why limit that scope to August” (Respondent)

Question 3f. For each public space, the Council should specify an appearance which must be used for any event structures including stalls, tents and temporary constructions.

Although just over half (52.1%) of respondents agreed that the Council should specify an appearance for event structures, around one fifth (21.7%) neither agreed or disagreed with this statement.

- Respondents noted the importance of flexibility, and the impact that regulations could have to the diverse range of events that take place.

“I think more use of our public spaces should be encouraged but shouldn't stifle creativity with too much regulation.” (Respondent)

Question 3g. The Council should close roads to traffic for occasional events to encourage more visitors to the city centre and improve their experience. (eg. George Street in summertime, Market Street for festive fairground attractions).

Whilst a majority agreed with this statement (59.1%), in comparison to other statements, a higher percentage (30.3%) disagreed or strongly disagreed.

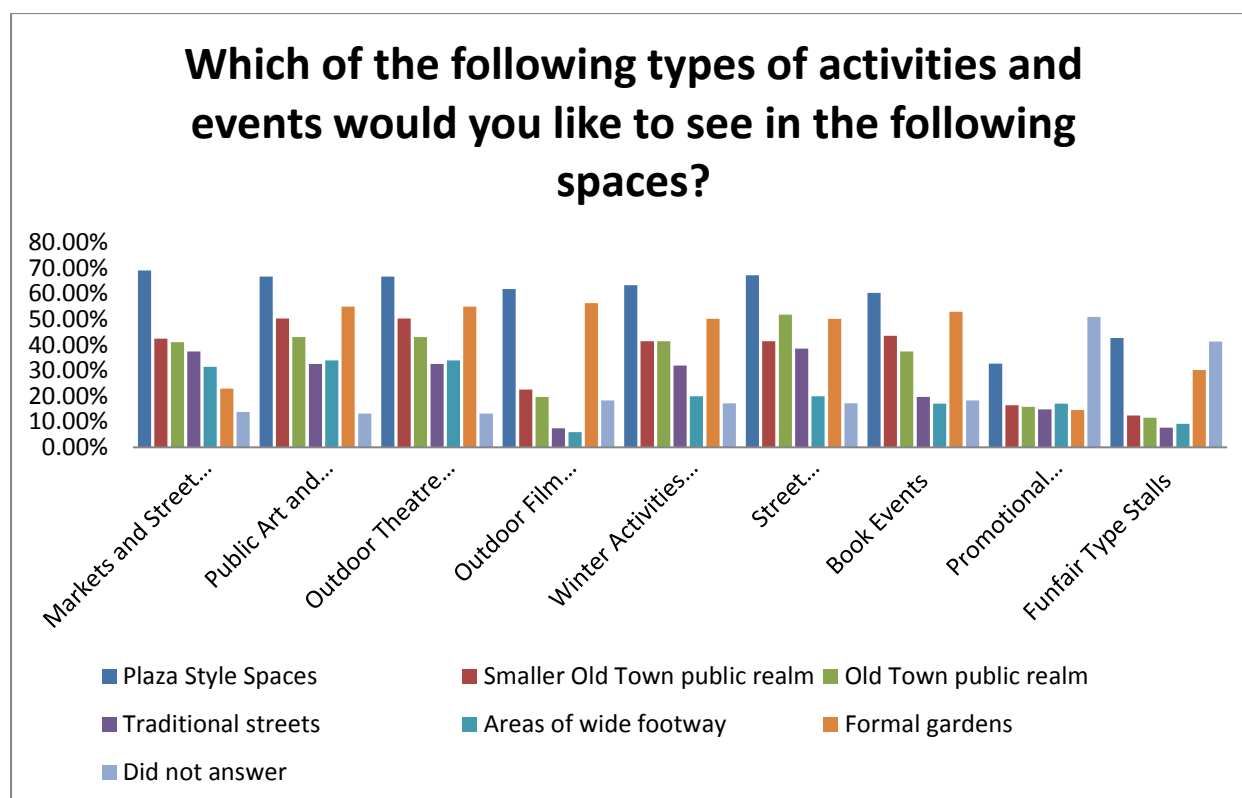
- However, respondents' comments illustrate that there is support for closing off streets for events, particularly in regards to making more areas pedestrian friendly with the introduction of tighter regulations for traffic;

“It is great that some areas are pedestrianised at times, it would be nice if we could have more areas free of cars regularly, not just when events are on.”(Respondent)

- Some respondents emphasised the importance of maintaining pedestrian and cycle routes during public events and providing clear signage for any diversions.

“When George Street ... is closed for the festival or other activity, the cycle provision should be maintained, or rerouted with temporary segregated lanes elsewhere.”
(Respondent)

Question 4.



- Most respondents indicated a preference for plaza style spaces for holding all the suggested types of activity;
- For provision of ‘markets and street trading’, respondents indicated the least support for using formal gardens (22.9%), which reflects commentary from a large number of respondents regarding the overuse of formal gardens for activities that attract heavier footfall, such as markets;

“The gardens are perhaps overused currently, both to the detriment of the planting, and removing the options to have a haven from the bustle of the surrounding streets. Moving events into the plazas, etc would therefore be welcome.” (Respondent)

- Many respondents commented that events such as markets should be held in hard surface spaces rather than green spaces to avoid the destruction of the grass;
- After ‘plaza style spaces’, ‘formal gardens’ was the most popular space for public art and exhibitions, outdoor theatre space, outdoor film screenings, winter activities including a Christmas tree and book events to take place;

“Princes Street gardens is a great venue and well used during the Festival and Winter Christmas market, I would not want this to change.” (Respondent)

- 'Areas of wide footway' was one of the least popular choices of spaces for all events. A number of respondents recommended that public footways should remain clear of events in order to avoid any risk to pedestrians, especially those whose mobility is impaired with many complaining that the pavements cannot cope with the number of people in the city centre during festival periods;
- A high number of respondents did not select any space as suitable for 'promotional events' (51.03%) or 'funfair style events' (41.74%). There were a number of respondents that commented on the use of spaces for both types of activities, particularly highlighting the visual impact and frequency of events.

"The funfairs and winter gardens are tacky and far too expensive for most of the ordinary folk of Edinburgh to enjoy. This whole thing needs to be looked at and modified so that it is more inclusive and is less harmful on a wider scale." (Respondent)

Question 5: Please use this space for any comments or suggestions about the use of public space in the City Centre

Diverse comments were provided within this section, including a wide range of comments, suggestions and concerns. The three main themes that emerged in the comments are as follows:-

- Residents and tourism
- Management of events
- Types of events

Residents and tourism theme

It is apparent that respondents make a connection between the use of public spaces and tourism. Although comments indicate tourism is welcomed, there were some concerns that events and activities had impacted on respondents' ability to make use of green spaces throughout the year.

"I feel the needs of business and tourism are given a higher priority than the needs of the citizens of Edinburgh. Green spaces in the city centre have an intrinsic value which seems to be over looked by the Council" (Respondent)

Some comments were made regarding the noise from events experienced by residents and businesses. More comments were received regarding the overuse of Edinburgh's green spaces particularly St Andrew's Square and Princes Street Gardens. These expressed concern regarding the condition of grass following large events, and some suggested that events that are potentially damaging to grass are moved to hard surface spaces.

Many commented on impacts from events on residents - namely access to green or garden spaces that they would like to use to enjoy and relax. However, a number did suggest the use of the Ross Band Stand in Princes Street Gardens for musical events, and more seating areas and facilities for picnics in green spaces such as the Meadows.

While Edinburgh is a wealthy city some felt that events and activities are not always available to all.

"I think any festival or activity that is held in a public space should be affordable for the people who live here. The last two years the Winter Festival has been much more upmarket and completely unaffordable for the average family. I would love to have taken our daughter this last year (2015) but 2014 was so out of reach we didn't even try. Edinburgh is not only racially and culturally diverse it is also socioeconomically diverse." (Respondent)

Residents and businesses are keen to be notified in advance of decisions on events, and would welcome more involvement and engagement of the local community.

Commercial activities in public space theme

Concern over the use of city centre spaces for commercial use was mentioned in several comments, particularly regarding having a balance between the needs of residents and businesses.

"There is too much commercial activity in public spaces across the city at great disruption to locals and which takes money away from local businesses." (Respondent)

The use of space by commercial organisations was also referenced in relation to the quality of events and products being sold, and the visual impact of stalls and advertising.

". . . more of the local pop up food stalls and traders who work year-round should get spots in Christmas markets." (Respondent)

". . . where the Council retains control, it should manage spaces better, eg. not let . . . a multinational company, use public space to promote itself without charge!" (Respondent)

Commercial use of space was also linked with residents experiencing limited access to shops and an increase in noise.

"Proper balance should be struck between commercial use of public space and the interests of residents, such as denial of access to shops etc in George Street for those with limited mobility, and increased run-off noise and both vehicle and foot traffic late at night in residential areas after events." (Respondent)

"Less emphasis should be placed on commercial events in public spaces. It is essential that the Council utilise the wide variety of public spaces within Edinburgh to offer a range of experiences for tourists and residents alike and not just for commercial ends. Free events should take priority, rather than the expensive rides, stalls and events that currently proliferate." (Respondent)

Events that were not being organised for monetary gain such as sports events and community organised galas were viewed as a positive use of public space.

"Allow sport like park run, Edinburgh Marathon Festival and promote other sports more in public spaces to adults and children. Do not charge people to run sports in public realm if not for profit like park run." (Respondent)

There were several suggestions made that public space should not be used without payment and that market operators should pay a fee similar to those renting shops locally.

“Commercial use of public spaces should be tightly controlled – imposing fees to use public spaces to be carefully considered. Commercial contracts must always include strict conditions to return spaces to previous condition” (Respondent)

Management of spaces theme

The state and cleanliness of the city centre following events was a recurring concern. Many urged stricter regulations, so that operators are held responsible for cleaning up any litter and reconditioning the area, rather than the perceived pressure on Council services to clean up.

“It is really important that Edinburgh's public spaces are properly managed & maintained. Event management is one part of that - with thought given to waste management and accessibility. There are lots of problems in the city at the moment because of uncollected waste, overflowing bins, litter and badly placed posters/promotional flyers (sic) for Fringe.” (Respondent)

A further recurring theme was the issue of access for pedestrians and cyclists.

“When closing streets for public events it is important to maintain cycle and pedestrian access where possible, with accurate signage and suitable provision for access. Contractors vehicles should be closely monitored in terms of dangerous parking during construction phases and ensure that they are kept away from the pedestrian and cycle access.” (Respondent)

Many encouraged the idea of events taking place throughout the year rather than being unique to festival periods.

“I think Edinburgh should continuously use public spaces all year round for festivals, exhibitions and attractions...Spacing out the events over the year mean that tourists and residents get a good variety of options and means that the street may not get too jammed just in August. I love the buzz in August and New Year and won't mind it being more over the year.” (Respondent)

Concerns over noise levels were raised by some respondents, especially for areas such as the Grassmarket where there is a high concentration of residents. These respondents called for better policing of buskers and better regulation of amplifiers, and made particular complaints regarding the overuse of one area.

“I appreciate that the use of public spaces does create a lot of revenue for the city and can be very attractive, but at some points could be better controlled as working in the centre can be an absolute nightmare with all the crowds. Trying to do simple tasks at lunchtime takes double the length of time so if things were more spread out it might dissipate this problem.” (Respondent)

Further themes

A few further themes have emerged, including historical city centre, diversity, music, art and theatre and events for children. Sample quotes have been provided under headings where these reflected the emerging theme.

Types of events

Throughout the comments there was general agreement that the city centre should be used for events and activities, with a range of helpful suggestions indicating the type of events and activities that respondents would like to see in the city centre.

“I applaud any proposals to use Edinburgh's public spaces for activities and events and not simply for traffic / vehicle movement. We need an economic analysis of the benefits of these events to local traders and residents to counter negativity towards them.” (Respondent)

There was an emphasis placed on the appropriateness of an event in relation to the area or layout of space. For example, the Royal Mile was highlighted as being a suitable area for street artists, performers and less noisy events as it was mentioned by one office worker that noise levels can be excessive and impact upon their working day.

Historical city centre

- *“We have a beautiful historic city centre and we should be preserving this – I think we have to resist becoming a ‘theme park’.... I recognise the value of visitors and actively want others to enjoy our beautiful city and the sites – however let’s make more of the indigenous sites and attractions rather than importing markets and fun fairs etc”* (Respondent)
- *“A priority should be given to events with local historic significance in order to celebrate the history of the City.”* (Respondent)

Diversity

- *“There is a rich cultural mix in Edinburgh and we should be celebrating this....Lower key festivals could be organised to raise awareness about cultural diversity”* (Respondent)
- *“Please continue to encourage and support events such as Beltane and Samhuinn as they bring so much joy and culture to Edinburgh and its residents. Seasonal events where streets are closed for a few days to allow celebration and community are also wonderful, please continue to support this.”* (Respondent)
- *“...It would be nice to see food markets that broadened horizons and tastes and encouraged small and specialist enterprises ...It would be nice to see events in the smaller public spaces that were coordinated with some of the local enterprises. . .”* (Respondent)
- *“The Farmer’s Markets are excellent. Stalls selling high quality foods should be encouraged”* (Respondent)

Music, Art and Theatre

- *“The Royal Mile continues to be a great location for performance and street artists. Artists such as the sand sculpture guy and any of the visual artists should be allowed wherever as they are the least disruptive of the street artists. The council should support more music and dance in the capital, with more regular subsidised performances.”* (Respondent)
- *“Encourage and support local artists, musicians and groups to utilise public areas.”* (Respondent)
- *“I’m keen on community and local groups using public spaces.”* (Respondent)
- *“More local artist temporary art events and installations.”* (Respondent)
- *“The Meadows Festival is a model event which feels very community oriented.”* (Respondent)
- *“It would be wonderful for the many talented local community organisations (bands, dancing schools/troupes, choirs) to be able to use places like the Ross bandstand...”* (Respondent)
- *“I think it’s great to see a wide variety of areas being used for events. Leaving things less restrictive allows for more freedoms for smaller and local groups to do things to benefit the community as a whole.”* (Respondent)

Events for children

- *“Games and events for children i.e. streets for people could have traditional playground games laid out for all the family, complete with book-bug type events, story corner and family oriented stalls.”* (Respondent)
- *“More family inclusive/interactive entertainment in public parks etc on a regular basis not just festival or Christmas.”* (Respondent)