

- **Waste Wish List - Recycling for the 21st Century**
- **No Trams for Western Hospital Patients**
- **Wildlife Bill - Call to Action**

## Opportunity Not to Waste

Friends of the Earth Edinburgh has been lobbying Edinburgh Council hard to ensure it seizes the maximum opportunity to recycle in its waste management plan - this is the Council's answer to the Scottish Executive's demands for every council to submit a plan with a 25% minimum of recycling.

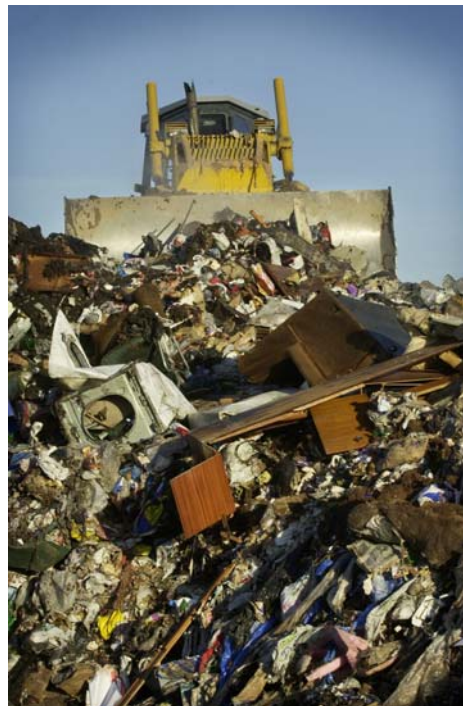
Earlier this year, Edinburgh submitted a £27m integrated waste management plan for the period to 2007/08, and FoE Edinburgh has encouraged the council to reach and exceed the 25% target by broadening the scope of its plans - for example by increasing the number of household collections.

A FoE Edinburgh Public Meeting on Thursday 27 November will let YOU have your say, and question the council about waste, recycling and the community. The event is part of our current campaign to improve waste management and recycling in the city.

Councillor Robert Cairns, the City of Edinburgh Council's executive member for environmental services, will be

discussing the scheme from 7.30pm at the Friends Meeting House, 7 Victoria Terrace, Edinburgh. Join us!!

*See page 2, inside, for more details about the Council's plan*



**More recycling, less landfill**

## Co-ordinator's Comments

Welcome to the November issue of INFOE. As Katriona Harding and I were elected joint co-ordinators of FoE Edinburgh at the recent AGM, we have decided to take turns writing this column in alternate issues. So after a long run of writing the co-ordinator's comments, Katriona has a break this month!

It's been a busy year for FoE Edinburgh and if anything the pace has picked up of late. Following on from the results of the tram consultation, we have recently begun campaigning for the Edinburgh's new tram system to include a stop outside the Western General Hospital (see page 4 for details). On the transport front, we also had an interesting and informative talk by Cllr Andrew Burns last month, outlining the integrated approach being taken to improve Edinburgh's transport system (see page 6). Page 7 describes how you can help.

The waste campaign is going strong and we're researching recycled newsprint

options for potential use by organisations that produce newsletters. If you'd like to help out with this research, please get in touch. We are also investigating the feasibility of a project involving recycling in pubs and gathering information on the council's container plans for the World Heritage Site in Edinburgh.

The last item I want to alert you to is that on Saturday, 24th January 2004 from 1pm-5pm, we are holding our annual Strategy Day. This is an opportunity to look back at what we did and didn't achieve over the past year, and plan our priorities for the coming year. All FoE Edinburgh members are welcome to come along and give their input into our future plans, so please contact us if you are interested.

As you can see, there's a lot going on! If you would like to get involved please don't hesitate to get in touch (see the Make Contact section). Since this is the last issue of INFOE this year, all that remains is for me to wish you a happy holiday season.

**All the best,**

*Jolin Warren,  
Joint Co-ordinator, FoE Edinburgh*

## Opportunity Not to Waste

Cont'd from page 1

Edinburgh Council's proposed implementation plan (based on the National Waste Strategy: Scotland) concentrates on the top of the waste hierarchy with emphasis directed towards waste minimisation, reuse and recycling, with a significant proportion of the budget being spent on education and advertising campaigns.

The implementation plan includes:

- Increasing the network of bring sites (e.g. at supermarkets) by 20

- sites each year
- Increasing the number of on-street recycling banks
- Expanding the paper kerbside collection from 12,000 to 120,000 homes
- Expanding the green/garden waste kerbside collection from 12,000 to 120,000 homes, if the current trial is successful
- Introducing a collection of dry recyclables to 100,000 homes
- Undertaking a trial to replace the use of general waste chutes in hi-rise flats with segregated recycle banks outwith the flats

- Continuing the business cardboard collection
- Continuing initiatives with other third party organisations e.g. waste awareness campaigns with Lothian and Edinburgh Environmental Partnership (LEEP)
- Converting the existing Civic Amenity Sites to Community Recycling Centres and expanding number of such sites to one per 75,000 population
- Recruiting 25 further staff, including 2 education officers
- Advertising the Waste Aware Edinburgh campaign, CEC's contribution to the Waste Aware Lothian & Borders campaign; the Glass Recycling Points Campaign, enhancing existing website facilities and regional television advertising.

## Nature Conservation Bill Help Needed

The Scottish Parliament is now considering a crucial piece of wildlife legislation. The Nature Conservation (Scotland) Bill is a long-overdue update of the laws that protect Scotland's habitats and species.

There are three key parts to the Bill. Part 1 addresses the conservation of Scotland's biodiversity in a general sense for the first time in Scottish law. Part 2 updates and strengthens protection for Sites of Special Scientific Interest (SSSIs), Scotland's best remaining sites for wildlife. Part 3 deals with wildlife crime, increasing protection for key species and toughening the penalties for wildlife crime.

Two features of the Bill are particularly important. The first is the move towards proactive management of SSSIs to bring them up to 'favourable status' and assisting landowners in doing so. The system of

SSSIs was originally set up in the 1940s, to protect the most important examples of habitats and species and of geological and geomorphological features. There are currently 1434 SSSIs in Scotland covering 1,004,659 hectares (about 13% of Scotland). A Scottish Environment LINK report has estimated that a shocking 45% of these sites are in 'unfavourable condition and deteriorating': either through damage, inappropriate management or neglect. The current system is clearly failing in its aims. The Bill moves away from the old system, which tended to focus on compensation to prevent damage to SSSIs, towards more positive measures.

The second is the recognition that, although important, Scotland's SSSI network will not achieve sufficient protection for all Scotland's wildlife. Importantly, the Bill contains a duty for all public bodies and office holders to further the conservation of biodiversity, and then goes on to identify the Scottish Biodiversity Strategy as a key means of achieving this, including the provision for reporting on progress to Parliament every three years. Scottish Wildlife Trust believes that much more should be included in this section of the legislation to make it effective.

I'll be giving a talk to the FoE Edinburgh group in January on the Bill and what it could mean for Scotland's wildlife, in both rural and urban contexts. In the meantime, if you would like to help SWT's efforts in lobbying on the Bill, please visit our website for further information ([www.swt.org.uk](http://www.swt.org.uk)) or contact me at SWT Cramond on 0131 312 4771 / [lschneidau@swt.org.uk](mailto:lschneidau@swt.org.uk).

*Lisa Schneidau  
Policy and Campaigns Manager  
Scottish Wildlife Trust*

## Patients Left in Tram Sidelines

Recently there has been much publicity about the City of Edinburgh Council's plans to build a new tram system for Edinburgh, starting with two lines scheduled to open in 2009. To facilitate the process, the Council created an organisation called Transport Initiatives Edinburgh (tie) which operates at an 'arms-length' from the Council. Tie runs its day-to-day business without Council input, but its mandate is set by the Council and requires that major decisions be approved before any action can take place.

One of the most visible roles tie has played to date is in conducting the tram consultation, for which some readers may recall filling out forms earlier this year. The good news is that, of those who participated in the consultation, there was overwhelming support (83.6%) for trams. Unfortunately, on a number of key routing decisions, tie seems to have either ignored public opinion, not consulted properly with local communities, or both. The routing option that FoE Edinburgh is most concerned with, and has been heavily campaigning on, is the Craigleith option on Line 1 (Northern Loop).

The Craigleith option in the consultation gave two choices:

Option A would run the tram on a disused railway corridor which is currently a bike path and home of several badger sets.

Option B would run along Telford Road with a stop outside the back gate of the Western General Hospital.

Considering the vast number of people who work at or visit the Western General, and the lack of good public transport links to Edinburgh's two main hospitals, one

would consider a tram stop at the hospital highly desirable. In fact, 50.7% voted in favour of the Telford Road option compared with 37.7% who voted for the disused railway corridor. Of those who voted in favour of the Telford Road option and made additional comments, upwards of 70% specifically stated that a stop at the Western General was important to them. (We are currently asking tie to confirm this information, as they left it out of their reports concerning the consultation results.)

In spite of the consultation results, tie has recommended the disused railway option as the preferred routing. Their prime motivation for this is stated to be cost savings as well as "improved operational times," which tie's current estimates put at just under 2 minutes. However, any money saved in construction of the route will likely be offset over the years by the loss of fares from potential travellers who would use the Western General stop.

Unbelievably, tie has yet to release a cost analysis including projected patronage figures and farebox revenue. Additionally, in the consultation tie did not specify by how much the running times of the trams would be improved by using the disused railway route — if the trams will only be 2 minutes faster, is that really worth the lack of access to the Western General?

Three important benefits of a tram stop at the Western General would be less cars on the road, avoiding impact on the badger sets along the bike path and contributing to social inclusion. Not only do staff, patients and visitors of the Western General travel to the hospital, but currently a significant portion of staff working at the New Royal Infirmary park at the Western

General and take a free shuttle bus to the New Royal. With the large number of people traveling to the Western General, providing a tram stop could have a significant impact on decreasing the number of people who drive.

The issue of social inclusion is also significant. Currently, some of the communities in the Craighleith area are in a Social Inclusion Partnership (SIP). This is a partnership set up by the Scottish Executive to bring communities, local authorities, education workers, the private sector and healthcare officials together to work towards alleviating social exclusion. Of course these are also the communities where the rate of car ownership is low, at under 40% in the Craighleith area. To not link these communities to the hospital would lack vision on the Council's part and be a huge missed opportunity for the City of Edinburgh.

Because of these issues, FoE Edinburgh feels that the recommendations for this route option have been completely mismanaged and based on incomplete information. We have attended a variety of public and private Council meetings to campaign heavily for the Council to consider the Western General route option more carefully. However we need your help as well.

The full Council will meet on 11th of December to decide the final route that will be presented to the Scottish Executive for approval. Please write to or e-mail your councillor expressing the importance of a tram stop at the Western General. Ask them to support Option B in the December vote on the trams. If you would like any more details about this issue, please contact FoE Edinburgh as described in Make Contact.

*Jolin and Susan Warren*



Vision of the future - but are the trams going the right way?

## Yes to Less - Andrew Burns Speaks on Congestion Charging

Imagine you are sitting in a traffic jam in the centre of Edinburgh. The traffic lights up ahead change from red to green and back again, with barely any movement in the line of cars in front of you. You can feel your stress levels rising along with the pollution levels inside your car. You could probably have done the trip faster if you had walked.

Well, you probably didn't have to try very hard to imagine this scenario, since for many of us this is the reality of travelling through Edinburgh nowadays.

Now consider the projection that traffic congestion is set to double by 2016, meaning journey times will be twice as long as they are now, and you can understand why the council is considering "a revolution in transport infrastructure for the city". The success of Edinburgh's economy has led to a 72% rise in commuting over the last 20 years. Gap sites within the city have been gradually filled up, and major economic development is now based on the periphery: in the north at the Waterfront development, in the south east around the Royal Infirmary, and especially in the west with the airport, Gyle centre, new Royal Bank of Scotland headquarters and Edinburgh Park, which already pulls in 20,000 workers daily.

Edinburgh's transport chief, Councillor Andrew Burns, set out the radical transport agenda in the October issues of INFOE, and at the group meeting on 23 October he was a man with a mission, bursting with enthusiasm in his bid to sell congestion charging and the new transport initiative to everyone in the city and the

region. For it is not only Edinburgh which is going to benefit from £1.5bn in major transport projects over the next few years - 45% of that money is going to neighbouring local authorities to boost their transport.

However, better public transport, including two new tram routes, is not going to reduce traffic levels alone, and that's where congestion charging comes in. Demand management schemes, such as congestion charging, aim to reduce the need for travel, while using the money raised to fund further transport improvements. In London this has been spectacularly successful with a 30% reduction in congestion within the scheme's first six months. Most attractive of all for Edinburgh's councillors, the charge



Councillor Andrew Burns - "£2 congestion charge the right balance"

provides a ring-fenced revenue stream to be spent directly on public transport.

The statutory phase for the transport plan is now beginning, and Councillor Burns urged FoE Edinburgh and other civic groups to campaign for the plan and help get the message across in order to counteract aggressive opposition from the well-funded roads lobby. The importance of our support was brought home by the questions fielded at the meeting: we may all agree in theory with the new transport initiative, but there is still plenty of room for controversy in the detail.

A variety of issues were raised: for example, the level of the charge at £2 seemed low, but Councillor Burns felt that it represented a balance between public acceptability and the need to reduce congestion. Concerns were mentioned regarding the democratic control of Transport Initiatives Edinburgh who are behind the plans – but we were reassured that the company only operates within an annual business plan approved by the council, and is therefore accountable to the people of Edinburgh. Another questioner asked why tram route one seemed to be bypassing the Western General Hospital, despite initial consultation results favouring a route closer to it. But Councillor Burns argued that no recommendations have yet been accepted and we should send objections to chair of the environmental scrutiny committee Ian Murray ([ian.murray@edinburgh.gov.uk](mailto:ian.murray@edinburgh.gov.uk)).

On buses, we were reassured that the tram companies must show integration with the bus network, and that orbital bus routes could be improved from the congestion charge revenue. Councillor Burns suggested the new tram routes would provide a catalyst to change the whole streetscape of Edinburgh, with segregated cycle-ways next to the trams where

feasible, and greater pedestrianisation, although he did not foresee the carriage of bicycles on trams being a possibility.

Critical points for the future of this transport plan are coming up now with the public consultation running until January, followed by a public inquiry from April, and then the referendum in late 2004.

**All FoE Edinburgh members can help make sure that Cllr. Burns' sustainable transport plans becomes reality by doing the following simple tasks:**

- **Reply to the consultation (see [www.ititime.com](http://www.ititime.com) or a consultation leaflet) before January's deadline**
- **Write to your local councillor asking them to support the council's position**
- **Write to Council Leader Cllr. Donald Anderson ([donald.anderson@edinburgh.gov.uk](mailto:donald.anderson@edinburgh.gov.uk)) asking him to publicly advocate the need for congestion charging.**

These plans have been a long time coming, and in the meantime congestion keeps rising, so let's not waste the opportunity and allow motoring interests to continue to have their say. **Get writing!**

*Helen Todd,  
Committee member, FoE Edinburgh*



## Make Contact

If you'd like to get involved in the work of Friends of the Earth Edinburgh then please email us - [info@foe-edinburgh.org.uk](mailto:info@foe-edinburgh.org.uk) or see [www.foe-edinburgh.org.uk](http://www.foe-edinburgh.org.uk). For those without access to the internet you can call Jolin Warren on 0131 466 8329.

We'd also be keen to hear any ideas or comments you have about the events and campaigns organised by the group.

## Take Action

At our October Public Meeting (see Helen Todd's report on pages 6 & 7) Councillor Burns urged FoEE members to reply to the **Integrated Transport Initiative** consultation. You can reply on this website - [www.ititime.com](http://www.ititime.com)

You could also write to your local councillor, or the Council Leader Cllr. Donald Anderson ([donald.anderson@edinburgh.gov.uk](mailto:donald.anderson@edinburgh.gov.uk)), asking them to implement **congestion charging** without further delay (see page 7 for more details).

While you're writing to your Councillor, you might want to ask them to support the argument, made by Jolin and Susan Warren in this edition, for a **tram stop** at the Western General Hospital (see pages 4 & 5).

If you're interested in **waste issues**, then why not get involved with the FoE Edinburgh waste campaign. We're always looking for new volunteers. If you are interested then please get in touch using the contact details above.

## Dates for Diaries

**Friday 12th December 2003  
Evening  
FoE Edinburgh Christmas Social Event**  
All welcome.  
If you would like to come along contact Jolin Warren using the contact details on this page.

**Thursday 22nd January 2004  
7.30pm  
FoE Edinburgh Public Meeting**  
Lisa Schneidau of the Scottish Wildlife Trust will speak about the implications of the Nature Conservation Bill currently going through parliament.  
Friends Meeting House, Victoria Terrace.  
All welcome.

**Saturday 24th January  
1pm to 5pm  
FoE Edinburgh Strategy Day**  
FoE Scotland office  
72 Newhaven Road  
All FoE Edinburgh members welcome.

**Thursday 26th February  
7.30pm  
FoE Edinburgh Public Meeting**  
Topic TBA  
Friends Meeting House, Victoria Terrace.

**Thursday 25th March  
7.30pm  
FoE Edinburgh Public Meeting**  
Topic TBA  
Friends Meeting House, Victoria Terrace.

**Thursday 22nd April  
7.30pm  
FoE Edinburgh Public Meeting**  
Topic TBA  
Friends Meeting House, Victoria Terrace.