

Notice of meeting and agenda

Transport and Environment Committee

10.00 am, Thursday 5 October 2017

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 10 August 2017 (circulated) – submitted for approval as a correct record
- 4.2 Transport and Environment Committee 4 September 2017 (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 Petitions for Consideration: (1) Parking Issues in Shandon, and (2) Improve the Original/Current Traffic Calming Measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone – report by the Chief Executive (circulated)
- 7.2 Integrated Weed Control Programme – report by the Executive Director of Place (circulated)
- 7.3 Air Quality Update – report by the Executive Director of Place (circulated)
- 7.4 Picardy Place – Motion from Councillor Booth – report by the Executive Director of Place (circulated)
- 7.5 Central Edinburgh Transformation – Scoping Report – report by the Executive Director of Place (circulated)

- 7.6 George Street and First New Town Design Project Update – report by the Executive Director of Place (circulated)
- 7.7 Review of Infrastructure at the West End of Princes Street and Tram Infrastructure in the City Centre and at Edinburgh Park – report by the Executive Director of Place (circulated)
- 7.8 Transport and Environment Committee Strategic Work Programme – report by the Executive Director of Place (circulated)
- 7.9 Place Directorate - Revenue Monitoring 2017/18 – Month 3 Position – report by the Executive Director of Place (circulated)
- 7.10 Leith Walk Phase 4 – Appointment of Land Engineering – report by the Executive Director of Resources (circulated)
- 7.11 Appointment to the Cammo Estate Advisory Committee – report by the Chief Executive (circulated)

8. Routine decisions

- 8.1 Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street – report by the Executive Director of Place (circulated)
- 8.2 Objections to Traffic Regulation Orders TRO17/32 A and B – Proposed Amendments to Speed Limits – Various Roads, Edinburgh - report by the Executive Director of Place (circulated)
- 8.3 Waste and Cleansing Improvement Plan - Update – report by the Executive Director of Place (circulated)
- 8.4 Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020 – Annual Progress Report – report by the Chief Executive (circulated)
- 8.5 Seafeld Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update – report by the Executive Director of Place (circulated)
- 8.6 Review of School Crossing Patrol Service – report by the Executive Director of Place (circulated)
- 8.7 Sustainable Scotland Network Conference 2017 – report by the Executive Director of Place (circulated)

9. Motions

- 9.1 Motion By Councillor Booth - Low-cost ways to boost cycle use

“Committee:

1) Notes the results of the Spokes "Low Cost Ways to Boost Cycle Use" summer competition, which were announced on 11 September 2017, and which attracted a record 57 entries: <http://www.spokes.org.uk/2017/09/no-way-and-1-way-problems-win->

[our-low-cost-competition/](#)

- 2) Notes that while the entries come from across the Lothians, many of them are located within, or otherwise relevant to, the Edinburgh Council area;
- 3) Agrees that small, low-cost active travel infrastructure improvements are often ideal projects for the council's locality teams to take forward, thus allowing the city's active travel team to focus on the more strategic active travel projects;
- 4) Therefore agrees to thank Spokes, the volunteer judging panel, the local businesses who donated prizes and the members of the public who submitted ideas, for their input into this project;
- 5) Further agrees 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 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.”

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 Blair Ritchie, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4283/4085, email: veronica.macmillan@edinburgh.gov.uk / blair.ritchie@edinburgh.gov.uk

A copy of the agenda and papers for this meeting will be available for inspection prior to Transport and Environment Committee – 5 October 2017

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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Item 4.1 - Minutes

Transport and Environment Committee

10.00am, Thursday 10 August 2017

Present:

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

1. Picardy Place Junction

1.1 Deputation – Spokes and Living Streets

The Committee agreed to hear a deputation from Martin McDonnell from SPOKES and David Spaven from Living Streets in relation to the Picardy Place Junction.

The deputation made the following points:

- That the redesign of a significant city centre junction and surrounding streets presented an opportunity for traffic reduction, development of active travel infrastructure, and improvement of the public realm.
- The design's planned significant improvement over the present highly sub-standard conditions for both cycling and walking in the area, was welcomed, but there were major concerns over the design and the consultation process.
- The policies such as the Scottish Government's Designing Streets (2010), the Council's Edinburgh Street Design Guidance (2015) and the Council's Local Transport Local Transport Strategy 2014-2019 were succeeding and new developments should help maintain these.
- There were specific design issues, such as excessive emphasis on provision for vehicles, the narrowness of cycle paths, the possible conflict caused by shared cyclist/pedestrian space, the loss of some green space and the opportunity to remove the central island and gyratory intersection.
- The Council was encouraged in its ongoing consultation and design processes to take on board these concerns and to work towards a final design which was both a symbolic and practical demonstration of the importance of active travel and place, rather than movement in a much-used area of the City.

The Convener thanked the deputation for their presentation and invited them to remain for consideration of the motion by Councillor Booth at the item 9.3 below.

1.2 Motion by Councillor Booth.

The following motion by Councillor Booth, was submitted in terms of Standing Order 29.1.

Committee:

- 1) Notes the decision of council on 10 March 2016 in regard to the regeneration of the St James Quarter, including a decision on the future governance of the Growth Accelerator Model (GAM) works programme and cross-party members' oversight of the project;
- 2) Notes that the Transport Projects Working Group has not met since the council election in May;
- 3) Expresses concern at the lack of public consultation on changes to a significant element of the city's transport infrastructure;
- 4) Agrees that public consultation on proposed changes to the Picardy Place junction should take place as soon as possible;
- 5) Agrees that the redesign of a significant city centre junction and surrounding streets presents an opportunity for traffic reduction, development of active travel infrastructure, and improvement of the public realm;
- 6) Therefore agrees to receive a report within one cycle setting out options for achieving this in Picardy Place and surrounding streets, and that this report will also set out the decision-making process to date on Picardy Place, and the proposed future decision making, and in particular what the democratic oversight of the process has been."

Decision

- 1) To agree to hear the deputation.
- 2) To approve the terms of the motion by Councillor Booth subject to the amendment of decision 2 to read:

"Notes that the Transport Projects Working Group had not met since the Council election in May 2017 and looks forward to the anticipated agreement of the Central Development Working Group and the report or progress of the GAM agreement to this group."

- 3) Committee Services to notify the deputations of the decision made.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 21 March 2017, as a correct record.

3. Key Decisions Forward Plan

The Transport and Environment Committee Key Decisions Forward Plan for August 2017 was submitted.

Decision

- 1) To note the Key Decisions Forward Plan for August 2017.
- 2) To agree that the Executive Director of Place would report on improvements to cycling, safety and tram interface to the next meeting of the Committee.
- 3) The Executive Director of Place to report on the City Centre and the Public Realm to the next meeting of the Committee.

(Reference – Key Decisions Forward Plan, submitted)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log updated to 10 August 2017 was presented.

Decision

To note the rolling actions log and to approve the closure of action 25.

(Reference – Rolling Actions Log 10 August 2017, submitted)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin for 10 August 2017 was presented.

Decision

To note the Transport and Environment Committee Business Bulletin.

(Reference – Business Bulletin – 10 August 2017, submitted)

6. Road Services Improvement Report

Approval was sought for the Roads Services Improvement Plan. The plan identified the different issues that impacted on road asset management performance and the actions that the service would take to address them. Progress on implementing the plan and the impact it was having on performance, complaints and road condition would be reported to the Transport and Environment Committee on a regular basis.

Decision

- 1) To approve the Roads Services improvement plan.
- 2) To note the intention to provide progress reports to future meetings of the Committee.

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

7. Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

At its meeting of 7 June 2016, the Committee approved a report on the draft Parking Action Plan (PAP), including options for Sunday parking controls and proposals for a policy driven pricing strategy.

Approval was sought on the progress made since the PAP was approved.

Motion

- 1) To note the report.
- 2) To approve the following three protocols:
 - Enforcement Protocol
 - Controlled Parking Zone and Priority Parking Protocol
 - Private Roads Protocol.
- 3) To approve the proposed pricing structure and to agree that there would be a consultation over a 3 month period on whether to introduce a diesel surcharge and report would be brought back to Committee.
- 4) To note the progress made on 22 of the actions within the Parking Action Plan (PAP) and that eight of those actions were now considered to be complete.
- 5) To note the revisions to the proposed timescales for delivering changes to the operation of the Controlled Parking Zones (CPZ), including proposals for Sunday parking restrictions, shared-use parking and visitor permits.

- 6) To recognise that commuting by car to park in residential areas contributed to congestion, air pollution and was impacting on some residents and therefore to request a report on the potential to use parking restrictions to reduce commuter parking.
 - 7) To agree that single streets or small groups of streets would not normally be considered unless such areas were near rural villages in relation to parking pressures.
- Moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

Delete report recommendations and replace with:

- 1) To note the report.
 - 2) To note with regret the decision of the previous Transport and Environment Committee to approve introduction of Sunday parking charging in Edinburgh.
 - 3) To note the decision to do so was taken despite the opposition of over 80% of respondents to the Council's public consultation on the matter, with said consultation attracting a significantly higher response rate than that typically received by such exercises.
 - 4) Recognising the opportunity presented by the start of a new committee session, to instruct officers to bring back revised proposals, within two cycles, in respect of the Parking Action Plan which do not progress further the introduction of Sunday Parking charges in Edinburgh.
- Moved by Councillor Cook, seconded by Councillor Bruce

Voting

The voting was as follows:

For the motion	-	8
For the amendment	-	3

(For the motion: Councillors Arthur, Barrie, Booth, Burgess, Doran, Gloyer, Key and Macinnes

For the amendment: Councillors Bruce, Cook and Douglas.)

Decision

- 1) To note the report.
- 2) To approve the following three protocols:
 - Enforcement Protocol
 - Controlled Parking Zone and Priority Parking Protocol
 - Private Roads Protocol.
- 3) To approve the proposed pricing structure and to agree that there would be a consultation over a 3 month period on whether to introduce a diesel surcharge and report would be brought back to Committee.
- 4) To note the progress made on 22 of the actions within the Parking Action Plan (PAP) and that eight of those actions were now considered to be complete.
- 5) To note the revisions to the proposed timescales for delivering changes to the operation of the Controlled Parking Zones (CPZ), including proposals for Sunday parking restrictions, shared-use parking and visitor permits.
- 6) To recognise that commuting by car to park in residential areas contributed to congestion, air pollution and was impacting on some residents and therefore to request a report on the potential to use parking restrictions to reduce commuter parking.
- 7) To agree that single streets or small groups of streets would not normally be considered unless such areas were near rural villages in relation to parking pressures.

(References – Transport and Environment Committee, 7 June 2016 (item 5); report by the Executive Director of Place, submitted)

8. Parking in Dumbiedykes and the Pleasance Areas

Details were provided of the lack of enforcement of resident's parking in the Dumbiedykes and Pleasance Areas and the increased level of commuter and non-residential parking in area.

A motion submitted by former Councillor Orr was approved by Committee in June 2016 and instructed officers to investigate the possible introduction of parking controls, in consultation with residents and to report to back to Committee.

A summary was provided of parking issues, the outcome of the consultation process and recommendations to introduce parking controls.

Decision

- 1) To note the outcome of the public consultation.
- 2) To approve the start of the statutory procedure to introduce parking controls in the affected areas. This was in line with the Parking Action Plan and was based on the current pricing structure and will be revised if the pricing structure changes.

(References – Transport and Environment Committee, 7 June 2016 (item 22); report by the Executive Director of Place, submitted.)

9. Petitions for Consideration: Lothianburn Park and Ride and Redesign the Traffic Light Priorities of at the Junction of Slateford Road and Shandon Place

The City of Edinburgh Council at its meeting on 22 June 2017 agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.

The Committee was asked to consider two valid petitions.

(a) Lothianburn Park and Ride

The petitioner, Douglas Chisholm and Councillor Neil Ross spoke on behalf of the petition.

Mr Chisholm indicated that in order to reduce traffic congestion and air pollution on the A702 and reduce commuter parking in Morningside, the residents of Morningside and surrounding areas petitioned the Council to work with the Scottish Government and Midlothian Council to build a Park and Ride facility at Lothianburn.

Councillor Neil Ross stated that many of the local residents were supportive of a park and ride scheme. This would provide a solution and he drew attention to the Park and Ride scheme at Straiton Park which was well-utilised. The same would apply to Lothianburn which would provide positive outcomes as there would be shorter car journeys, easy parking, a reduction in on-street parking and a reduction in air pollution. Therefore, Councillor Ross asked the Committee to take the proposals forward.

(b) Redesign the traffic light priorities of Slateford Road and Shandon Place.

Alex Stewart spoke on behalf of the petition.

Mr Stewart indicated that the current traffic light set up at the junction prioritised cars along Slateford Road in a way that was dangerous for pedestrians and confusing for car drivers.

The junction was a route to Craiglockhart School for children in the catchment area, for nursery children to Tynecastle Nursery and secondary students to Tynecastle High School. It was a route for pedestrians from Shandon to the shops along Gorgie Road and to the bus stop into town on Slateford Road.

Local residents who used the junction daily saw near misses of pedestrians caused by drivers going through red lights on a regular basis. The design of the lights meant car drivers could easily misunderstand the priorities and go through a red light without realising it.

Decision

- 1) To note the issues raised by the two petitions.
- 2) To consider the terms of the petitions 'Lothianburn Park and Ride' as set in Appendix one and 'Redesign the traffic light priorities at Junction of Slateford Road and Shandon Place' as set in Appendix two of the reports by the Executive Director of Place.
- 3) To agree that in relation to the Lothianburn Park and Ride Petition:
 - (a) The Executive Director of Place would liaise with Midlothian Council and report to the Committee in two cycles on the issues relating to Park and Ride
 - (b) To consult with and involve the local community councils (especially Fairmilehead) as part of the review of the Lothianburn Park and Ride petition.
 - (c) To discuss the Number 11 bus route with Lothian Buses as part of the review of the Lothianburn Park and Ride petitions.
- 4) To agree that in relation to 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.

(References – Act of Council (No.2), 7 June 2016; report by the Executive Director of Place, submitted)

10. Appointments to Working Groups – 2017/18

It was reported that the Committee was required to annually re-appoint the membership of its Working Groups for 2017/18.

Decision

- 1) To defer the reappoint of the Future Transport Working Group until the next meeting of the Transport and Environment Committee meeting in October 2017 to allow reforms to the remit of the Working Group based on changes to policy.
- 2) To agree to replace the Transport Projects Working Group with the Central Edinburgh Development Working Group and approve the revised remit and membership of the Working Group as described in the report.
- 3) To appoint the membership of the Working Groups for 2017/18 as detailed in Appendix 1 to the report, apart from the Future Transport Working Group.

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

11. Re-Appointment of Non-Executive Director to the Board of Lothian Buses Limited

It was reported that Mr Donald Andrew MacLeod was appointed to the Board of Lothian Buses Ltd (“LB”) as a Non-Executive Director on 1 September 2009. He was most recently re-appointed to the Board in July 2015. This appointment was for a further two years and was due to lapse on 31 July 2017.

Approval was sought for Mr MacLeod to be re-appointed to the Board for a further year, until 31 July 2018.

Decision

To approve the re-appointment of Mr Macleod to the Board of Lothian Buses (LB) for a further year, ending on 31 July 2018.

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

12. Updated Pedestrian Crossing Prioritisation 2017/18

Details were provided on an updated pedestrian crossing priority list and on consultations undertaken for locations approved in the previous report to the Transport and Environment Committee meeting on 7 June 2016.

Decision

- 1) To approve the updated pedestrian crossing priority list for 2017/18 as per Appendix 1 of the report.
- 2) To note the locations that did not meet the priority list criteria in Appendix 2 of the report.
- 3) To note the results of the public consultations and set aside any representations to allow construction to progress in Appendix 3 of the report.

(References – Transport and Environment Committee, 7 June 2017 (item 12); report by the Executive Director of Place, submitted)

13. Waste and Cleansing Service – Performance Update

An update was provided on the performance of the Waste and Cleansing service. This included progress in reducing the amount of waste sent to landfill and increasing the amount of waste recycled in 2016/17. It also outlined proposed actions to further reduce the amount of waste landfilled and increase the amount recycled throughout the 2017/18 period.

In relation to cleanliness the report provided the results from the cleanliness of city surveys and a summary of the work and initiatives being carried out to improve cleanliness.

Decision

- 1) To note the report in respect to landfill, recycling and cleansing performance.
- 2) To note the proposed actions to reduce the amount of waste sent to landfill, increase the amount of waste recycled and the initiatives being undertaken to improve cleanliness.

(References – Transport and Environment Committee 21 March 2017 (item 10); report by the Executive Director of Place, submitted)

14. Waste and Cleansing Improvement Plan – Progress Update

Details were provided of the progress concerning the delivery of actions contained within the Waste and Cleansing Improvement Plan.

Overall there continued to be good progress made in delivering the actions contained within the Waste and Cleansing Improvement Plan. However, due to a number of factors the individual missed bins performance in July had reached an unacceptable level. Officers were working to address this as a priority, and the introduction of the Routesmart Routing Software would see complaints continue to drop as crews were provided with higher quality information.

Decision

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

(References – Transport and Environment Committee, 21 March 2017 (item 10); report by the Executive Director of Place, submitted)

15. Leith Walk Works

The following motion by Councillor Doggart was remitted from Full Council on 29 June 2017 in terms of Standing Order 29.1.

- 1) Council regrets the inconvenience caused by the collapse of the Council's contractor Land Engineering, the company responsible for undertaking the Phase 4 repairs to Leith Walk between Pilrig Street and McDonald Road. Council specifically regrets the additional disruption caused to the residents and businesses of Leith Walk and Leith by the company's collapse and the inevitable delays incurred to the works programme.
- 2) Council instructs the Executive Director of Place to report within one cycle on the circumstances of the appointment and subsequent collapse of Land Engineering detailing the procurement processes used.
- 3) In particular, the report should detail:
 - the work undertaken, if any, to assess the financial viability of Land Engineering in light of the company's large losses in 2015.
 - an explanation of whether and when any subsequent reviews of the company's financial position took place after the awarding of the contract.
 - whether any bonds, or other indemnities, were included in the contract.
 - the financial consequences of the demise of Land Engineering for council tax payers.
- 4) Council further instructs the Executive Director of Resources to provide a report to the appropriate Committee detailing any potential improvements to procurement processes that could be undertaken to improve financial checks on contractors' viability both before and for the duration of any future long term contracts."

Decision

To approve the terms of the motion by Councillor Doggart with the following amendments:

- (a) To delete paragraphs 2 and 3 of the motion.
- (b) To amend paragraph 4 of the motion to read: "Council further instructs the Executive Director of Finance to provide a report to the Finance and Resources Committee detailing any potential improvements to procurement processes that could be undertaken to improve financial checks on contractors' viability both before and for the duration of any future long term contracts."

16. Weeds Issues Across the City

The following motion by Councillor Laidlaw was remitted from Full Council on 29 June 2017 in terms of Standing Order 29.1

Council recognises that the current surfeit of weeds and overgrown vegetation on our streets, pavements, footpaths and verges is unacceptable, undermines the fabric of the city and has not been properly addressed since the ban of the use of glyphosate and that current arrangements to split weed control between Waste and Cleansing and Parks, Greenspace and Cemeteries are under-resourced and have failed to address the problem and that sporadic use of eight gardeners and one soon to be delivered weed stripper is not sufficient.

Council notes that current arrangements do not meet DEFRA's Best Practice Guidance Notes for Integrated and Non-Chemical Amenity Hard Surface Weed Control which state 'local authorities have a duty of care to the public untreated weeds in block paving may create a trip hazard.' and that weed build up is also covered by the Environmental Protection Act.

Council instructs the Director of Place to take immediate action on the recommendations of the report of the Transport & Environment Committee, 1 November 2016, Item 7.3 'Alternatives to the use of glyphosate based herbicide to control weeds on streets and green spaces be revisited' to be put into action within one cycle, particularly targeted on the worst affected areas, including a particular focus on the world heritage site ahead of the Festival season.

Council asks for a report from the new Transport & Environment Committee to review full integration of weed removal into the Waste and Cleansing function as part of proposed improvements to street cleaning.

Motion

To approve the terms of the motion by Councillor Laidlaw.

- moved by Councillor Cook, seconded by Councillor Douglas.

Amendment

To approve the terms of the motion, subject to the deletion of paragraph 2.

- Moved by Councillor Burgess, seconded by Councillor Booth.

Voting

The voting was as follows:

For the motion	-	8
For the amendment	-	3

(For the motion: Councillors Arthur, Barrie, Booth, Burgess, Doran, Gloyer, Key and Macinnes

For the amendment: Councillors Bruce, Cook and Douglas.)

Decision

To approve the terms of the motion by Councillor Laidlaw.

17. Reducing Plastic Bottle Reduction

The following motion by Councillor Burgess was submitted in terms of Standing Order 29.1.

Committee:

Recognises the large quantity of plastic bottles that are currently disposed of and littered in the City and end up polluting the environment;

Notes the interest at national level in a deposit return system for drinks containers and agrees that Edinburgh Council should write to Scottish Ministers in support of this initiative;

Notes the success of such systems, especially in Scandinavia and the Baltic countries, at reducing both litter and associated costs for local authorities;

Further notes that plastic bottles are used during Edinburgh council service delivery, including school packed-lunches, and requests a report on ways of reducing this use.

Decision

To approve the terms of the motion by Councillor Burgess.

Item 4.2 - Minutes

Additional Transport and Environment Committee

2.00 pm, Monday 4 September 2017

Present:

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

1. **Edinburgh Tram – York Place to Newhaven – Updated Business Case**

1.1 Deputation – Leith Central Community Council

The Committee agreed to hear a deputation from Harald Tobermann and Charlotte Encombe from Leith Central Community Council in relation to the Edinburgh Tram – York Place to Newhaven – Updated Business Case.

The deputation made the following points:

- Leith Walk had already seen 10 years of construction works.
- The updated outline business case being considered should take the impact on the area of a further five years of construction into account.
- Contrary to the statement in the report, Leith Walk ward residents had the highest employment rate in Edinburgh, backed by qualifications well above the average for Edinburgh.
- The Leith Walk area was the most densely populated area in Scotland and should therefore benefit from commensurately intense services.
- The Leith Walk area had comparatively low car ownership which meant that people relied on decent pavements, reliable public transport and shops within walking distance.
- The history of the tram works in Edinburgh demonstrated their adverse impact.
- The Committee should acknowledge the importance of giving serious consideration to the health and quality of life of the residents of the most densely populated area in Scotland.

- The Committee should therefore give the City more time to review the business case and interrogate its many assumptions by requesting an updated report to address the many concerns.

The Convener thanked the deputation for their presentation and invited them to remain for Committee's consideration of the report by the Executive Director of Place.

1.2 Councillor Joanna Mowat, Ward Member

Councillor Mowat thanked the Committee for giving her the opportunity to address them. The following points were raised:

- Councillor Mowat acknowledged that the Committee had a very difficult decision to make and many of the councillors had not been through the previous process of the letting of the tram contract. If the Committee approved Stage 2, then they were moving to the next stage of letting the contract and this was a process that would be difficult to stop.
- The report understated the risks in moving to Stage 2 of the project and £2m of public money might be wasted in the process.
- Concerns were raised regarding the outcome of Lord Hardie's inquiry and that that the timetable was designed so that the project would proceed before the findings were made known and that this could derail the project.
- There was the risk of political uncertainty. The exit from the European Union might mean additional inflation, uncertainty about bids for the tramline and uncertainty about contractual arrangements. The Committee would be to blame if it failed to factor this in to the letting of the contract. There should be an increased risk allowance, but there was no evidence of this.
- Concerns were raised that the £7.4 m figure for development was realistic. The land originally allocated for housing was no longer available, there was uncertainty about how much land was available close to the tram and where the contributions would come from.
- Implementing the first stage of the tram project had been a "bruising" experience for elected members and they did not receive all the information during that process. The Committee should ensure that there was no recurrence of this.

The Convener thanked Councillor Mowat for her presentation and invited her to remain for Committee's consideration of the report by the Executive Director of Place.

1.3 Presentation by the Project Director.

Rob Leech (Project Director) gave a presentation on behalf of the Tram Project on the Edinburgh Tram – York Place to Newhaven, which included the following themes:

- Edinburgh as a growing city
- “Why do Leith & Newhaven need a tram”
- `OBC Introduction
- The Strategic Case
- Capital Cost
- Financial Modelling Assumptions
- Financial Modelling Outputs
- The Commercial Case
- Way Forward
- Timeline for Project

The Convener thanked the officers for their presentation and invited questions from members.

1.4 Report by the Executive Director of Place

The Committee considered a report by the Executive Director of Place on the updated Outline Business Case for the Edinburgh Tram York Place to Newhaven project. The report has been referred to the City of Edinburgh Council for approval to commence Stage 2 activities of the project.

In December 2015, the Council approved in principle the option of completing the existing tram line to Newhaven, and approved the commencement of Stage 1 activities. A commitment was made to update and refine the project financials during Stage 1, and to bring a report back to Council by summer 2017 recommending a way forward.

The Outline Business Case included at Appendix 1 of the report had been prepared in accordance with Transport Scotland Guidance, which implemented the business case development process set out in Office of Government Commerce and HM Treasury guidance. The updated Outline Business Case built on the work done for the Outline Business Case reported to Council in November 2015. The work to update the Outline Business Case was overseen by the cross-party Transport Projects Working Group, in conjunction with an officer led Project Board to monitor progress and the approved project budget for Stage 1.

A Public inquiry led by the Right Honourable the Lord Hardie was underway into the original Edinburgh Trams project. The inquiry aimed to establish why the project incurred delays, cost more than originally budgeted and through reductions in scope delivered significantly less than projected. Oral hearings were expected to commence in September 2017, and these would be followed by a final report that would make recommendations as to how major tram and light rail infrastructure projects of a similar nature might avoid such failures in the future.

The Outline Business Case recommended that a gateway approval process was put in place to ensure all recommendations from the Edinburgh Tram Inquiry would be incorporated into the project plans and governance arrangements before contracts for the main construction works were signed.

Motion

- 1) To note the findings and recommendations set out in the Updated Outline Business Case.
- 2) To note the estimated costs for Stage 2 of the project up to the award of the main contract was £2 million and this could be funded through the Council's Strategic Priorities' Fund.
- 3) To agree in principle the commencement of Stage 2 activities, subject to Council approval, which would keep the project on programme and:
 - (a) Allow affordability to be tested based on tender prices.
 - (b) Provide a further 12 months of evidence of tram patronage build up.
 - (c) Allow the recommendations of the Edinburgh Tram Inquiry to be incorporated into the project plans and governance arrangements through a gateway approval process, before contracts for the main construction works were signed.
 - (d) Allow the project to develop options for financing the funding gap in the worst- case sensitivity case.
- 4) To agree that, prior to any contracts for the main construction works being signed, they would be reviewed by an independent assessor from outwith the City of Edinburgh Council and further approvals would then be sought.
- 5) To note the decision of Full Council on 29 June 2017 that the design of an future tram line extension would reflect the Council's policies to prioritise pedestrian and cyclist safety and convenience, including consideration of segregated cycle lanes, and therefore agrees to consult with key stakeholders including pedestrian and cycle groups in developing detailed plans for the extension to Newhaven.
- 6) To note that prior to implementing any traffic management, all proposals would be full modelled in consultation with Lothian Buses, the emergency services, businesses, residents and elected members.

- 7) To note that a compensation support scheme for businesses along the route would be put in place prior to any works commencing.
- 8) To note that significant new housing developments around the city would have a significant impact on Edinburgh's Local Transport Strategy and that the Tram Project must be linked to the broader transport requirements across the city.
- 9) To refer the report to Council to approve the commencement of Stage 2 activities at its meeting on 21 September 2017.
 - moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the contents of the report.
- 2) To note with regret that the Updated Outline Business Case had not changed fundamentally from proposals considered by Council at several junctures in 2015.
- 3) To agree to take no action due to that fact the proposals continued to:
 - Expose the Council to a high degree of financial and reputational risk.
 - Present poor value and failed to constitute prudent use of taxpayers' money, particularly at a time of continued public sector funding pressures.
 - Rely too heavily on a wide variety of assumptions.
 - Proceed prior to publication of the full findings of the Hardie Inquiry into what went so badly awry with the previous project; considered the proposals presented in respect of the Inquiry findings to be presumptive and wholly inadequate to ensure lessons were learned meaningfully and comprehensively.
 - Impact negatively upon Lothian Buses and remained likely to lead to higher fares for passengers.
 - Moved by Councillor Cook, seconded by Councillor Douglas

Voting

The voting was as follows:

For the motion - 8

For the amendment - 3

(For the motion: Councillors Arthur, Barrie, Booth, Burgess, Kate Campbell (substituting for Councillor Key), Doran Gloyer and Macinnes.

For the amendment: Councillors Bruce, Cook and Douglas.)

Decision

- 1) To note the findings and recommendations set out in the Updated Outline Business Case.

- 2) To note the estimated costs for Stage 2 of the project up to the award of the main contract was £2 million and this could be funded through the Council's Strategic Priorities' Fund.
- 3) To agree in principle the commencement of Stage 2 activities, subject to Council approval, which would keep the project on programme and:
 - (a) Allow affordability to be tested based on tender prices.
 - (b) Provide a further 12 months of evidence of tram patronage build up.
 - (c) Allow the recommendations of the Edinburgh Tram Inquiry to be incorporated into the project plans and governance arrangements through a gateway approval process, before contracts for the main construction works were signed.
 - (d) Allow the project to develop options for financing the funding gap in the worst- case sensitivity case.
- 4) To agree that, prior to any contracts for the main construction works being signed, they would be reviewed by an independent assessor from outwith the City of Edinburgh Council and further approvals would then be sought.
- 5) To note the decision of Full Council on 29 June 2017 that the design of an future tram line extension would reflect the Council's policies to prioritise pedestrian and cyclist safety and convenience, including consideration of segregated cycle lanes, and therefore agrees to consult with key stakeholders including pedestrian and cycle groups in developing detailed plans for the extension to Newhaven.
- 6) To note that prior to implementing any traffic management, all proposals would be full modelled in consultation with Lothian Buses, the emergency services, businesses, residents and elected members.
- 7) To note that a compensation support scheme for businesses along the route would be put in place prior to any works commencing.
- 8) To note that significant new housing developments around the city would have a significant impact on Edinburgh's Local Transport Strategy and that the Tram Project must be linked to the broader transport requirements across the city.
- 9) To refer the report to Council to approve the commencement of Stage 2 activities at its meeting on 21 September 2017.

(References – Act of Council (No. 5) 10 December 2015 and Act of Council (No. 4), 29 June 2017; report by the Executive Director of Place, submitted)

Declarations of Interest

Councillors Booth, Doran and Macinnes declared non-financial interests in the above item as Directors of Transport for Edinburgh.

Item No 5.1 - Key decisions forward plan

Transport and Environment Committee – 5 October 2017

7 December 2017

Item	Key decisions	Expected date of decision	Wards affected	Director and lead officer	Coalition pledges and Council outcomes
1.	Review of Public and Accessible Transport Action Plan	7 December 2017		Executive Director of Place Lead Officer: Andrew Renwick 0131 338 5842 andrew.renwick@edinburgh.gov.uk	
2.	Water of Leith Valley – Improvement Proposals (Dean to Stockbridge section)	7 December 2017		Executive Director of Place Lead Officer: David Jamieson 0131 529 7055 david.jamieson@edinburgh.gov.uk	
3.	Changes to Special Uplift Charges	7 December 2017		Executive Director of Place Lead Officer: Gareth Barwell 0131 529 5844 gareth.barwell@edinburgh.gov.uk	
4.	Action to Improve Conditions for Vulnerable Road Users	7 December 2017		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.	Review of Scientific Services and Mortuary Services	7 December 2017		Executive Director of Place Lead Officer: Robbie Beattie 0131 555 7950 robbie.beattie@edinburgh.gov.uk	
6.	City Centre Public Spaces Manifesto Update	7 December 2017		Executive Director of Place Lead Officer: Anna Herriman 0131 469 3853 anna.herriman@edinburgh.gov.uk	
7.	Setted Streets	7 December 2017		Executive Director of Place Lead Officer: Daniel Lodge 0131 529 3901 daniel.lodge@edinburgh.gov.uk	
8.	Issues Relating to Petition Proposing a Park and Ride Site at Lothianburn	7 December 2017		Executive Director of Place Lead Officer: Andrea Mackie 0131 andrea.mackie@edinburgh.gov.uk	
9.	Slateford Road/Shandon Place Junction – Traffic Light Priorities	7 December 2017		Executive Director of Place Lead Officer: Suzanne Hunter 0131 suzanne.hunter@edinburgh.gov.uk	
10.	Consultation on Diesel Surcharge Introduction	7 December 2017		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
11.	Kirkliston Traffic Issues – Response to Motion	7 December 2017		Executive Director of Place Lead Officer: Dave Sinclair 0131 529 7075 david.sinclair@edinburgh.gov.uk	
12.	Council Congestion Action Plan	7 December 2017		Executive Director of Place Lead Officer: Ewan Kennedy 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	

Transport and Environment Committee

5 October 2017

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	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	7 December 2017		This report was delayed to allow discussions to continue.
2	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	7 December 2017		This report was delayed until December 2017.
3	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	Executive Director of Place Lead Officer: Andy Williams, Technical Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	7 December 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			success of this would be subject to a future report to Committee.				
4	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 feasibility studies that intend to shape the scope of a future project.	Executive Director of Place Lead Officer: Angus Murdoch, Technical Coordinator, Waste and Cleaving Services 0131 469 5427 angus.murdoch@edinburgh.gov.uk	7 December 2017		
5	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	7 December 2017		Recommended for closure or merger with item 2 on the rolling action log. The report was continued for consideration and a further report will be presented to Committee on 7 December 2017.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
6	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To approve Lothian Buses new 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		
7	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To note that Transport for Edinburgh's three year operational plan would be presented at a future Committee meeting for approval.	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks ewan.kennedy@edinburgh.gov.uk 0131 469 3575	Early 2018		
9	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: Executive Director of Place Gareth Barwell, Head of Place Management gareth.barwell@edinburgh.gov.uk 0131 529 5844	7 December 2017		
10	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	7 December 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				michael.thain@edinburgh.gov.uk 0131 529 2426			
11	17 January 2017	Motion by Councillor Jackson - Granton Square	<p>Notes the dangerous situation for pedestrians at Granton Square, particularly for those trying to cross at any of the six roads that lead on to it.</p> <p>Committee therefore calls for a report within one cycle on what measures can be introduced to address this issue with consideration being given to pedestrian crossings and/or other traffic signal solutions.</p>	Executive Director of Place Lead Officer: Andrew Easson Transport Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	10 August 2017		Update provided in the Business Bulletin of 10 August 2017 – closed.
12	01.11.16	Alternatives to the Use of Glyphosate-Based Herbicide to Control Weeds on Streets and Green Spaces	<p>To note the intention to develop, implement and report back to the Transport and Environment Committee within 12 months an Integrated Weed control Programme with achievable targets and objectives for the control of weeds along roadsides, pavements, other hard surfaces, and in parks and other green spaces. This programme to focus on the application of mulches and cultural maintenance, mechanised weed brushes, rippers and path edgers,</p>	Executive Director of Place Lead Officer: David Jamieson, Parks & Green Space Manager 0131 529 7055 david.jamieson@edinburgh.gov.uk	5 October 2017		<p>Recommended for closure.</p> <p>This is covered in item 7.2, 5 October 2017.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and electricity and to include a timetable for the phasing out of the use of glyphosate within the authority and hope to have alternatives in place.				
13	01.11.16	Seafield Waste Water treatment - Monitoring of Scottish Water Odour Improvement Plan	To note that some residents no longer report odour incidents, either because they feel it makes no difference or because they report that it is too difficult to do so, and to agree to bring forward proposals to make it easier for residents to report odour incidents, including but not limited to online or digital ways to register such incidents.	Executive Director of Place Lead Officer: Michael Thain, Head of Place Development 0131 529 2426 michael.thain@edinburgh.gov.uk Andrew Mitchell, Community Safety Senior Manager 0131 469 5822 andrew.mitchell@edinburgh.gov.uk	5 October 2017		Recommended for closure. This is covered in item 8.5, 5 October 2017.
14	30.08.16	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	January 2018		
15	07.06.16	Delivering the Local Transport Strategy 2014-2019: Parking	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	Executive Director of Place Lead Officer: Andrew MacKay Professional Officer 0131 469 3577 a.mackay@edinburgh.gov.uk	June 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Action Plan Forward	Committee for final decision in Q2 of 2018.				
16	07.06.16	Sustainable Transport Accreditation and Recognition for Schools (STARS) - Update and Future Proposals	To request an annual progress report, the first being in June 2017	Executive Director of Place Lead Officer: Lorna Henderson Road Safety Officer - Road Safety 0131 469 3786 lorna.henderson@edinburgh.gov.uk	10 August 2017		Update provided in the Business Bulletin of 10 August 2017 – closed.
17	07.06.16	Review of Scientific Services & Mortuary Services	To agree to accept further reports on the outcome of the financial impact assessment of a Scottish Shared Scientific Service and the outline business case for the shared laboratory and mortuary facility in the Edinburgh BioQuarter.	Executive Director of Place Lead Officer: Robbie Beattie Scientific & Environmental Services Manager 0131 555 7980 robbie.beattie@edinburgh.gov.uk	7 December 2017		
18	07.06.16	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,	Executive Director of Place Lead Officer: Anna Herriman City Centre Programme Manager 0131 469 3853 anna.herriman@edinburgh.gov.uk	17 May 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			that would be brought back to the Committee for approval as a proposed Traffic Regulation Order.				
19	15.03.16	Carbon Literacy Programme for Edinburgh	To agree a further report detailing the key findings of a pilot carbon literacy programme with three city organisations would be presented to the Transport and Environment Committee in Spring 2017.	Chief Executive Lead Officer: Jenny Fausset Senior Corporate Policy Officer 0131 469 3538 jenny.fausset@edinburgh.gov.uk	1 March 2018		
20	15.03.16	Review of School Crossing Patrol Service	To note the intention to present the outcome of the review to this committee at its meeting in October 2016.	Executive Director of Place Lead Officer: Andrew Easson Transport Manager 0131 469 3643 andrew.easson@edinburgh.gov.uk	December 2018		Update report presented to Committee 5 October 2017. Outcome report due by the end of 2018.
21	15.03.16	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	17 May 2018		
22	25.08.15	Edinburgh Conscientious Objectors	To note the agreement that officers would report on the outcome of discussions with the principal	Executive Director of Place Lead Officer: David Jamieson Parks and Greenspace Manager	1 March 2018		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Memorial Petition referral from the Petitions Committee	petitioner.	0131 529 7055 david.jamieson@edinburgh.gov.uk			
23	02.06.15	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	7 December 2017		
24	17.03.15	Travel Discount Cards for Young Carers – Motion by Councillor Hinds	The Acting Director of Services for Communities to explore options with Lothian Buses concerning the purchase of Discount Cards (with 100 journeys) for Young Carers (16-18 years old) and how these could best be distributed to Young Carers.	Executive Director of Place Lead Officer: Michael Thain, Head of Place Development 0131 529 2426 michael.thain@edinburgh.gov.uk	This will now be incorporated into a wider ‘carer’ agenda and will be reported to Health, Social Care and Housing Committee – closed.		
25	13.01.15	Attitudes to Recycling	To agree for an updated communications and engagement strategy to be brought to Committee in Autumn 2015.	Executive Director of Place Lead Officer: Lesley Sugden Waste Strategy Manager 0141 469 5764 lesley.sugden@edinburgh.gov.uk	This is now reported within the Waste and Cleansing Improvement Plan		Included within the Waste and Cleansing Performance Update reports on the agenda for the 10 August 2017 Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							meeting – closed.
26	10.08.17	Key Decisions Forward Plan	To agree that the Executive Director of Place would provide a report to the next T+E 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>	5 October 2017		<p>Recommended for closure.</p> <p>Central Edinburgh Transformation – Scoping Report is presented as item 7.5 on 5 October 2017.</p>
27	10.08.17	Petitions for Consideration : Lothianburn Park and Ride & Redesign the traffic light priorities at Junction of	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>	7 December 2017		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		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.				
28	10.08.17	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	15 September 2017	Briefing will be provided to Councillor Booth by close of play on 15 September 2017.	
29	10.08.17	Waste and Cleansing Improvement Plan – Progress Update	The Head of Place Management to provide a briefing session for the members of the Committee on Routesmart Routing Software.	Executive Director of Place Lead Officer: Andy Williams, Waste and Cleansing Manager 0131 469 5660 andy.williams@edinburgh.gov.uk	Mid-October 2017	Briefings will start to be rolled out to members at the same time as live data is available.	Routesmart briefings are planned for October 2017
30	04.09.17	Edinburgh Tram - York Place to Newhaven Updated	The Executive Director of Place to: <ul style="list-style-type: none"> arrange to meet with Transport Scotland to discuss the Edinburgh Tram Extension project 	Executive Director of Place Lead Officer: Ewan Kennedy, Senior Manager – Transport Networks 0131 469 3575 ewan.kennedy@edinburgh.gov.uk	Late September 2017	Meeting is in the process of being arranged.	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Outline Business Case	<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 • arrange to meet with the Project Team and outside groups to discuss the Edinburgh Tram Extension project. 		<p>TBC</p> <p>October 2017</p>	<p>Meeting is in the process of being arranged.</p> <p>This will be an ongoing engagement exercise with outside groups and is due to commence in October 2017 subject to any Council decision.</p>	



Item 6.1 - Business bulletin

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Council Chamber, City Chambers, High Street, Edinburgh

Transport and Environment Committee

Convener:	Members:	Contact:
<p data-bbox="172 338 421 416">Councillor Lesley Macinnes</p>  <p data-bbox="172 824 510 920">Councillor Karen Doran (Vice-Convenor)</p> 	<p data-bbox="564 327 932 779">Councillor Scott Arthur Councillor Gavin Barrie Councillor Chas Booth Councillor Graeme Bruce Councillor Steve Burgess Councillor Nick Cook Councillor Gillian Gloyer Councillor David Key Councillor Scott Douglas</p>	<p data-bbox="1088 327 1334 483">Alison Coburn Senior Executive Officer 0131 529 3149</p> <p data-bbox="1088 551 1382 707">Veronica MacMillan Team Leader, Committee Services 0131 529 4283</p> <p data-bbox="1088 786 1388 987">Blair Ritchie Assistant Committee Clerk, Committee Services 0131 529 4085</p>

Recent news

Wayfinding

Good progress is being made on the Wayfinding project which has been partly funded by Smarter Choices, Smarter Places (Paths for All's grant scheme to encourage active travel). The new digital mapping resource of the city has now been completed reflecting Edinburgh's unique character whilst combining key places and destinations with walking distances, pedestrian space, accessible routes, cycle paths and public transport. The aim is to encourage active travel and exploration of the city.

The mapping resource is royalty free so it can be used by third parties to improve Wayfinding information across the city. There is also potential for the resource to be used by communities to map and promote their areas.

Next Stage:

The project group is exploring funding opportunities to translate the mapping resource into a range of consistent Wayfinding products that would support the whole journey experience: digital, on-street totems, bus/tram stops and printed maps. A further SCSP bid has been submitted for the first Wayfinding products.

Partner projects are currently being investigated and a pilot project is being considered; for example at the east-end of Princes Street/ Leith Walk area to help address the development disruption.

Edinburgh Cycle Hire Scheme Open Day

On Wednesday 20 September 2017 an industry awareness day was held in the City Chambers. This event brought together ten organisations to explore Edinburgh's aspirations for cycle hire, to review the opportunities available and to consider how these could help to meet the city's aspirations.

Transport for Edinburgh are currently working through the outputs from the day and preparing next steps.

Background

For Further Information

Contact:

Anna Grant
Senior Planner
0131 529 3521

[Anna Grant](#)

For further information

Contact:

George Lowder
Transport for Edinburgh
0131 469 5401

[George Lowder](#)

Community Links PLUS design competition results

Two innovative City of Edinburgh Council active travel projects have been awarded millions of pounds in funding as part of the Sustrans Community Links Plus competition.

The West Edinburgh Active Travel Network (WEATN) and Meadows to George Street proposals were among five Scottish schemes named as winners of the competition on Monday 18 September 2017, along with schemes in Glasgow, Stirling and Inverness.

After an intensive three-stage process, Edinburgh's projects will be awarded a grant of up to 50% of their total outlined project costs. These were £8.1 million for WEATN and £4.3 million for Meadows to George Street.

The **West Edinburgh Active Travel Network** proposes to transform cycling and walking access **to** and **within** the largest business district in Edinburgh outside of the city centre. This would see one of Scotland's most significant business-parks transformed into an exemplar, people-friendly place with high quality active travel links to surrounding communities and key destinations. Included in plans is the creation of attractive, direct and convenient cycling and walking routes linking the major business district of South Gyle / Edinburgh Park to residential areas to the north and south.

The **Meadows to George Street** project proposes a direct cycle link from the QuietRoutes network in the Meadows into the heart of the city. This route will be integrated with improved conditions for pedestrians, creating a safe, coherent and attractive route through the city centre and along Forrest Road, George IV Bridge, the Mound and Hanover Street.

Community Links PLUS is run by Sustrans Scotland and funded by the Scottish Government. It aims to fund inspirational examples of high-quality infrastructure to restore the balance of Scotland's streets in favour of people walking and cycling. Now in its second year, it awards pioneering and innovative proposals for the creation of better places and spaces for people to live, walk and cycle in for everyday journeys.

For Further Information

Contact:

Phil Noble

Senior Professional
Officer

0131 469 3803

[Phil Noble](#)

Forthcoming activities:

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Petitions for Consideration: (1) Parking Issues in Shandon, and (2) Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone.

Item number	7.1
Report number	
Executive/routine	
Wards	Fountainbridge/ Craiglockhart and Almond
Council Commitments	

Executive Summary

The City of Edinburgh Council at its meeting on 22 June 2017 agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.

The Transport and Environment Committee is asked to consider two petitions at this meeting.

Report

(1) Parking Issues in Shandon, and (2) Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone.

1. Summary

- 1.1 The Committee is asked to consider two petitions.
- 1.2 A valid petition entitled 'Parking Issues in Shandon' has been received. The petition received 303 signatures.
- 1.3 A valid petition entitled 'Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone.' has been received. The petition received 81 signatures.

2. Recommendations

To consider the terms of the petitions 'Parking Issues in Shandon' as set in Appendix one and 'Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone.' as set in Appendix two.

3. Measures of success

There are no immediate measures of success applicable to this report.

4. Financial impact

There are no financial impacts arising from the consideration of either petitions.

5. Risk, policy, compliance and governance impact

There are no risk, policy, compliance and governance impacts arising from the consideration of either petition.

6. Equalities impact

There are no equalities impacts arising from the consideration of either petition.

7. Sustainability impact

There are no sustainability impacts arising from the consideration of either petition.

8. Consultation and engagement

There are no consultation or engagement requirements at this part of the process.

9. Background reading/external references

Minute of the City of Edinburgh Council 22 June 2017

Andrew Kerr

Chief Executive

Contact: Samuel Ho, Committee Support Officer

E-mail: samuel.ho@edinburgh.gov.uk | Tel: 0131 529 4210

10. Links

Council Priorities

Single Outcome Agreement

Appendices

Appendix 1 – Petition - Parking Issues in Shandon

Appendix 2 – Petition - Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone

Appendix 1 - Parking Issues in Shandon

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
04 July 2017	31 August 2017	Parking Issues in Shandon As residents in Shandon we are concerned by the increasing pressure on parking and safe access to homes in the area. We believe that the council should engage as a matter of urgency with the community on developing and implementing a package of measures which reduce that pressure by giving parking priority to residents within the Shandon area and ensuring clear access for emergency vehicles.	Fountainbridge/ Craiglockhart

Appendix 2 – Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
11 July 2017	28 September 2017	<p>Improve the original/current traffic calming measures in Rosshill Terrace, South Queensferry to make them fit for purpose for this 20mph zone</p> <ul style="list-style-type: none"> • Mainly terraced cottage in this narrow residential road are in a conservation area. • Only a narrow pavement on one side to enable pedestrian to access local amenities / public transport • Drivers travel to/from all local areas / amenities, Dalmeny Station and A90 via Rosshill Terrace. • Safety / wellbeing of residents being compromised. • Majority of road users significantly exceed 20 MPH and driver furstation is growing. Gradula increase in traffic volume exacerbated by recent housing development / A90 pressures. • Houses on Rosshill Terrace experience vibration / increased noise levels. <p>We propose the Council take the following</p>	Almond

	<p>actions in response to our concerns:</p> <ol style="list-style-type: none"> 1. Clear and visible signage <ul style="list-style-type: none"> • More 20MPH signage painted on roads. • Signage immediately after roundabout (eastbound) • Install vehicle activated sign indicating 'slow down' • Remove greenery obscuring signage 2. Road surface improvement <ul style="list-style-type: none"> • Street used as overflow car park for Dalmeny Station resulting in road traffic only able to use W to E side of Road Mon-Fri causing excessive wear and tear to road surface including speed humps. 3. Junction Safety – improve visibility <ul style="list-style-type: none"> • Install mirrors for drivers exiting Forth Terrace / Bankhead Grove onto Rosshill Terrace. 4. Pedestrian Safety crossing to railway platforms/bus stops. <ul style="list-style-type: none"> • Extend double yellow lines from 16 Rosshill Terrace to Railway Station car park entrance. • Install additional pedestrian warning signs. 5. Traffic monitoring. <ul style="list-style-type: none"> • Install sensors to monitor traffic on Rosshill Terrace and use collected data to illustrate/inform necessary improvements to traffic calming measures. 6. Work in partnership with Police Scotland to address the issues highlighted in this petition. 	
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Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Integrated Weed Control Programme

Item number	7.2
Report number	
Executive/routine	
Wards	All
Council Commitments	

Executive Summary

At its meeting of [1 November 2016](#), Committee considered a range of alternatives to the use of glyphosate-based herbicides for the control of weeds, and decided to:

- Adopt a policy that seeks to reduce the amount of glyphosate-based herbicide used by the authority to control weeds, limits the use of chemical herbicides only where there is no effective or reasonable alternative, uses the least harmful product and is applied in the safest way using the minimal amount of herbicide.
- Note the intention to develop, implement and report back to the Transport and Environment Committee within twelve months an Integrated Weed Control Programme with achievable targets and objectives for the control of weeds along roadsides, pavements, other hard surfaces, and in parks and other green spaces. This programme to focus on the application of mulches and cultural maintenance, mechanised weed brushes, rippers and path edgers, and electricity, and to include a timetable for the phasing out of the use of glyphosate within the authority and to have alternatives in place.

At the City of Edinburgh Council Committee meeting of 29 June 2017 Council considered the following motion and asked for a report from the Transport and Environment Committee to review full integration of weed removal into the Waste and Cleansing function as part of proposed improvements to street cleaning.

“Council recognises that the current surfeit of weeds and overgrown vegetation on our streets, pavements, footpaths and verges is unacceptable, undermines the fabric of the

city and has not been properly addressed since the ban of the use of glyphosate and that current arrangements to split weed control between Waste and Cleansing and Parks, Greenspace and Cemeteries are under-resourced and have failed to address the problem and that sporadic use of eight gardeners and one soon to be delivered weed stripper is not sufficient.

Council notes that current arrangements do not meet DEFRA's Best Practice Guidance Notes for Integrated and Non-Chemical Amenity Hard Surface Weed Control which state 'local authorities have a duty of care to the public untreated weeds in block paving may create a trip hazard.' and that weed build up is also covered by the Environmental Protection Act.

Council instructs the Director of Place to take immediate action on the recommendations of the report of the Transport and Environment Committee, 1 November 2016, Item 7.3 'Alternatives to the use of glyphosate based herbicide to control weeds on streets and green spaces be revisited' to be put into action within one cycle, particularly targeted on the worst affected areas, including a particular focus on the World Heritage Site ahead of the Festival season.

This Report provides an update to Committee on progress in controlling weed growth across the city and the proposed introduction of an Integrated Weed Control Programme.

Integrated Weed Control Programme

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes this update on the management of weeds in streets, parks and other public spaces.
 - 1.1.2 notes the draft Integrated Weed Control Programme, in line with the decision taken at its meeting of 1 November 2016.

2. Background

- 2.1 Within the last six years many residual (i.e. forms a chemical barrier on plant surface for long term control) herbicides have been removed from the Government's approved list of available products. All remaining residual herbicides are water based and require regular application throughout the growing season (usually between March - October).
- 2.2 Glyphosate is the active ingredient in most licensed herbicides. It prevents plants from making proteins that are needed for plant growth. Glyphosate binds tightly to soil it can persist for up to six months until broken down by bacteria. Pure glyphosate is low in toxicity, but herbicide products usually contain other toxic ingredients that help it to get into plants. Potential symptoms of exposure to these products include nasal, eye, or skin irritation. Pets may also be at risk if they touch or eat plants that are still wet with spray from such products.
- 2.3 Some studies suggest that glyphosate has carcinogenic potential, whilst others have associated glyphosate use with non-Hodgkin lymphoma and reproductive problems. However, the European Chemicals Agency argues that scientific evidence does not meet the criteria to classify glyphosate as a carcinogen, as a mutagen or as toxic for reproduction. As a result, the European Commission has granted an 18-month extension of its approval of glyphosate and is shortly expected to restart Member State discussions over a renewal of a glyphosate licence.
- 2.4 Nevertheless, Member States are also advised to follow the rules in the EU's Sustainable Use Directive, including that they must pay particular attention to the

risks in "places such as public parks and gardens, sports and recreation grounds, school grounds and children's playgrounds, and in the close vicinity of healthcare facilities". The directive says that risks from exposure to pesticides are high in these areas and pesticide use should be minimised or prohibited.

- 2.5 Glyphosate products currently on sale in the UK are authorised until the end of December 2018. Should there be any further delay in the European decision-making process then further extensions would most likely be issued.
- 2.6 Herbicide application by the Council is carried out by officers trained in National Proficiency Tests Council (NPTC) Certificate of Competence PA1 and PA6 using knapsack sprayers and Controlled Droplet Applicator (CDA) lances. CDA lances significantly reduce the volume of glyphosate used. They produce a controlled droplet which minimises the production of very tiny droplets, which are prone to drift, ensuring that the chemical goes exactly where it is put.
- 2.7 Glyphosate-based herbicides are ineffective if applied in rain, when rain is imminent or likely within 4-6 hours of application, or when foliage is wet. It can take up to 2-3 weeks for weeds to die back completely, a process that takes longer in cooler weather. Essentially, glyphosate-based herbicides are most effective when applied in dry, warm, wind-free conditions.
- 2.8 In 2016 the Council's used approximately 4,560 litres of glyphosate-based herbicide. The volume used during 2017 (to the 16 August) is significantly less at 2,710 litres.
- 2.9 At its meeting of [27 October 2015](#), the Transport and Environment Committee approved the following motion:

That earlier this year, the International Agency for Research on Cancer (IARC), an arm of the World Health Organisation (WHO), classified glyphosate as "probably carcinogenic to humans";

That several countries, including Holland, Denmark and Sweden, have banned or restricted the use of glyphosate by local authorities and that some cities, including Chicago and Paris, have voluntarily made their public spaces glyphosate-free;

That glyphosate forms the basis of herbicides used by the Council to control weed growth on streets and in parks and green spaces, and that around 4,700 litres of herbicide are applied by the Council each year;

That Council officers are already investigating alternatives to the use of glyphosate;

This committee believes that:

Where substantial evidence of the negative impact of chemicals on human health and the wider environment exists, the Council should pursue the precautionary principle and should seek to utilise other weed control methods where evidence of such negative impacts does not exist;

The Committee therefore agrees:

To continue to investigate alternatives to the use of glyphosate for weed control and undertake at least two pilots to trial alternative weed control strategies, presenting a report to committee within twelve months with options and costs of alternative weed control methods.

To phase out the use of glyphosate by the Council as soon as an effective and cost-effective alternative weed control strategy has been identified.

3. Main report

- 3.1 Following service transformation during 2016-17 the control of weeds in public spaces became the responsibility of Place Management. The Parks, Greenspace and Cemeteries service applies herbicide to street weeds. 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 remove weeds that have not yet been treated. This is more likely to take place in 'barrow beat' areas, however this is very labour intensive and re-growth can be vigorous as a result of this approach alone. The Parks, Greenspace and Cemeteries service also controls weeds in public parks, cemeteries, and other green spaces, as required.
- 3.2 Weeds in parks and other green spaces are now either tolerated, strimmed, manually removed, or suppressed by mulch. Those around many cemetery gravestones are still controlled using glyphosate, usually because of difficulties in strimming around graveside tributes and mementos, and because of the potential damage caused to headstones (which are not Council property).
- 3.3 Cleansing operatives remove weeds as part of their routine street cleaning duties. However, as non invasive weed control is not a statutory obligation under the Environmental Protection Act and litter removal often takes precedence when prioritising tasks.
- 3.4 A daily average of eight gardeners have been applying herbicide to street weeds since April 2017. A further two gardeners treat Invasive Non-Native Species (INNS) along the Water of Leith and other water corridors, principally giant hogweed, Japanese knotweed, and Himalayan balsam. In addition, by the end of June, some 469 hours of overtime had been accrued to enable weedkilling during suitably dry evenings and weekends.
- 3.5 The Water of Leith (INNS) weeds have been treated once this summer, whilst around two-thirds of the city's highways, pavements and streets had been treated. Good progress was made in Edinburgh's driest recorded April, but this was followed by the city's wettest ever June and subsequent damp months. There were twelve days of rainfall in May, nineteen in June, and twenty-two in July, hindering both our ability to treat weeds and the efficacy of the herbicide applied.
- 3.6 Those streets constructed with setts or block paving are particularly difficult to keep weed-free, as the joints attract both detritus and weed seed that is difficult to

remove. Similarly, cracked and broken paving slabs, curbs and tarmac create excellent growing medium for plants unless regularly repaired. On these surfaces the application of herbicide has been the most effective treatment of these areas, and indeed the manual or mechanical removal of weeds can cause extensive damage that can be extremely expensive to repair.

- 3.7 Alongside Parks, Greenspace and Cemeteries and Waste and Cleansing, the Place Management division also contains Roads Services. Moving forward road and pavement designs need to consider future maintenance requirements, particularly in relation to litter and weeds.
- 3.8 In addition to increasingly controlling weed growth using mulches and by manual sweeping/scraping, the Report of 1 November 2016 recommended the use of four pedestrian and four vehicle mounted weed-ripper machines. However, due to budget restrictions only one multi-use pedestrian machine and two tractors with weed brush attachments have been purchased to date. The tractor-mounted machines have not yet been delivered. The Cleansing service has two additional compact mechanical sweepers with weed ripping arms delivered in August. The effectiveness of these machines will be reviewed before any additional units are purchased in advance of Spring 2018.
- 3.9 An Integrated Weed Control Programme has been drafted (summarised in Appendix 2). This presents a series of actions that will collectively enable the Council to reduce the amount of glyphosate-based herbicide it uses.

4. Measures of success

- 4.1 Successful development and implementation of an Integrated Weed Control Programme that sees satisfactory control of weeds and significant reduction in the use of glyphosate-based herbicide by the Council.

5. Financial impact

- 5.1 The control of weeds across Edinburgh using glyphosate-based herbicide currently costs the Council approximately £200,000 per year. This includes expenditure on chemicals, chemical applicators, training, and operator costs. As application is largely by operator-borne knapsack sprayers and CDA (Controlled Droplet Applicator) lances, capital costs are minimal.
- 5.2 There is no dedicated budget within the Waste and Cleansing service for weed treatment. However, hand and mechanical removal of weeds is expected of staff in undertaking their street cleansing duties, wherever possible. However manual and mechanical weed removal only removes the visible growth, and regrowth can be vigorous dependent on the of time of year and weather conditions.
- 5.3 Alternative methods of control require variable levels of operator time, mechanisation generally being the least labour intensive method of control. Additional budget is required for the purchase and maintenance of machinery.

Ultimate costs will be dependent on the number and mix of machines/techniques applied, and will be subject to competitive procurement. It should be noted that, at the time of writing, there is no allocated capital budget to allow for the purchase of additional plant and machinery for weed removal.

- 5.4 Growth barriers/mulching for parks and trees cost around £15,000 per year. The purchase of one pedestrian and two tractor-mounted weed-rippers has cost £77,066. An estimated additional capital budget of £165,000 is required in order to bring numbers up the full complement of four pedestrian and four tractor-mounted units.
- 5.5 The Cleansing Service currently has a high reliance upon large mechanical sweepers which can only tackle roads and gullies. As part of the intended transformation of the service there is a desire to reduce reliance on large machinery in favour of smaller, more compact, sweepers with weed ripping attachments that can be deployed on pavements as well. However, these machines effectiveness will be limited to locations where there are little or no on street parking.
- 5.6 Small mechanical sweepers with weed ripping attachments operated on a four days on four days off shift over seven days per week (with operator costs, fuel, maintenance, consumables (brushes) cost in the region of £87,000 per year per machine.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that alternative approaches to the use of glyphosate-based herbicide will be less effective. Evidence from research and trials has been used to reduce this risk, but trials have only been on a localised basis.
- 6.2 Financial risk is being controlled by initially purchasing a limited number of weed-ripper machines, and the short-term lease of small mechanical sweepers with weed ripping attachments. Only once their effectiveness has been determined will further purchases/leases be considered.

7. Equalities impact

- 7.1 Given recent research findings, a reduction in the use of Glyphosate-based herbicide may have a positive impact on both life and health. There are no identified infringements of rights or protected characteristics.

8. Sustainability impact

- 8.1 The reduction of glyphosate-based herbicides may lesson impact on local ecology. However, greater use of machinery to control weeds means that additional carbon fuels will be consumed.

9. Consultation and engagement

9.1 To date, there has been no public consultation on the report recommendations.

10. Background reading/external references

- 10.1 Information of the EU Sustainable Use Directive can be found at:
http://ec.europa.eu/food/plant/pesticides/sustainable_use_pesticides/index_en.htm
- 10.2 Best practice guidance for non-chemical weed control can be found at:
<http://www.emr.ac.uk/wp-content/uploads/2015/03/BPWeeds2015web1.pdf>

Paul Lawrence

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11. Appendices

- 1 – Summary of Alternatives to Herbicide
- 2 - An Integrated Weed Control Programme for the City of Edinburgh

Appendix 1

Summary of Alternatives to Herbicide

- 1.1 During the spring and summer of 2016 officers identified, investigated and trialled a number of alternatives to glyphosate-based herbicide. Findings for each of those alternatives researched is summarised as follows:
 - 1.1.1 Toleration
 - 1.1.2 Design out problem
 - 1.1.3 Growth barriers (e.g. fabrics, wood mulch and bonded materials)
 - 1.1.4 Cultural maintenance and mechanical tools
 - 1.1.5 Turf edging
 - 1.1.6 Thermal treatment
 - 1.1.7 Electrical treatment
 - 1.1.8 Alternative chemicals and applicators
- 1.2 The outcomes from each of these potential options are considered in turn:
- 1.3 Toleration
 - 1.3.1 The principal reason for controlling weeds in amenity areas is aesthetic – areas look neat and tidy. When managing any amenity area the level of toleration needs to be understood. Does an area need to be completely weed-free or can a lower tolerance level be set? The growing popularity of wildflower meadows and less-frequently cut grasslands under the Edinburgh Living Landscape initiative has shown that people’s perceptions of attractiveness is changing – with increasing acceptance of more natural and biodiverse landscapes in some locations, notably “countryside” sites such as woodlands, nature reserves, and some walkways and cycleways.
- 1.4 Design out the problem
 - 1.4.1 A continuous surface cover such as asphalt generally has less weed growth than slab, block or sett paving because the majority of hard surface weed problems occur in cracks and joints where there is a build up of detritus which provides a substrate for weeds to germinate. Many weed problems can therefore be minimised by considering materials that reduce maintenance requirements at the design stage, as well as regularly replacing cracked or broken surfaces, adequately closing joints with appropriate sealant, and frequently sweeping and collecting detritus build-up.
 - 1.4.2 Similarly, the design of new landscaping areas should consider weed maintenance factors. For example, combining wildflower plantings with grass mixtures on road verges can naturally suppress unwanted weed growth, and replacement of formal shrub beds, which have significant weed maintenance demands, with flowering meadow areas.

1.5 Growth barriers

1.5.1 Weed-suppressant fabrics can be laid over recently cleared soil to suppress re-growth of old weeds and prevent new weeds from establishing. However, this will restrict the amount of air and water reaching the soil, and can inhibit soil organism activity. Furthermore, any organic material laid over the barrier, or detritus that forms on top of the barrier, will become a new growth medium. This method is therefore best limited to locations where there is no desire to grow plant material, and should be done in combination with a non-biodegradable “topping” such as gravel.

1.5.2 The use of slow-biodegradable organic mulch such as woodchip and barkchip is a better solution for most formal perennial shrub and flower beds and at the base of trees. However, once applied, it will need to be regularly replenished to an appropriate depth. The Council chips much of its own felled tree material so has a sustainable source of woodchip.

1.6 Cultural maintenance and mechanical tools

1.6.1 Manual weeding and the use of hand tools (e.g. hoes, weed pullers, claws and spinners) can be used in some hard surfaces, but is usually more suited to controlling weeds in shrub and flower beds. However, these methods, although precise, are comparatively labour intensive.

1.6.2 Mechanical weed-ripping machines that use stiff rotating brushes can be used to control weeds on hard surfaces. As well as removing the weeds they also help remove the detritus which forms the seed bed for later growth, and do not leave dying or dead weeds in-situ as with chemical application. They are available in both pedestrian and vehicular formats and are particularly effective on block paving, cobbles and setts. However, pedestrian usage has to be limited due to high vibration levels and potential HAVS (Hand and Arm Vibration Syndrome) implications.

1.7 Turf edging

1.7.1 Only the Council's botanic gardens currently receive any regular turf edging alongside footpaths and other boundaries, the vast majority of amenity grassland areas having their boundary growth either left unchecked or suppressed by glyphosate herbicides. The use of mechanical edgers would be an effective form of growth control in many locations – notably parks and gardens. However, it should be noted that mechanical edgers cannot be used for any significant periods of time due the high amount of vibration that they impart on staff using them.

1.8 Thermal treatment

1.8.1 Treating weeds with heat destroys plant cells and causes plant proteins to coagulate, disabling normal plant functions. This can kill or weaken weeds. Sources for this thermal action can come from open flame, hot water, steam, hot foam, infrared, or electricity. Weeds vary in their response to heat control. Newly emerged, small, or weeds with small root reserves are more likely to

be killed by heat. Well established weeds, perennial weeds and weeds with substantial root systems recover from heat control. Repeated treatments are therefore often necessary to keep an area free of weeds.

- 1.8.2 A plant-based foam additive/surfactant (which enhances contact between the spray droplet and the plant by reducing surface tension) can help penetrate and collapse more resistant cell walls. The foaming action also helps the heat surround the target weeds and insulate the area.
 - 1.8.3 The main advantages over glyphosate are that they can be applied in both wet and dry conditions, and do not require operators to have pesticide application certification. The main disadvantage is that the volume of hot water required is such that a suitable vehicle carrying the water-boiler and its fuel is required, as is easy access to street water standpipes, and because root structures are not always killed, application may need to be more frequent.
 - 1.8.4 Flamers are portable gas torches that produce intense heat that quickly boils the water in plant cells, causing them to burst. Again, flaming kills annual weeds, but it doesn't kill the roots of perennial weeds. These will send up new shoots within a week or so after flaming. Additional treatments will eventually deplete the roots' stored energy, and the weeds will die. Propane is typically the fuel used to create the flame. Some flamers attach directly to small propane tanks but have limited operational time, whilst others can attach to larger tanks but require vehicle carriage.
 - 1.8.5 Infrared radiation in combination with hot air is an alternative option. Propane is again required to fuel infrared weed burners, which apply heat via a hooded wheeled-frame. This technology is only useable on paving and other hard surfaces, but does use less fuel than flamers.
 - 1.8.6 All heat treatments may damage materials such as plastic, paintwork, asphalt, and other surfaces. They may also impact on nearby soil micro-flora, desirable plants, tree trunks and surface roots. Foam surfactants may be of concern in sensitive areas, particularly aquatic sites, and flame may become hazardous in extended dry periods.
- 1.9 Electrical treatment
- 1.9.1 Electricity is a relatively new weed killing technology. Essentially, electric lances powered by a diesel generator put a high voltage through the plant, destroying cells from stem to root. The generator can be carried on relatively small vehicles or a trolley. Although it can be used on wet ground it should not be used during periods of rainfall.
 - 1.9.2 Given the potential hazards associated with operating a 2500V charged machine, usage is limited to trained operatives and safeguarded by a biometric authorisation system.

1.10 Alternative chemicals and chemical applicators

- 10.1.1 A number of new herbicide products are being introduced to the market with reduced amounts of hazardous active ingredients. Using these products in combination with a Total Droplet Control system virtually eliminates spray drift and run-off, making it safer for operators, people, animals and the environment.
 - 10.1.2 Where appropriate, suitable herbicide can also be applied to larger, hollow stemmed, non-woody weeds by stem injection, whereby a concentrated dose of herbicide is injected into each plant stem so that it translocates throughout the roots and rhizome of the plant. As stem injection is specific to the target species, the treatment can be completed in all weather conditions and near water. It can be particularly effective at controlling Japanese knotweed, Himalayan balsam and giant hogweed, invasive non-native species particularly prevalent alongside water courses and walkways/cycleways. However, application is also very labour intensive.
 - 10.1.3 As well as glyphosate-based products with improved chemical action and application, there is also the option of non-selective products based on highly concentrated acetic or citric acid. If the product is created by the distillation or freeze evaporation of plant sources it is considered organic. Acetic acid made by synthetic processes is not. Repeat treatments will be required for perennial weeds as the product is non-residual; that is, it is not translocated throughout the plant. It cannot be applied in wet or windy conditions, it cannot be applied via Controlled Droplet Applicator so will spray onto non-target plants/areas, and regular application may increase soil and water acidity/salinity over time.
 - 10.1.4 Salt desiccates plant cells and so can be effective as a weed killer. However, salt will not biodegrade and excess will kill earthworms, soil bacteria, fungi, and other micro-fauna; so regular use is not advised.
- 1.11 All these methods have their pros and cons, different surfaces, locations and plant materials requiring different solutions. The introduction of a Council policy that seeks to reduce the volume of glyphosate-based herbicides used by the authority to control weeds is therefore recommended, backed up by an Integrated Weed Control Programme that clearly identifies the most suitable approach for weed control specific to roadsides, pavements, other hard surfaces, parks and other green spaces, including water-courses. Areas and features can be zoned to indicate form of control measure and frequency of its application.
- 1.12 Investigation and tests to date suggest that this programme focus on the increasing application of mulches and cultural maintenance, mechanised weed brushes, rippers and path edgers. Policy, programme and practice should also ensure that where chemical herbicides must still be used, it is carried out using the least-harmful effective product and is applied in the safest way using the minimal amount

of herbicide. Where practical, acetic or citric acid-based products should increasingly be used to substitute for glyphosate-based products.

Appendix 2

An Integrated Weed Control Programme for the City of Edinburgh

Why Required?

Glyphosate based herbicides have, for many years, been used by the City of Edinburgh Council as the principal means to control weeds on hard surfaces (roads, pavements, cycleways civic spaces etc) and landscape areas (flower beds, shrub beds, grass edges, around seating/bins etc). Having considered a range of alternatives the Council has adopted a policy that seeks to limit the application of herbicide to just those locations where there is no effective or reasonable alternative; using the least harmful product applied in the safest way.

The approach to be taken is captured in an Integrated Weed Control Programme, which focuses on greater use of mulches and cultural maintenance, and mechanised weed brushes, rippers and path edgers to achieve acceptable levels of control. It presents a timetable for reduction in the use of glyphosate-based herbicides, but recognises that use will still be required in certain locations and circumstances.

A series of actions are required to deliver the programme, as follows:

Plan

- Map the features to be maintained
- Design out the need for weed control
- Agree treatment roles
- Clarify available budgets
- Communicate expectations

Determine Treatments

- Confirm treatment types
- Agree treatment standards

Implement Programme

- Monitor, record and report performance
- Review and adapt programme
- Ascertain timetable

Map the features to be maintained:

Most weeds needing control are those located on roads; along footpaths, cycleways and walkways; in landscaped beds; and at the base of trees. Mapping these different features on a Geographic Information System (GIS) provides a useful way of understanding the scale of treatment required and the appropriate frequency of treatment.

By zoning areas, problem locations can receive more targeted treatments with more regular monitoring and areas with fewer weed pressures can receive fewer treatments, making the best use of resources. Once mapped, this data should be accessible via the Confirm Connect asset management system so that treatments can be effectively targeted and works monitored.

ACTION 1: Identify and plot trees requiring weed control at their bases (Parks, Greenspace and Cemeteries)

ACTION 2: Identify and plot shrub/flower beds requiring weed control (Parks, Greenspace and Cemeteries)

ACTION 3: Zone weed locations into treatment zones (Parks, Greenspace and Cemeteries, Waste and Cleansing)

ACTION 4: Add data onto Confirm Environmental (Place Management)

Design out the need for weed control:

Many weed problems can be addressed or minimised at the design/construction stage and as part of structural maintenance programmes. The majority of weeds on hard surfaces occur in cracks or joints in the surface, where a build-up of detritus provides an organic medium for seed to germinate. A continuous surface cover such as asphalt generally has less weed growth than slabbed, block or setted paving.

Weed proliferation in landscaped areas can be reduced by the provision and maintenance of weed barriers and mulches, as well as by choice and density of plant material. In general, densely planted shrub or herbaceous beds will ensure fewer incidences of weed growth than sparsely planted annual or fine-leaved bedding.

ACTION 5: Identify cracked and gappy surfaces and prioritise repair or replacement (Roads, Housing)

ACTION 6: Choose plants and increase plant density in landscape beds to maximise cover and reduce opportunities for weed growth (Parks, Greenspace and Cemeteries, Localities, Housing, Planning)

Agree treatment roles:

Waste and Cleansing: Mechanical and manual removal of detritus as part of cleansing duties. Along roadsides, walkways, cycleways, footpaths and other hard surfaces.

Parks, Greenspace and Cemeteries: Barrier and chemical control in landscaped areas. Chemical treatment of weeds on roads, walkways, cycleways, footpaths and other hard surfaces, that is inappropriate for mechanical control.

Roads: Maintaining public highways and pavements, cycleways, and associated structures. Resurfacing/repairing damaged or worn surfaces, including cracks and joints.

Fleet and Workshops: Purchasing/hiring and maintenance of machinery, vehicles and equipment used for the control and treatment of weeds.

ACTION 7: Confirm the operational roles of relevant Council services (Place Management)

Clarify available budgets

The resources needed to control the incidence of unwanted weeds lie principally within the capital and revenue budgets of Place Management. It is important that the required budget allocated for weed control across the service is determined, and the available budget is known. Any differential will influence levels of performance.

ACTION 8: Determine the budgets required of each service to meet treatment needs (Parks, Greenspace and Cemeteries, Waste and Cleansing, Fleet and Workshops)

ACTION 9: Confirm the budgets available to each service to meet treatment needs (Parks, Greenspace and Cemeteries, Waste and Cleansing, Fleet and Workshops)

Communicate expectations

Applying alternative weed control techniques will generate interest from members of the public as integrated weed control will likely result in a more consistent background level of weed coverage than would traditionally have been the case when large volumes of chemicals were applied. Reduced chemical approaches certainly risk a higher level of weeds, unless the frequency of alternative treatment is significant.

Having a weed control policy available in an easily accessible format that clearly details the reasons, benefits, consequences and expected weed growth, and which is communicated via media and social media, should help minimise the number of enquiries received and help to manage customer expectations.

ACTION 10: Draft and communicate the Council's weed control policy (Parks, Greenspace and Cemeteries, Waste and Cleansing)

Confirm treatment types

Each zone will be treated using the information obtained through the mapping exercise, including the number of operations, treatment types, cost and constraints of the surrounding area. Timing will be an important component of the weed control programme. This will require programmes to be conducted at a time that either maximises impact or at

that a time that most efficiently complements other grounds and cleansing operations. Account also needs to be taken of awkward areas, particularly obstruction by parked vehicles and street signage/furniture.

Following the testing of herbicide alternatives during the summer of 2016, including thermal treatment, electrical treatment, the use of alternative chemicals applied via foam, steam or hot water, it was concluded that none of these had the same operational efficacy as glyphosate, and most would be significantly costlier to operate on a city-wide basis. Consequently, it was agreed to support an approach that combined greater use of mulching and strimming in parks and green spaces; greater use of mechanical sweepers/weed-rippers on roads and hard-standing areas; the further consideration of control by electricity in appropriate locations; with herbicides used primarily to target persistent and inaccessible weeds.

ACTION 11: Confirm and communicate the weed treatment types deployed by the Council as these become operational (Place Management)

Agree treatment standards

Proliferation of weeds is not a straightforward measure. However, as part of the quarterly Cleanliness Index Monitoring (CIMS) it is noted within the independent surveys carried out by Keep Scotland Beautiful on behalf of the Council.

ACTION 12: Adopt CIMS as the methodology for determining the standard of weed growth in each of the identified zones (Place Management)

Monitor, record and report performance

ACTION 13: Record, monitor and respond to service requests via Confirm Environmental. Use collected data to report performance (Place Management)

Review and adapt programme

Mechanical, chemical and heat/electricity technologies are likely to improve as the weed control industry responds to demands for alternatives to glyphosate-based herbicide. Continuous assessment and review of new products is therefore required.

Given the pressures on current resources there may also be value in investigating if some, or all, of the Council's weed control operations may be more cost-effectively procured under tendered contract.

ACTION 14: Review and assess alternative weed control treatments to maximise efficiency and environmental gains (Place Management)

ACTION 15: Investigate opportunities to procure some, or all, of the weed control programme under contract.

Ascertain timetable

The speed of change from traditional forms of weed control to an Integrated Weed Control Programme will be driven by a number of factors, notably: technological change, available resources (for purchase and operation), legislation, acceptability, and effectiveness of current treatments.

Given current knowledge on the effectiveness of available technologies, available resources, legislation, and acceptable levels of weed growth, the timetable for implementation of actions is estimated as follows:

Year 1 Actions: 1 2 3 7 8 10 14 15

Year 2 Actions: 4 5 6 9 11 12 13

Year 3 Actions: 14

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Air Quality Update

Item number	7.3
Report number	
Executive/Routine	
Wards	All
Council Commitments	C18

Executive Summary

This report provides an update on air quality monitoring data collected in 2016, data trends, emerging issues and progress on air quality actions.

Long term trends show concentrations are going down for both Nitrogen Dioxide (NO₂) and particles (PM_{2.5} and PM₁₀), although there continues to be hot-spot areas where legal standards are breached.

A new Air Quality Management Area was declared for PM₁₀ in Salamander Street in January 2017. Work is underway to develop an Action Plan to address the issue. An update to the current Action Plan (for NO₂) will also be undertaken.

Engagement with the Scottish Government and associated partners, Transport Scotland and Scottish Environmental Protection Agency (SEPA) is ongoing, with the practical details of taking forward a Low Emission Zone in Edinburgh under discussion. A report on the development of Low Emission Zones will be considered at the next Transport and Environment Committee in December.

Air Quality Update

1. Recommendations

- 1.1 It is recommended that the Committee notes the contents of this report.

2. Background

- 2.1 Under the Environment Act 1995 and the associated Local Air Quality Management (LAQM) framework, all local authorities are duty bound to review and assess air quality in their areas against national pollution objectives. When a pollutant fails to comply with an objective an Air Quality Management Area (AQMA) must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.
- 2.2 Edinburgh has declared six Air Quality Management Areas (AQMAs) - five for the pollutant nitrogen dioxide (NO₂) and one for fine particulates (PM₁₀).
- 2.3 Within the City's AQMAs for NO₂ the source pollutant contribution from each vehicle class is variable. In some locations buses are a significant contributor, in others cars are a dominant source. Therefore, in order to improve air quality, it will be necessary to keep all motor vehicle types under review. The Council's current Air Quality Action Plan for NO₂, will be revised to reflect national and local policy direction and investigate new measures.
- 2.4 The PM₁₀ AQMA at Salamander Street was declared in January 2017. A stakeholder steering group has convened with the aim of developing actions for consideration in an Air Quality Action Plan for this pollutant. The Group will ensure there is an engagement process with local businesses, community groups, the public and other interested parties to take the process forward.
- 2.5 The Council produces an Annual Progress Report (APR) under the terms of the aforementioned Act which contains monitoring data, data trends, emerging issues and an update on progress which has been made with respect to implementation of air quality actions. The report, described herein, is undertaken in accordance with the Technical Guidance (TG16) issued by the Department of Environment Food and Rural Affairs (DEFRA) and approved by the Scottish Government following peer reviewed by DEFRA and Scottish Environment Protection Agency (SEPA).
- 2.6 The Cleaner Air for Scotland – The Road to a Healthier Future (CAfS) is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect human health and fulfil Scotland's legal responsibilities as soon as possible. A series of actions

across a range of policy areas are outlined, a summary of which is available at the link below. Progress by the Council against relevant actions within this strategy is also demonstrated in the Annual Progress Report.

- 2.7 Two key actions in CAfS are the National Modelling Framework (NMF) and the National Low Emission Framework (NLEF).
- 2.8 The NMF will provide a consistent approach to modelling air quality at local and regional levels across Scotland and will help support decisions on transport and planning scenarios. Four Scottish cities, including Edinburgh will be modelled. Work is ongoing with SEPA in respect to the Edinburgh model and it is expected to be complete later this year.
- 2.9 The NLEF will be designed to assist local authorities appraise, justify and implement a range of transport related air quality improvement options, including Low Emission Zones (LEZ). The appraisal guidance is expected to be available later this year.
- 2.10 The Scottish Government has also pledged, with the help of local authorities, to introduce four LEZs into Scotland's four biggest cities between 2018 and 2020. The Council wrote to the Scottish Government affirming Edinburgh's position that it would like to be selected to implement Scotland's first LEZ, subject to funding and resources. Officials continue to be engaged with Government and its associated partners such as Transport Scotland and SEPA, on the practical details of taking forward a low emission zone in Edinburgh. A report on the development of Low Emission Zones will be considered at the next Transport and Environment Committee in December.
- 2.11 In July 2017, the Scottish Parliament's Environment, Climate Change and Land Reform launched an inquiry into air quality in Scotland which will consider whether existing policy and guidance is robust enough to tackle the problems. The Committee will take oral evidence at Committee meetings in the autumn of 2017 and then publish a report of its views before the end of the year. A copy of the Council's written evidence is attached in Appendix 1.

3. Main report

Monitoring Regime

- 3.1 Nitrogen Dioxide (NO₂) and Particulate Matter PM₁₀, are typically the pollutants of concern in most urban areas in the UK. Edinburgh has a well-established monitoring regime for these pollutants. Measurement is by approved automated analysers housed in air quality stations, which are located at roadside and background sites. Additional NO₂ monitoring is carried out across the city using 127 passive diffusion samplers. The majority of the samplers are located at or close to residential building facades on radial transport routes in and around the city and reflect worst case exposure.

- 3.2 In April 2016, it became a statutory requirement for Scottish local authorities to review and assess the smaller fraction of particles PM_{2.5} and to facilitate this, the Scottish Government, in conjunction with local authorities is establishing a PM_{2.5} monitoring network. Edinburgh secured funding from the Scottish Government to purchase equipment which measures both fractions of particles. In November 2016 one was installed at St John's Road. The first full year of data will be reported in the 2018 Annual Progress Report. Another site is being sought in or near the newly declared Salamander Street AQMA.
- 3.3 In conjunction with DEFRA a new station is set to commence monitoring from autumn 2017 on Nicolson Street. This will form part of the national Automatic Urban and Rural Network (AURN) and monitor NO₂ and PM₁₀.

Monitoring Data

- 3.4 Improvements in air quality are assessed by analysis of long term trend data. Short term results are influenced by weather and temporary events such as local traffic diversions and road works.
- 3.5 In 2016, NO₂ monitoring data shows that all of the AQMAs are still relevant, however long term trends show concentrations are going down. NO₂ trend data is shown in Appendix 2. Appendix 3 details the legal standards for NO₂ (and particles).
- 3.6 A summary of locations where 2016 monitoring results of NO₂ are at or exceed the annual mean nitrogen dioxide objective is illustrated in Appendix 4.
- 3.7 The concentration of NO₂ at one site, outwith the AQMAs, was above the objective (Queensferry Road 44µg/m³). This is a very localised issue, considering results from adjacent monitoring, particularly that on residential properties which show that the objective is being met (31µg/m³). Further investigation into the specific circumstances at this site will be undertaken as part of the CAfS modelling work 2017/18.
- 3.8 Scotland has set tighter standards for particulates (PM₁₀ and PM_{2.5}) compared with the rest of the UK and Europe, as shown in Appendix 3.
- 3.9 In respect to PM₁₀, data from all monitoring locations in 2016 meets the UK National Objectives. For the first time since monitoring began in 2009, concentrations at Salamander Street met the tighter Scottish objectives. It is considered that relocation of industry is one reason why concentrations meet at this location. The Council is in the process of developing an Action Plan in conjunction with SEPA, Forth Ports and relevant stakeholders to review and assess the different processes and mechanisms to ensure that the continuing degree of improvement is sustained, especially since residential development is proposed in the area.
- 3.10 The annual mean concentration of PM₁₀ at Queensferry Road was just over the tighter Scottish objective (19µg/m³) however data capture at the site was poor, so this result needs to be considered with caution. Monitoring will continue at this site. All other sites meet the Scottish objectives.

3.11 PM₁₀ and PM_{2.5} (background) long term trends from measured data show a decrease in concentrations with time as shown in Appendix 5.

Progress with actions

3.12 The main actions in the current NO₂ Air Quality Action Plan and Local Transport Strategy to improve air quality are based on;

- promoting cleaner transport, especially buses via a voluntary means,
- adoption of a fleet recognition efficiency scheme for reducing emissions from heavy goods vehicles,
- improving traffic flow and easing congestion by use of intelligent traffic signalling, and;
- promoting model shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, controlled parking and priority parking zones.

3.13 All bus companies operating in Edinburgh continue to improve their fleet, however it is recognised that substantial financial support is needed to deliver continued improvement. The Green Bus Fund and Bus Operators Grant are currently being revised.

3.14 Lothian Buses (Transport for Edinburgh) is the largest bus service provider in the city and is committed to reducing the emissions of their fleet and investing in low emission vehicles as a part of their fleet replacement strategy.

3.15 Currently 68% of the fleet is Euro V or better. By the end of 2017, 75% of the main service bus fleet will be Euro V or better. The bus company deploys their highest Euro Standard vehicles on high frequency services and those routes which transit AQMAs e.g. Airlink 100 and Service 22 which both pass through the Central AQMA and, St John's Road and Great Junction Street AQMAs respectively.

3.16 Lothian Buses introduced 30 Euro VI standard double deck vehicles into the fleet in July 2017 for route 26. NO_x emissions savings are calculated at 98% and particulates 75% compared with the existing fleet. Carbon emissions savings are 25%. The company is also in the process of installing electric charging infrastructure to support the operation of electric buses in the City.

3.17 All other major bus companies operating in Edinburgh have practically eradicated Euro III vehicles from their fleets. Seventy three percent of First West Lothian's bus fleet are of a Euro V standard or better. These buses from Livingston and Falkirk pass along the A8 though the Glasgow Road AQMA and St John's Road AQMA.

3.18 There are 60 buses in the Stagecoach fleet operating on services into the centre of Edinburgh. These services pass through the Queensferry Road corridor and St John's Road AQMA; and the 747 Airport services from Fife goes along the Glasgow Road AQMA. The majority (83%) of the Stagecoach fleet into Edinburgh are now Euro V or better. Euro IV vehicles have been significantly reduced.

- 3.19 City-link operate several inter-city type coach services between destinations across Scotland, by subcontracting to a range of different bus operators. In 2016 there were 51 buses operating on services entering Edinburgh, the majority (86%) were Euro V standard or better. An update was not available in 2017.
- 3.20 ECOSTARS is a voluntary, free to join fleet recognition scheme that provides bespoke guidance on environmental best practice to operators of goods vehicles, buses and coaches whose fleets regularly serve the Edinburgh area. The scheme was launched in January 2012 and to date 154 operators have joined with a total of 7,061 vehicles. Most members are goods vehicle operators (128), followed by passenger transport (21) and public sector fleets (5). The freight sector is traditionally a more demanding group for local authorities to co-ordinate. Funding for the ECOSTARS scheme to continue during 2017/2018 has been secured from the Scottish Government Air Quality Action Plan grant.
- 3.21 The Council is committed to leading by example through the acquisition of lower emission vehicles for our own fleet. 75% of the operational fleet is Euro V or better and 3% is full electric.
- 3.22 A number of electric charging points have been installed in Edinburgh from 2012, see progress below. All public accessible charging sites can be found on the website <http://chargeyourcar.org.uk>.

Table: Electric Vehicle (EV) charging infrastructure progress from 2012 to 2017

EV Infrastructure	2012	2013	2014	2015	2016	2017
No. of charging heads	8	14	58	89	141	148
No. of site locations	5	9	26	38	60	61

- 3.23 The Council is in receipt of £99,000 of grant funding from Transport Scotland to invest in additional public EV infrastructure during 2017 and replace a number of older chargers. A site has been identified at South Queensferry (Transport Scotland Offices), which will install seven charging heads during 2017.
- 3.24 The Council is developing an Electric Vehicle Framework. This will ensure that there is a co-ordinated approach to advance a network of rapid and fast electric charging points and guarantee that appropriate mechanisms are in place for procurement, governance, asset ownership, and maintenance.
- 3.25 Improving traffic flow and reducing idling time are also measures which help to improve air quality. Split Cycle Offset Optimisation Technique (SCOOT) systems are automatically responsive to traffic flows and demand and therefore help ease congestion by providing more effective control of traffic signals. SCOOT infrastructure is in place on many road networks in the city. However, due to ongoing utility works and road improvements, many of the inductive loops have been damaged and require repair and in several locations, the system requires validation. Work will now be undertaken over this financial year.
- 3.26 SCOOT installation and validation at Bernard Street/Shore/Constitution Street/Salamander Street/Seafield Place was completed in June 2017.

- 3.27 A new traffic signalling system (Microprocessor Optimised Vehicle Actuation) became fully operational at Newbridge Roundabout in April 2016. There has been a significant reduction in waiting time on the A8 westbound corridor and NO₂ concentrations measured at the junction area show overall improvement.
- 3.28 Transport Scotland are currently re-designing lane integration from the M9 off-slip at this junction. Recommendations have been made to carry out an air quality impact assessment in relation to the proposals to ensure there is no adverse impact on air quality.
- 3.29 The Council's updated Active Travel Action Plan (2015) aims to deliver significant increases in the number of pedestrian and cycling journeys travelled within Edinburgh. As well as bringing health benefits the Active Travel Action Plan will assist in encouraging modal shift away from car use. The Plan has set targets of 35% for walking and 10% for cycling for all trips in the City by 2020.
- 3.30 Edinburgh University is currently exploring whether modifications can be made to the Combined Heat and Power plant at the Pleasance, so it operates to a low NO_x specification. The Council has commenced monitoring of NO₂ in January 2017 by installing a number of passive diffusion sites in the area. A full annual data set will be reported in the Annual Progress report 2018.

Cleaner Air for Scotland (CAfS) Strategy

- 3.31 In conjunction with the Council, Transport Scotland undertook a mass traffic data collection operation in the City in November 2016. Further assessment is being undertaken at a number of sites that were problematic. The data will support development of the local air quality model that is currently being progressed by SEPA through the National Modelling Framework (CAfS). This work should be completed by November 2017.
- 3.32 Outputs from the model will inform appraisal for a low emission zone(s) by comparing different fleet scenarios. Further modelling (of traffic) may also have to be considered to fully understand the impact of such zones.

Local Priorities and Challenges

- 3.33 Continuing economic growth in the city and wider region presents a challenge for air quality. It has been estimated from the recent Census figures that if the recent trend continues Edinburgh's population would grow by 28.2% to reach 619,000 at 2037. Consequently, there will be an inevitable demand for all modes of transport and supported infrastructure.
- 3.34 The 2016 Edinburgh Local Development Plan (LDP) details a number of aims in assisting with meeting these challenges. Infrastructure is key to the delivery of these aims and the strategies of the LDP. An Action Programme to support the Plan sets out how the infrastructure, and services required for the growth of the city, will be delivered.
- 3.35 Priorities for the Council in terms of air quality in 2017/18, will be;

- Revise the current Air Quality Action Plan (2008) in conjunction with a review of the Local Transport Strategy and CAfS,
- Work towards the implementation of an LEZ should Edinburgh be selected as an early adopter by the Scottish Government,
- Produce an Air Quality Action Plan for Salamander Street AQMA with relevant stakeholders, and;
- Work with the Council's partners and neighbouring local authorities, in a holistic and multi-disciplinary way, to ensure sustainable economic growth which supports the Cleaner Air for Scotland Strategy and has the best outcome for local air quality.

4. Measures of success

- 4.1 An improvement in air quality based on long term trend data within each of the AQMAs.

5. Financial impact

- 5.1 The report has no direct financial impacts.

6. Risk, policy, compliance and governance impact

- 6.1 The European Commission launched infraction proceedings against the UK Government (Member State) for breach of nitrogen dioxide Limit Values under the EU Air Quality Directive. The European Commission allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area. However, the Scottish Government has indicated that it would not seek to pass on any fines to Local Authorities which are imposed by the EU on the UK Government

7. Equalities impact

- 7.1 This report is a statement of facts regarding the results of ambient air quality monitoring and improvements achieved to date regarding progress with actions. Therefore, a full equalities impact assessment is not required.
- 7.2 The contents have no negative impacts on the Public Sector Equality Duty of the Equality Act 2010.

8. Sustainability impact

- 8.1 The content of this report is a statement of facts and does not in itself promote any environmental impact.

9. Consultation and engagement

- 9.1 The Annual Progress Report 2017 reports is published on the Council's website.
- 9.2 Formal public consultation and engagement will be undertaken for development of Action Plans for NO₂ and PM₁₀.

10. Background reading/external references

- 10.1 2017 Air Quality Annual Progress Report (APR) for City of Edinburgh Council July 2017
http://www.edinburgh.gov.uk/downloads/download/117/local_air_quality_management_reports
- 10.2 The maps of the AQMAs are available online at;
<http://www.edinburgh.gov.uk/airquality>
- 10.3 Cleaner Air for Scotland Strategy Actions
<http://www.gov.scot/Publications/2015/11/5671/17>

Paul Lawrence

Executive Director Place

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11. Appendices

Appendix 1 – Letter to Environment, Climate Change and Land Reform Committee

Appendix 2 – Summary of NO₂ Trend Data.

Appendix 3– Locations where 2016 monitoring results for NO₂
are at or exceed the Standards

Appendix 4 – Particle PM₁₀ and PM_{2.5} Trends

Appendix 5 – Particle PM₁₀ and PM_{2.5} Standards

APPENDIX 1

Letter to Environment, Climate Change and Land Reform Committee

Environment, Climate Change and Land Reform
Committee
Room T3.40
The Scottish Parliament
Edinburgh
EH99 1SP

Date 24th August 2017
Your ref
Our ref Spatial.Policy

airquality@parliament.scot

To whom it may concern,

CALL FOR VIEWS - INQUIRY INTO AIR QUALITY IN SCOTLAND

Thank you for your email of 4th July 2017 asking for views on air quality in Scotland. These are detailed herein, under the template questions (in bold).

Does Scotland have the right policies (Cleaner Air for Scotland Strategy), support and incentives in place to adequately tackle air pollution? Are the policies sufficiently ambitious?

Cleaner Air for Scotland Strategy is the driving force to improve air quality by bringing relevant stakeholders together and providing a mechanism for other benefits e.g. Climate Change and Place-Making. It involves multi-disciplinary working and a governance structure is in place to assist delivery.

However, it is considered that more of an emphasis is required to align Transport and Planning strategies, for example the National Transport Strategy and the National Planning Framework. Care needs to be taken to ensure that economic growth is delivered in the most sustainable, strategic way and that there is sufficient infrastructure to support the level of development. At regional level, there is also a strong requirement for spatial planning decision-making to be undertaken holistically.

The Switched-On Scotland Roadmap is very ambitious. It sets out a vision that by 2050 Scottish towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles. It builds on the Scottish Government's existing commitment to the almost complete decarbonisation of road transport by 2050 and establishes the ambition that, from 2040 almost all new vehicles sold will be near zero emission at the tailpipe, and that by 2030 half of all fossil-fuelled vehicles will be phased-out of urban environments across Scotland.

However, the City of Edinburgh Council has had to develop an Electric Vehicle Framework in addition to this policy. The local framework aims to ensure that there is co-ordinated approach to advance a network of rapid and fast electric charging points and guarantee that appropriate mechanisms are in place for procurement, governance, asset ownership, and maintenance.

The Clean Air Act 1994 is outdated and does not deal effectively with emissions from smaller combustion process for example, wood burning stoves, biomass boilers (both domestic and commercial units). A review of this legislation has been under consideration for several years now, little progress has been made in taking it forward.

Decentralisation of energy plants into urban environments requires more robust regulation, as these installations are often smaller and therefore not regulated by SEPA, and can impact on local air quality for example, biomass boilers.

Are the policies and delivery mechanisms (support and incentives) being effectively implemented and successful in addressing the issues.

Good, efficient public transport is regarded as one of the main solutions to congestion and therefore will improve air quality. Investment in public transport and park and ride facilities to encourage modal shift away from private car use is therefore needed.

More funding should be available to bus companies to incentivise the purchase of cleaner vehicles and to develop the charging infrastructure. The Council has had some success in working with Lothian Buses to operate a cleaner fleet of vehicles in the city, and for them to use their cleanest vehicles for the most frequent services in areas of air quality concern.

Scottish Government provides funding for (Local Air Quality Management) Action Planning for those Local Authorities with Air Quality Management Areas (AQMA). This sum has not increased since the inception of LAQM, although the number of AQMA has increased. Should funding be redirected to national policies, such as LEZs, local Action Plan delivery could suffer.

The freight sector is a more demanding group for local authorities to co-ordinate. Local action through ECOSTARS Edinburgh has been persuading freight operators to voluntarily reduce their emissions (currently funded through the above-mentioned scheme). CAFS identifies the need for Freight Quality Partnerships.

A clear and focused message is required on the health impacts of air pollution, which should be the centrepiece of a national co-ordinated communication campaign.

The UK Government should reverse the tax incentives for purchasing diesel vehicles and provide a more robust vehicle testing system.

There are other policies and mechanisms listed below, which assist with addressing the air quality issue;

- Parking policy is important in controlling commuter travel into city, e.g. residential parking zones, Development Management parking standards, Park and Rides and workplace parking levy (legislative changes are needed);
- Active Travel Action Planning - encourages modal shift,
- Traffic management – ensuring efficient flow of vehicles; and;
- Vehicle licensing regimes e.g. taxi licensing or bus route registration.

Conflicts - Are there conflicts in policies or barriers to successful delivery of the air quality objectives?

A holistic approach needs to be taken to address air quality and achieve wider outcomes in respect to Placemaking.

There are issues around diesel fuelled cars and biomass (as a fuel) to support climate change policies, as they have a detrimental effect on air quality.

With regards to developing Low Emission Zones (LEZs), lessons should be learned from other cities, for example London, where by law, net revenue from congestion charging must be spent on further improvements to transport across London.

The Council has had success in cooperative working with Lothian Buses with regards to reducing engine emissions and this model would benefit other cities.

More emphasis needs to be made on modal shift away from the private car. E.g. preference for electric vehicles will still result in PM₁₀ emissions from brake dust and tyre wear. On-street charging infrastructure for these vehicles needs to be carefully located with respect to public realm and minimising street clutter.

The tighter Scottish Government targets for particles (PM_{10/2.5}), (compared with the UK targets and EU Limit Values) are not recognised in the enforcement regimes of other statutory frameworks, e.g.

- Emissions from PPC (Pollution Prevention and Control) permitting processes which are regulated by SEPA, and;
- UK Renewable Heat Incentive (RHI) emission factor standards (for biomass).

How does the Scottish policy fit with the UK and EU policy on air quality?

In respect to the main local air quality pollutants, Scotland has tighter standards for fine particles (PM₁₀ and PM_{2.5}) in comparison to the UK. The standards are more in keeping with the World Health Organisations and are valued nationally. However different national targets across the UK make for complex management.

The assessment of pollutants is different. The UK Local Air Quality Management framework identifies localised pollution hot-spots where there is population exposure, whereas the EU assessment criteria can result in non-compliance areas, where there is no population exposure.

The impact of British EU exit is difficult to judge as it will depend on how EU environmental law will be dealt with at UK level. The effect on air quality is likely to be detrimental if EU targets are not transferred across.

Are the powers and resources of Local Authorities and SEPA to address air pollution adequate?

Edinburgh has put itself forward to become an early adopter of a LEZ in Scotland. However, this is dependent on the availability of resources and support. Centralised procurement to deliver LEZ enforcement in Scotland would be welcome.

Workplace parking levies are a valuable tool that makes new public transport projects possible and supports existing services and infrastructure as well as helping to reduce congestion. This has been shown in Nottingham¹.

¹ No regrets: Nottingham backs benefits of pioneering workplace parking levy, IN Local Transport Today, No 664 23 Jan-5 Feb 2015, p6

Is Scotland on target to have a pilot low emission zone (LEZ) in place by 2018 and should there be more than one LEZ pilot?

The time-scale to introduce an LEZ in Scotland by 2018 is very challenging. In Edinburgh, all vehicle types will need to be considered. Work has shown that the NO₂ contribution from each vehicle class is different within the AQMAs. For example, cars were shown to contribute the most at Glasgow Road AQMA, buses have the largest impact along some routes in the Central AQMA (London Road, Princes Street, Gorgie Road) and HGVs have a significant impact at Bernard Street.

Funding and resourcing of the LEZ programme needs to be clarified.

Car owners need time to plan alternatives and commercial/bus fleet operators also need time to change and accelerate vehicle replacement strategies.

The process of amending controls over the transport network such as through the use of Traffic Regulation Orders can be time-consuming.

More than one city with a LEZ will enable exploration of different scenarios e.g. problems with displacement of traffic. The benefit of multiple LEZs will be to reduce the possibility of more polluting vehicles (e.g. buses, taxis) being transferred out of controlled areas to ones that have no controls.

It is likely that a phased approach to the LEZ programme will be necessary.

How should the improvement of air quality be prioritised in areas where there have been persistent breaches of NO₂ limit values?

Work with the National Low Emission Framework and associated National Modelling Framework in the Cleaner Air for Scotland Strategy.

Air quality cannot be addressed in isolation. Actions should be imbedded in Locality Improvement Plans, Local Development Plans (e.g. Town Centre plans) etc.

Is adequate consideration given to air pollution from agriculture?

More robust agricultural policies to reduce ammonia emissions which lead to secondary PM₁₀ formation are required.

If you have any further enquiries, please telephone Will Garrett on (0131) 469 3636 (direct dial) or email Will.Garrett@edinburgh.gov.uk.

Yours sincerely,



Will Garrett

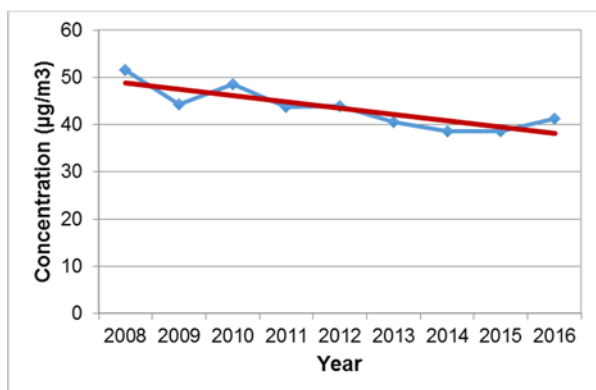
Spatial Policy Manager

APPENDIX 2

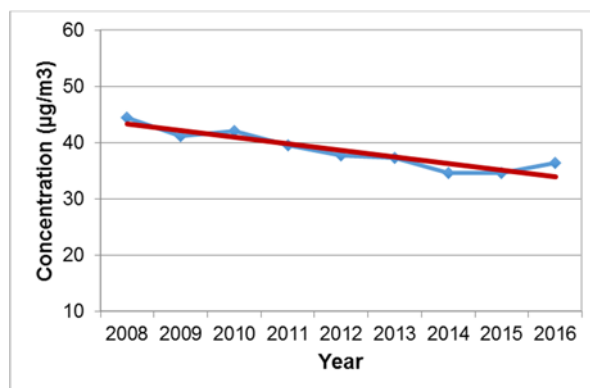
Summary of NO₂ Trend data

Nitrogen Dioxide Trends within the Air Quality Management Areas (AQMA)

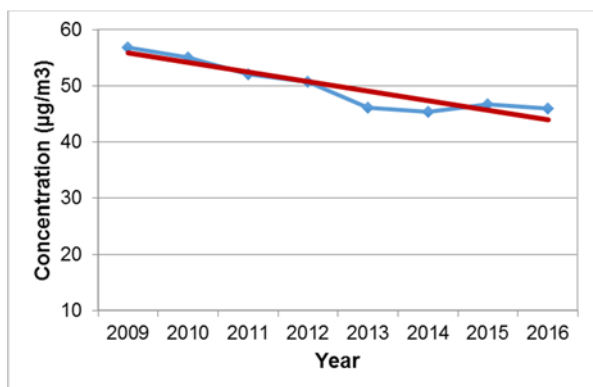
Central AQMA



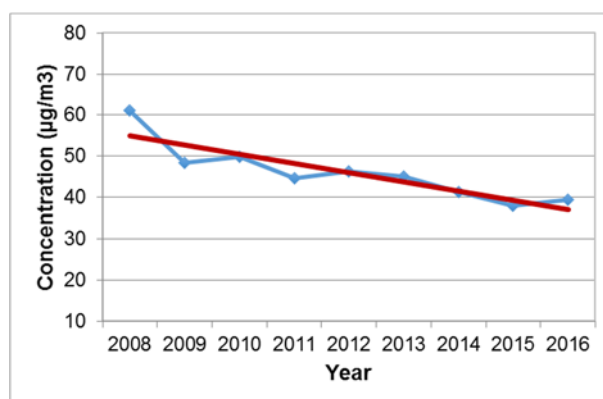
Great Junction Street AQMA



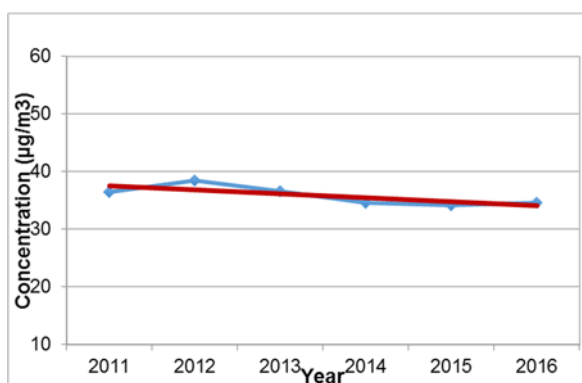
Glasgow Road AQMA



St John's Road AQMA



Inverleith Row AQMA



Data is presented from Passive Diffusion Tubes analysis

APPENDIX 3

Legal Standards for Nitrogen Dioxide (NO₂), Particles PM₁₀ and PM_{2.5}

Pollutant	Status	Concentration in Ambient air	Measured as	To be achieved by
Nitrogen Dioxide (NO₂)	Statutory UK Objective and EU limit value	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	2005
	Statutory UK Objective and EU limit value	40 µg/m ³	Annual Mean	2005
Particulate Matter (PM₁₀)	Scottish Statutory Air Quality Objective	18 µg/m ³ 50 µg/m ³ not to be exceeded more than 7 times a year	Annual mean Daily mean	2010 2010
	Statutory UK Objective and EU limit values	40 µg/m ³ 50 µg/m ³ not to be exceeded more than 35 times a year	Annual mean Daily mean	2004 2004
Particulate Matter (PM_{2.5})	Scottish Local Authorities	10 µg/m ³	Annual mean	2020
	Statutory UK Objective and EU limit values	25 µg/m ³ 15% reduction in urban background	Annual mean -	2020 2010-2020

APPENDIX 4

Locations where 2016 monitoring results are at or exceed the Annual Mean Nitrogen Dioxide Objective (40µg/m³)

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

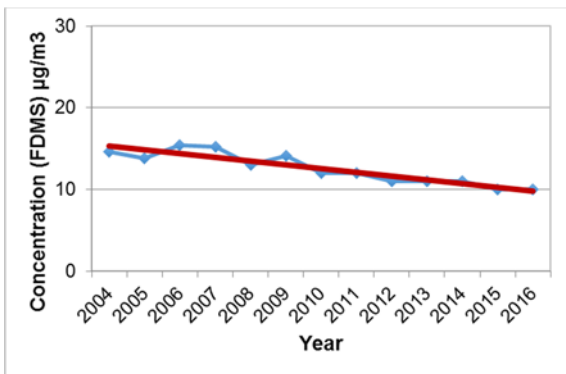
APPENDIX 5

Particle Trends

PM₁₀ & PM_{2.5} Trends at the Air Quality Monitoring Stations

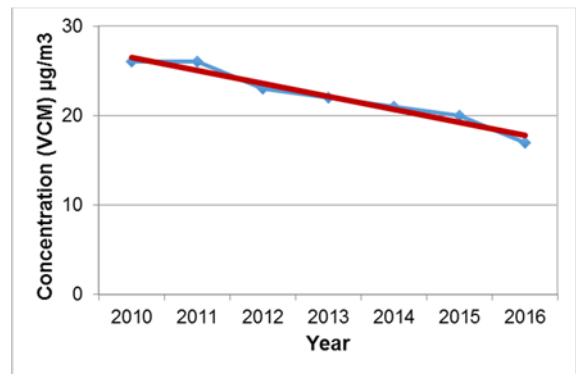
Background Monitoring locations

PM₁₀ St Leonards

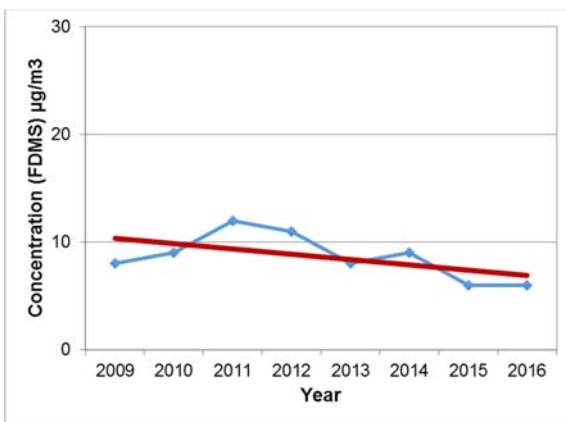


Other monitoring locations

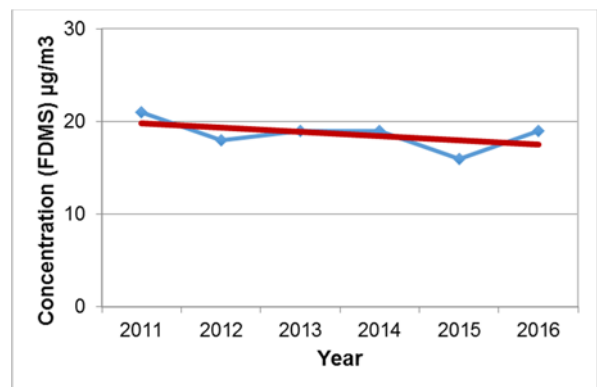
PM₁₀ Salamader Street



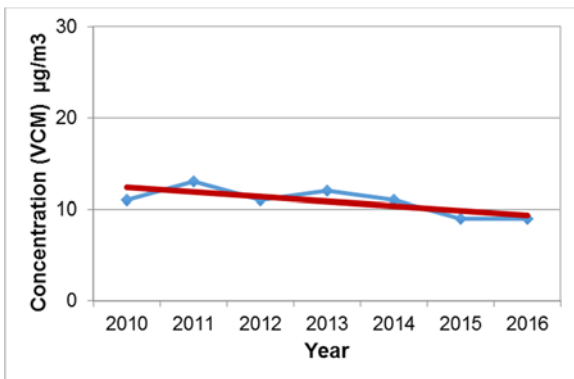
PM_{2.5} St Leonards



PM₁₀ Queensferry Road



PM₁₀ Currie



Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Picardy Place – Motion from Councillor Booth

Item number	7.4
Report number	
Executive/routine	
Wards	City Centre
Council Commitments	C19, C22

Executive Summary

In 2007 Council approved a redesign of Picardy Place to allow the delivery of Tram Line 1A. Since then the design has been revised and in June 2016 the Council entered into a series of contracts (known as the Growth Accelerator Model or GAM) with the developer of Edinburgh St James and the Scottish Government. The contract places contractual obligations on the developer for the delivery of 'public realm and tram proofing works at Picardy Place'.

The motion to Transport and Environment Committee on 10 August expressed concern about the lack of public engagement on the proposed changes and requested a report setting out options for reducing traffic, delivering active travel infrastructure and improving the public realm. The motion also called for an explanation of the scrutiny which had been carried out on this programme.

A public engagement exercise has now been undertaken and the feedback from this is currently being reviewed. It is proposed to undertake further key stakeholder, elected member and public engagement through October and November and to bring a final report on the design to Transport and Environment Committee on 7 December 2017.

Picardy Place – Motion from Councillor Booth

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Notes the motion approved by Transport and Environment Committee on 10 August 2017 in respect of the design for Picardy Place;
 - 1.1.2 Notes that public engagement on the proposed design was held in September 2017 which resulted in significant public and stakeholder interest;
 - 1.1.3 Notes that further engagement is proposed with Elected Members, the public and interested stakeholders throughout October and November 2017; and
 - 1.1.4 Agrees 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.

2. Background

- 2.1 In 2007 the Council approved a redesign of Picardy Place to allow the delivery of Tram Line 1A (outlined in appendix 1). This approval was followed in 2009 by outline planning consent of the St James Centre redevelopment and subsequently the same year of the '[Picardy Place Development Principles](#) (PPDP). This design established the basic form of a triangular arrangement of one way streets connected by traffic signal controlled junctions. The design sought to improve conditions for walking, but made no off carriageway cycling provision and provided very limited provision on carriageway.
- 2.2 The 2007 Tram 1A design, and its subsequent development up to 2012 by tie Ltd, gave primacy to ensuring the tram would be free from delay, while at the same time creating good public transport interchange and seeking to avoid detrimental impact on other traffic. This resulted in a design that reduced footway widths and worsened conditions for cycling compared with the PPDP redesign (outlined in appendix 2).
- 2.3 In 2010 the Council approved its [Active Travel Action Plan](#), which sets out a programme of actions and policies aimed at enabling more people in Edinburgh to cycle and walk, more safely and more often. The document, combined with the Scottish Government's Designing Streets policy document and the Council's own emerging Street Design Guidance set a new context for redesign of the junction beyond the original tram project.

- 2.4 Building on the 2009 Development Principles, from 2014 onwards, a revised design for Picardy Place has been developed in a process involving Council officials, the developer of St James, Sustrans Ltd (though Sustrans Ltd have recently ceased direct involvement in the project) and Lothian Buses.
- 2.5 On 21 June 2016 the Council entered into back to back contracts with the developer of St James and the Scottish Government. These contracts are known as the Growth Accelerator Model (GAM). As part of the GAM, the developer has contractual obligations for the delivery of 'public realm and tram proofing works at Picardy Place' and a 'multi-modal transport interchange at the junction of Leith Walk, Leith Street and York Place'. Delivery of the GAM works is a key component of enabling the future tram extension and also creating a strategic interchange that will assist in delivering an integrated public transport system.

3. Main report

- 3.1 In developing the designs for Picardy Place there were four key objectives to be considered:
 - 3.1.1 Improving public realm;
 - 3.1.2 Improving conditions for pedestrians and cyclists;
 - 3.1.3 Protecting the efficiency of public transport; and
 - 3.1.4 Providing the opportunity for public transport integration.
- 3.2 The GAM design involves a triangular layout (appendix 3) incorporating a central area of public realm/potential development, pedestrian and cycle links following desire lines, a tram stop, three traffic signalled junctions incorporating crossings for both pedestrians and cyclists. Combined with tram stop and nearby bus stops the design has been planned to be an effective strategic public transport interchange which provides flexible arrangements to assist with creating an integrated public transport network. This design was considered by Council on [10 March 2016](#) and is embedded into GAM contracts.
- 3.3 At its meeting held on 10 August 2017 Transport and Environment Committee considered and agreed to a Motion by Councillor Booth:
 - 3.3.1 expressed concern about the lack of public engagement on the proposed changes;
 - 3.3.2 requested a report setting out options for reducing traffic, delivering active travel infrastructure and improving the public realm;
 - 3.3.3 requested an explanation of the scrutiny which had been carried out on this programme;
 - 3.3.4 requested a report back within one committee cycle (by 5 October 2017).
- 3.4 Since the Committee meeting on 10 August 2017, public engagement events were hosted by the Developer during September with the final one taking place on

Saturday 22 September. These events were very well attended and generated a significant amount of interest and a wide range of views. In addition, Elected Members have received feedback directly on the design.

- 3.5 It is recommended that the feedback received is considered in conjunction with the developer. In addition, it is recommended that two further public engagement events are held. The first of these events will focus on the design and will provide an opportunity for the Council to explain how the design has evolved, to discuss the feedback received to date and to seek views on how the design could be improved.
- 3.6 There has also been significant interest in proposals for the design and layout of the space created by the central triangular island. It is therefore proposed to hold a second public engagement event to explore options for utilising this space.
- 3.7 In addition, officers propose to carry out additional engagement with Elected Members to allow discussion and scrutiny of the design plan and the feedback received to date. A timetable for these engagement events is contained in Appendix 4.
- 3.8 The contractor was scheduled to begin enabling works on site in early October and Committee is asked to note that these works will continue alongside the process outlined in this report, in order that the project programme can be maintained. This will include moving the Paolozzi Sculptures and the statue of Sherlock Holmes but will not include any works for the construction of the new junction layout.

4. Measures of success

- 4.1 The principle measure of success will be delivery of a revised junction layout at Picardy Place incorporating:
 - 4.1.1 improved conditions for walking and cycling;
 - 4.1.2 an alignment for a tram stop and future proofing of the line towards Leith and Newhaven;
 - 4.1.3 traffic conditions that do not cause avoidable congestion and delays to public transport;
 - 4.1.4 strategic public transport interchange that will improve public transport provision to and from the city centre; and
 - 4.1.5 a Council owned site with potential for public realm and some development.

5. Financial impact

- 5.1 Delivery of a junction with the current proposed layout is incorporated in the GAM and parallel contractual agreements with the developer of St James and Scottish Government. The main construction of the new junction is currently programmed to commence in March 2018, although the developer wishes to bring this forward so

that the work can be undertaken concurrently with the closure of Leith Street. This approach which makes sense as it will minimise traffic disruption during construction and is an effective means of delivery. These agreements include financial support from the Scottish Government through a grant offer of in excess of £55million and the overall contract value of approximately £60million. The value of the Picardy Place works are approximately £15million.

- 5.2 Any fundamental review of the current design could put at risk these agreements, the delivery programme, and Scottish Government funding, with resulting further risk to the delivery of any revised layout and to the extension of the tram.

6. Risk, policy, compliance and governance impact

- 6.1 The revised designs for Picardy Place have been prepared in the light of the Council's emerging Street Design Guidance, its Local Transport Strategy, the Picardy Place Design principles (approved 2009) and the Council's Active Travel Plan.
- 6.2 Due to the stage which the Picardy Place project has now reached, there is no scope for major redesign without putting at risk the GAM agreement and all that this will deliver. However, there is scope to consider changes to design details resulting from inputs and comments received through the recent and proposed engagement with stakeholders and public consultation.
- 6.3 The Council propose to engage further with key stakeholders, the local community and community organisations about the process that will determine the future use of the central Council owned site.
- 6.4 The GAM agreements were entered into following approval by Council on 10 March 2016. The Transport and Environment Committee can consider the road and traffic implications of the design of the new Picardy junction under its remit. However, any more fundamental change to the package of works or the contracts in place would require the approval of Council.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (EIRA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights and impacts on duties under the Act. No negative impacts are anticipated and it is expected that the scheme should improve conditions for vulnerable road users.

8. Sustainability impact

- 8.1 The proposals will reduce carbon emissions because the design promotes the use of public transport and active travel.

- 8.2 The proposals will increase the city's resilience to climate change impacts by promoting the sustainable forms of transport and drainage design.
- 8.3 The proposals will help achieve a sustainable Edinburgh because the design will re-use existing materials, promotes public transport, active travel through segregated cycleways and walking through wider footways and improved accessibility.

9. Consultation and engagement

- 9.1 Public engagement was carried out by the developer in September 2017 and the feedback is now being considered.
- 9.2 Further engagement is planned with Elected Members, local people and interested stakeholders through October and November before a final report to Transport and Environment Committee on 7 December 2017.

10. Background reading/external references

- 10.1 None.

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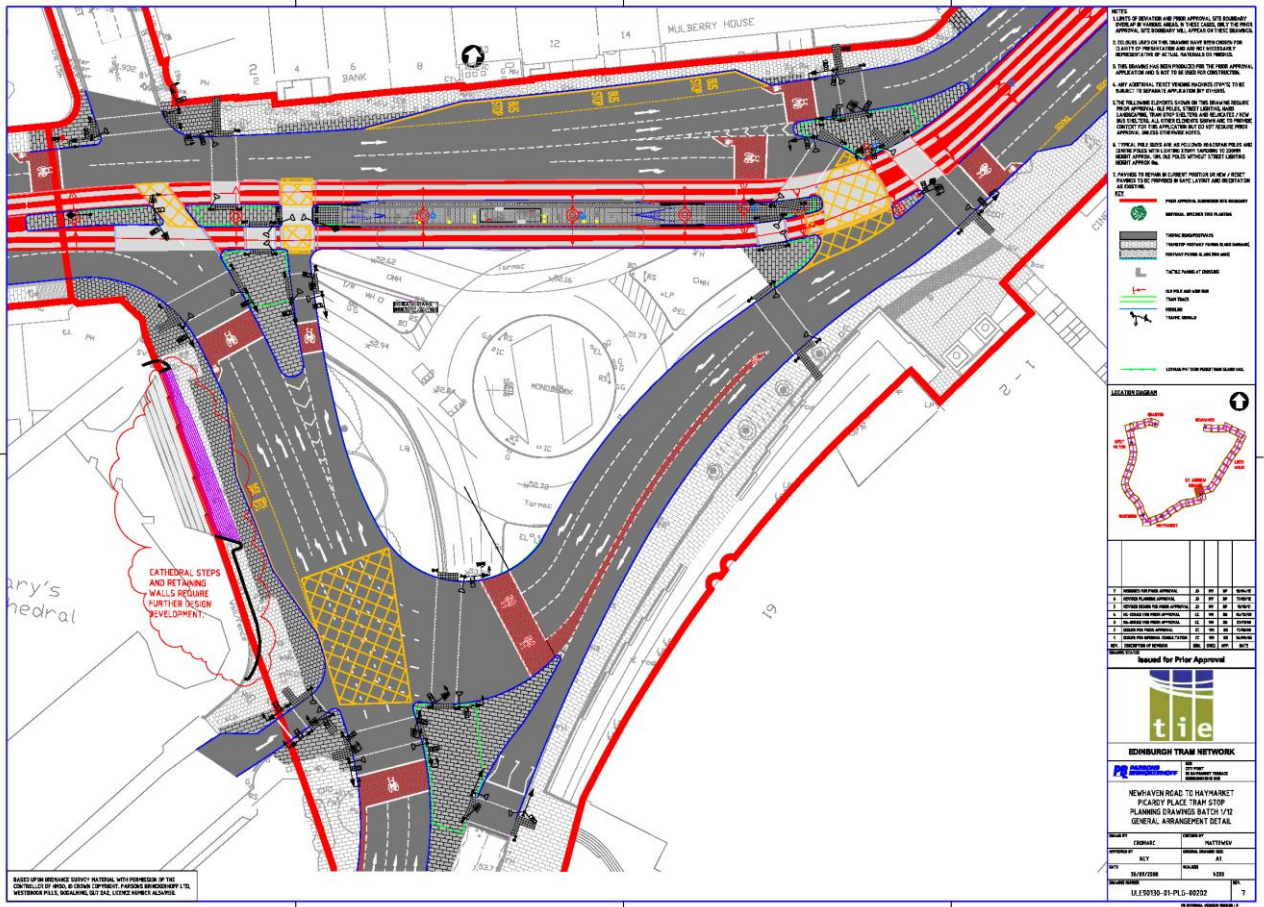
11. Appendices

- 11.1 Prior approval drawing for Picardy Place.
- 11.2 2012 tie Tram drawing for Picardy Place.
- 11.3 Growth Accelerator Model drawing for Picardy Place.
- 11.4 Engagement Timetable.

Appendix 1: Picardy Place Development Principles 2009 - Figure 6 : Prior approval drawing for Picardy Place



APPENDIX 2: 2012 tie Tram drawing for Picardy Place



APPENDIX 3: Growth Accelerator Model drawing for Picardy Place (see para 2.5)



Appendix 4: Timetable for Further Engagement

Date	Activity
Week Commencing 2 October	Transport and Environment Committee to consider report on Picardy Place with recommendation of further consultation.
Weeks Commencing 16 October and 23 October	Elected Member briefings on design and feedback on public engagement. Public Engagement on current design and feedback from previous engagement.
Week Commencing 13 November or 20 November	Public Engagement on proposals for the central island created by the design

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Central Edinburgh Transformation – Scoping Report

Item number	7.5
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	C16, 18, 19, 27

Executive Summary

This report sets out an approach to the future development of central Edinburgh and its public realm which recognises the ambitions set out in the 2050 Edinburgh City Vision, its status as a capital city and as a place that benefits all of Edinburgh's citizens.

Central Edinburgh Transformation – Scoping Report

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Approves 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.

2. Background

- 2.1 This report responds to the Motion by Councillor Macinnes approved by the City of Edinburgh Council on 29 June 2017 by which the Council agreed to prepare:
 - 2.1.1 A medium-term action plan, to be implemented before the end of this Council term, to improve the public realm in the city centre with the aim of improving conditions for, and prioritising access for pedestrians, cyclists and public transport users; and for a scoping report on this work to be brought to Transport & Environment Committee within two cycles.

3. Main report

Challenges and Opportunities

- 3.1 This report sets out an approach to the future development of central Edinburgh, which in addition to improving its public realm, takes important steps towards achieving the ambitions set out in the 2050 Edinburgh City Vision, reflects Edinburgh's status as a capital city and its value to all of Edinburgh's citizens.
- 3.2 Central Edinburgh is defined by its medieval Old Town and Georgian New Town and the distinctive urban communities which lie within and around its World Heritage Site. This inner city population of over 30,000 households is a particular characteristic of Edinburgh and supports the vibrancy of its streets, local services and cultural life, which together make the city an attractive place to spend time in.
- 3.3 The wider city also relies on central Edinburgh for its working and social life, as a place of recreation, retail and natural amenity, to move around the city's neighbourhoods, whilst its most iconic skylines and spaces inspire a strong sense of identity and belonging.

- 3.4 Edinburgh is also an international and festival city attracting just over 4 million visitors per year and is the heart of a growing city region which accounts for 24% of the Scottish population. By 2040, Edinburgh's population is expected to rise from approximately 500,000 to reach close to 600,000.
- 3.5 Over that last 20 years, central Edinburgh has evolved to provide better conditions for sustainable transport and civic life:
 - 3.5.1 The implementation of public realm works at the Royal Mile, Grassmarket, Mound precinct, St Andrew Square and Rose Street;
 - 3.5.2 Upgrades to the city's bus and rail stations, including public realm at key arrival points e.g. Waverley Bridge;
 - 3.5.3 The closure of Princes St to private cars and introduction of the tram – improving connections between the city centre and Edinburgh Airport;
 - 3.5.4 The establishment of a network of cycle routes and adoption of a 20 mph Network; and
 - 3.5.5 Through redevelopment, with Edinburgh St James representing one of the biggest mixed-use regeneration projects underway in the UK.
- 3.6 Despite this progress, the city needs to take action now to ensure that as Edinburgh accommodates more people, jobs and activity, the quality of life and health of its residents, success of its economy and character of its built and natural environment is enhanced and not put at risk.
 - 3.6.1 As a compact, walkable city, Edinburgh's public realm does not always provide the best pedestrian experience. Congested historic streets, narrow footways, increased footfall, street clutter, the variable quality of materials and long-wait times at crossings, frustrate safe and convenient movement;
 - 3.6.2 Edinburgh has an active and growing cycling culture with more people benefitting from this healthy, accessible and pollution-free way to get around. However, cyclists must negotiate conflicts with cars, public transport, pedestrians and the rolling topography of the city;
 - 3.6.3 Edinburgh's publicly owned public transport system is the envy of many other cities, yet its high patronage results in several thousand bus movements per day on Princes St and crowded bus stops across the city.
 - 3.6.4 Congestion can be exacerbated at certain times of day due to delivery vehicles or during the summer festival period when the city's population doubles, putting pressure on central infrastructure;
 - 3.6.5 Air quality in central Edinburgh and its gateway approaches fail to meet Scottish Government standards. Traffic generated nitrogen dioxide concentrations must be tackled for the health of residents and visitors; and
 - 3.6.6 Across the city, central Edinburgh also experiences higher than average crime rates and incidents of anti-social behaviour.

Establishing a Shared Vision

- 3.7 How the city centre responds to these challenges and opportunities must be considered at a city-wide level in order that solutions for central Edinburgh do not displace problems but enhance the prospects for surrounding communities.
- 3.8 The scope of the project will involve rethinking transport priorities across the city in order to unlock the potential of streets and to provide a public realm that better meet the needs of residents, pedestrians, cyclists and to provide a more integrated public transport network.
- 3.9 Edinburgh can learn from other leading cities that have balanced city growth with an improved quality of life and urban environment and develop solutions that reflect its own circumstances and the needs of its citizens.
- 3.10 The re-organisation of Council services around placemaking and localities provides the means to deliver a holistic transformation of central Edinburgh, to achieve wider benefits from planned maintenance and to align works with private and third sector delivery.
- 3.11 Leadership will be crucial to realising the potential of central Edinburgh over the short, medium and longer-term and this paper sets out an approach to ensure that elected members play a key role in shaping the direction of the transformation agenda.
- 3.12 The first step will be to consolidate what is already known about people's views on central Edinburgh and to match this with technical data which diagnoses the city's current performance and predicted future needs.
- 3.13 A working vision for central Edinburgh will be established to ensure strategies, projects, and actions impacting on the city centre align with the same overall objectives and outcomes.
- 3.14 Shorter term outputs will include the publication of a shared vision, supported by exhibitions, improved priorities for pedestrians and cyclists, better maintenance and pilot projects during appropriate times of the year.

Interdependencies

- 3.15 The following projects provide an example of areas of transformation already underway relevant to paragraph 3.12:
 - 3.15.1 George Street public realm proposals, including the city centre west-east cycle link;
 - 3.15.2 Wayfinding – new totem and mobile information to support walking around the city;
 - 3.15.3 The new Ross Pavilion and improvements to access to Princes Street Gardens West from Princes Street; and
 - 3.15.4 Duties to reduce carbon emissions, improve climate change resilience and to further biodiversity.

- 3.16 The proposed project timeline will also allow engagement activities to be linked to plans and strategies relevant to central Edinburgh, including:
- 3.16.1 The Old and New Towns of Edinburgh World Heritage Site Management Plan 2017-2022;
 - 3.16.2 Delivery of the South East and North East Edinburgh Locality Improvement Plans;
 - 3.16.3 Responding to the Scottish Government's consultation on Low Emission Zones and preparing the evidence to establish one in Edinburgh;
 - 3.16.4 The Local Transport and Edinburgh Economy Strategies; and
 - 3.16.5 Review of the City Centre Retail Core Supplementary Guidance.
- 3.17 The review of transport priorities within Edinburgh will also be determined by the business case for the extension of the tram network to Newhaven, currently under consideration.

Process and Timeline

- 3.18 The transformation process will be split into a series of steps, set out in Appendix 1.

4. Measures of success

- 4.1 Initial measures of success will include:
- 4.1.1 successful stakeholder engagement;
 - 4.1.2 publication of a central Edinburgh transformation programme; and
 - 4.1.3 added value to current projects and initiatives.

5. Financial impact

- 5.1 Whilst there are no further financial implications for the Council arising from this report, there may be a requirement for resources to be allocated to support engagement activities, further technical studies and proposals. The cost implications of any of these projects will be reported through the relevant Committees as they progress.

6. Risk, policy, compliance and governance impact

- 6.1 The plan will be shaped by the contribution of elected members and cross-party governance and leadership will be facilitated through the cross-party Central Edinburgh Development Working Group.
- 6.2 The Working Group will be supported by senior management reflecting integrated service delivery from Place Management and Development, Culture, Locality Services, Strategy and Insight, and Communications.

7. Equalities impact

- 7.1 There is no relationship between the matters described in this scoping report and the public sector general equality duty. An Equalities Impact Assessment will form an integral part of developing a city centre vision. The proposed activity will aim to improve the quality of the public realm in the city centre for anyone with a mobility impairment and the Edinburgh Access panel will be fully engaged in the work programme.

8. Sustainability impact

- 8.1 There are no direct impacts raised by this scoping report in relation to the Climate Change (Scotland) Act 2009 Public Bodies Duties. It is anticipated that the likely effects of the city centre vision on the environment will be assessed through a Strategic Environmental Assessment.

9. Consultation and engagement

- 9.1 An engagement strategy will be prepared in line with the Edinburgh Consultation Framework, involving comprehensive stakeholder mapping and joining up engagement activities with the development of plans and strategies listed under paragraph 3.15-16. An important consideration will be to listen to the views of young people and to investigate barriers to access to central Edinburgh. Use will be made of the Place Standard to structure conversations about how central Edinburgh is experienced as a place and to monitor outcomes.
- 9.2 Dialogue will need to engage residents, businesses, partners and agencies through both mixed and thematic discussion. In particular, dialogue with transport providers will be necessary to achieve the outcome of a more integrated transport network.

10. Background reading/external references

- 10.1 [Full Meeting Papers – Part 1](#), The City of Edinburgh Council, 29 June 2017.
- 10.2 Gehl Architects. (2010). [Edinburgh Revisited – Public Space Public Life](#)

Paul Lawrence

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11. Appendices

Appendix 1 - Process and Timeline

Appendix 1

Timeline and Process

Stage	Indicative Timeline	Description
Initiation	Oct – Dec 2017	<ul style="list-style-type: none"> • Consolidate findings of existing engagement, background and technical studies. • Gap analysis of central Edinburgh performance and analysis by neighbourhood. • Benchmarking with other cities • Member/Officer and key stakeholder workshops. • Establish a working vision to inform short- and longer-term delivery
Central Edinburgh Engagement	Jan – March 2018	<ul style="list-style-type: none"> • Continue the conversation with Edinburgh's communities with a focus on how central Edinburgh can achieve the emerging 2050 goals. • Set out how other cities have addressed challenges • Seek opinions on potential way forward.
Review Feedback and Options Appraisal	May – June 2018	<ul style="list-style-type: none"> • Evaluation of engagement and any necessary technical studies. • Generate options that are a best fit with city vision. • Member/Officer and key stakeholder workshops.
Consult on Proposed Actions	August – September 2018	<ul style="list-style-type: none"> • Use of media, public events and expo in public spaces to seek feedback on potential longer-term options. • Potential for short-term trial projects during festival period.
Finalisation and Publication	Dec 2018	<ul style="list-style-type: none"> • Evaluate feedback and cost-benefit of options. • Finalise short, medium and long-term priorities for delivery.

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

George Street and First New Town Design Project Update

Item number	7.6
Report number	
Executive/routine	
Wards	11 - City Centre
Council Commitments	C16

Executive Summary

This report updates Committee on the George Street and First New Town Design Project (GNT).

A consultancy team is now appointed and will commence a preliminary design; this follows authorisation by Transport and Environment Committee at its meeting of [7 June 2016](#) to expedite procurement of design work for George Street, and approval of a revenue contribution for the preliminary design consultancy costs by Transport and Environment Committee at its meeting of [21 March 2017](#). The project scope also takes into account the need to factor in the interdependencies across the First New Town, and the wider city centre context within which George Street operates.

George Street and First New Town Design Project Update

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes that the contract for design services, at a value of £289,400.00 for the George Street and First New Town Design Project (GNT) was awarded to WYG Environment Planning Transport Ltd by the Executive Director of Place on 25 September 2017 under delegated authority.
 - 1.1.2 notes that the scope of GNT project work is wider than previous George Street project, and is being developed within the context of the Central Edinburgh Transformation, being reported to this committee.

2. Background

- 2.1 [On 29 April 2014](#), Transport and Environment Committee approved an 18 month Experimental Traffic Regulation Order (ETRO) for George Street. This examined the operation of a two-way cycle lane, part closure of the street to traffic, and provided extra space for pedestrians on each block. During the trial, consultants studied and reported on the flexibility and adaptability of the street, seasonal variations in footfall, use of the street, and perceptions of what had or had not worked, and impacts on the street and the surrounding neighbourhood.
- 2.2 The ETRO trial was the starting point for engaging with stakeholders in the George Street and the New Town area, and their considerable input was used to help develop Design Principles for George Street. The Design Principles were approved at Transport and Environment Committee on [7 June 2016](#) and provide the guide for the next stages of the street's design.
- 2.3 In order to expedite the delivery of a public realm design for George Street, Transport and Environment Committee on [7 June 2016](#) also authorised officers to explore appropriate procurement options, securing best value for the Council and ensuring appropriate design and technical expertise required to develop a design for the street.

- 2.4 An internal scoping exercise in autumn 2016 noted that the operation of George Street is interdependent with the operation of intersecting 'First New Town' Streets - Castle, Frederick and Hanover. It also identified that the project must integrate with a number of pipeline schemes and plans in the area.
- 2.5 Consequently, this identified the need for a wider, master planning approach to the First New Town streets. A short update in the Transport and Environment Committee Business Bulletin on [21 March 2017](#) set out this wider scope.
- 2.6 Due to the complexity and scale of the project the Council does not have the capacity in-house to deliver this project. Therefore, the Council is required to procure suitably qualified and experienced supporting design consultancy services.
- 2.7 At its meeting on 21 March 2017 Transport and Environment Committee approved the allocation of funding aimed to ensure that the condition of Edinburgh's transport infrastructure continues to improve and supports the Council's Local Transport Strategy objectives, in particular, the Active Travel Action Plan and the Council's "Place" making agenda. This provided a budget of £220,000 revenue in 2017/18, towards the consultancy costs of the preliminary design for the GNT project. The details of the GNT consultancy contract, awarded by the Executive Director of Place under delegated authority, are provided in this report.
- 2.8 As reported to Transport and Environment Committee on the [30 August 2016](#), the City Centre West to East Cycle Link and Street Improvements (CCWEL) provide context for cycle infrastructure through the First New Town. George Street has been identified as a key city centre link in this context, and therefore, CCWEL will be fully integrated as a core component of the GNT design.

3. Main report

Scope of George Street and First New Town Preliminary Design

- 3.1 George Street is the premier street in Edinburgh's First New Town, with its unique Georgian architecture it is a high profile focal point within the Unesco World Heritage site. Its historic character is of city-wide and national importance.
- 3.2 The way that the street, and activity on it operate, are fully interdependent with the intersecting First New Town streets of Castle Street, Frederick Street and Hanover Street; capital works are planned for the latter two, as are works in Charlotte and St Andrew Squares. Any potential future layout in George Street must tie in to these streets.
- 3.3 The operation of the junctions along George Street are also interdependent with the operation, and demands on intersecting streets and squares, therefore any design solution for George Street must take into account a range of movement and connectivity in surrounding streets, as well as enhancing public realm. For this reason, the preliminary design study area includes these streets and their operation in particular, but also the wider context of the operation of central Edinburgh.

- 3.4 The GNT project scope also ensures that a preliminary design is fully integrated with, and helps inform the City Centre West to East Cycle Link and Street Improvements scheme (CCWEL), of which a key section follows the National Cycle Route 1 along George Street.

Wider context

- 3.5 The Central Edinburgh Transformation report to this committee, outlines a project and process that will help inform the GNT project. It will develop a holistic, and comprehensive vision for how Edinburgh's city centre must evolve, that provide the context for key public realm projects such as GNT, and should take important steps towards achieving the ambitions set out in the 2050 Edinburgh City Vision.
- 3.6 The Central Edinburgh Transformation project seeks to reflect the value of central Edinburgh to all its citizens. It will involve rethinking transport priorities across the city, in order to deliver streets and a public realm that better meet the needs of residents, pedestrians, cyclists, and provide a more integrated public transport network. The wider city also relies on central Edinburgh for its working and social life, as a place of recreation, retail and natural amenity, to move around the city's neighbourhoods, and the development of the GNT preliminary design will respond to the need for a public realm that supports these requirements.
- 3.7 The redesign of George Street will play a critical part in the continuing evolution of the city centre and its identity. A revitalised George Street will also have a key economic role as a link between the West End and the new St James quarter.
- 3.8 Coordination of these large city centre projects, alongside the introduction of the tram and improved cycle access across the city, strengthens the city centre as a working, active place for residents and visitors of Edinburgh.
- 3.9 The development of the GNT project, alongside other major transport projects and improved cycle access across the Central Edinburgh Transformation process, will be overseen by the Central Edinburgh Development Working Group.

Procurement of a preliminary design

- 3.10 Under the guidance of Commercial and Procurement Services, the procurement of a suitably qualified and experienced consultant has been conducted as a mini-competition through the Scotland Excel Engineering and Technical Consultancy Services Framework Contract (Lot 2).
- 3.11 Given the important historic character of George Street, it is essential to ensure a high quality public realm design is delivered. As such, the Council placed quality as the over-riding element within the tender exercise; the cost element was assessed on the prices submitted for a lump sum fee to carry out all services detailed in the specification.
- 3.12 The outcome of the tender evaluation is that WYG Environment Planning Transport Ltd is the Preferred Bidder, having submitted the most economically advantageous tender, in terms of quality and cost at £289,400.00.

- 3.13 WYG Environment Planning Transport Ltd have assembled a multi-disciplinary team, including experts in landscape architecture, planning, transport planning and modelling and public engagement, to now support the Council in the necessary consultation, modelling and analysis tasks required in order to develop and complete a preliminary design for George Street and the interdependent streets - Castle, Frederick and Hanover. The preliminary design (a 'RIBA Stage 3' design) for these streets will act as a 'blue print' for any future development of the area, and is intended to be adaptable, to allow for evolving future operation on these key streets.
- 3.14 GNT stakeholder input, engagement and listening exercises will be delivered by consultants as an integral part of the commission, and will be developed within the context of the consultation and engagement processes taking place as part of the Central Edinburgh Transformation project. A draft GNT design, that can support wider engagement, is expected by 31 March 2018, and a final preliminary design that takes into account any wider feedback, is expected by the end of June 2018.

Preparatory studies

- 3.15 In parallel with the procurement of a suitable consultant, and to further expedite delivery of the preliminary design process, two important pieces of advanced works have been undertaken. These are;
- 'Street/Public life' surveys which provide in depth baseline data on how the streets currently function for people on foot including: walking, sitting, relaxing, sightseeing etc. The data collected is different from more standard counts and interviews, as it provides understanding of precise pedestrian behaviour along the street.
 - Ground Penetrating Radar and Three Dimensional Topographical surveys of the entire design area, to provide an accurate base map of existing street features at and below ground level. Early identification of spatial constraints on street and the tracing of underground features, such as utilities and cellars, will inform the design as it emerges from the process.
- 3.16 To ensure effective coordination and accountability, the GNT design project is overseen by the Council's Central Edinburgh Development Working Group, chaired by Head of Place Development.

Funding

- 3.17 An additional, allocation up to a maximum of £120,000 has been secured from Sustrans Scotland's Community Links Plus scheme, in financial year 2017/18 (ending 30 June 2018). This is a contribution towards the overall costs of the preliminary design stage, providing an allowance for the Council to undertake additional work where required to achieve a preliminary design that is fully integrated with other key projects in the city centre, that promote active travel and a high-quality pedestrian experience.

4. Measures of success

- 4.1 A preliminary design for the future layout of George Street and interconnected streets of Hanover, Frederick and Castle will be brought to Committee once available.
- 4.2 The design will reflect the design principles reported to Committee on 7 June 2016, but also be informed by the development of the Central Edinburgh Transformation project.

5. Financial impact

- 5.1 The total value of the contract is £289,400.00.
- 5.2 The value of the contract, costs associated with the procurement process, and additional studies required to develop the preliminary design will be met from the George Street and First New Town design project budget, which has been supplemented by an external funding award from Sustrans.
- 5.3 The likely cost of implementing any phases of the George Street public realm scheme would be subject of a future report to Committee, containing the detailed design as part of a TRO. This would follow the identification of an appropriate funding package. (Funding sources that might be considered include the Council's cycling budget, for the introduction of the cycle facility; the transport capital budget which is invested in the fabric of the city's public realm; plus a range of additional national funding sources including those aligned to supporting developments in areas with important Heritage considerations, and active travel, as well as other appropriate public, private and third sector funding sources that may emerge).

6. Risk, policy, compliance and governance impact

- 6.1 There are no health and safety, governance, compliance or regulatory implications expected as a result of this report. The George Street and First New Town Design project is a key component within of the Council's evolving vision and approach to the city's central area, and its development is intended to make significant progress towards the Council's public realm strategy and contribute to future developments supporting the Council's Active Travel Action Plan targets.
- 6.2 There are no health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) process for the George Street and First New Town Design project commenced during the ETRO trial, and will remain in effect throughout the design process.
- 7.2 The project will work towards securing an improved environment for pedestrians and cyclists which will have a positive impact on the safety, freedom of movement and access for all who use the public space. Specific consultation with a range of equalities group representatives will be undertaken during the preliminary, and any further design stages. This will take into account any people whose characteristics are protected under the Equalities Act 2010.

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 visitors and users of the First New Town area.

9. Consultation and engagement

- 9.1 The Design Principles for George Street were developed with input from an external group of Stakeholders from the immediate area, prior to Committee approval in June 2016. These principles provided the basis for further development of a long-term design layout for George Street and the interconnecting streets.
- 9.2 Community involvement (listening to and acting upon stakeholder views) will remain a key element of the development of a Preliminary Design. Broad ranging stakeholder and citizen involvement and input into the design process is considered fundamental to the success of the preliminary design.
- 9.3 Stakeholder engagement with those living, working or with businesses in the immediate design area was central to the development of the Design Principles, and continuation of this commitment to positive engagement will be core to the design development process of this next stage of work.

10. Background reading/external references

- 10.1 Report to Transport and Environment Committee on 5 October 2017, 'Central Edinburgh Transformation
- 10.2 Report to the Transport and Environment Committee on [29 April 2014](#), 'George Street Experimental Traffic Regulation Order'
- 10.3 Report to the Transport and Environment Committee on [7 June 2016](#), 'George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles'
- 10.4 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'.
- 10.5 Report to the Transport and Environment Committee on [21 March 2017](#), 'Road, Footway and Bridges Additional Investment – Capital Programme for 2017/18'

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11. Appendices

Nil

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Review of Infrastructure at the West End of Princes Street and Tram Infrastructure in the City Centre and at Edinburgh Park

Item number	7.7
Report number	
Executive/routine	
Wards	All
Council Commitments	C16

Executive Summary

To update Committee on work undertaken to date and to present a scoping report for future work on a review of infrastructure at the west end of Princes Street and tram infrastructure in the city centre and at Edinburgh Park to enhance pedestrian and cyclist safety and convenience.

Review of Infrastructure at the West End of Princes Street and Tram Infrastructure in the City Centre and at Edinburgh Park

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the work undertaken to date on the improvements;
 - 1.1.2 approves the scoping report for future works; and
 - 1.1.3 discharges Items 1) and 3) of the Motion "Action to Improve Conditions for Vulnerable Road Users", approved by The City of Edinburgh Council on 29 June 2017.

2. Background

- 2.1 Following the fatal collision involving Zhi Min Soh at Shandwick Place on 31 May 2017 the Council undertook to carry out a road safety assessment of the area, considering all users and aspects of the junction and its approaches.
- 2.2 A working group has since been set up and has met to discuss possible options and develop short term interventions. As part of this, the working group also considered interventions that were being developed by a consultant, engaged previously by the Council, to look at areas of potential conflict between cyclists and tramlines throughout the city centre. SPOKES and Sustrans had previously been consulted during the development of these interventions.
- 2.3 It is now proposed to implement some of these interventions alongside those that have been identified since June.
- 2.4 On 29 June 2017, the Council approved a motion calling for a number of actions to be undertaken to improve conditions for vulnerable road users in the city centre and at various locations along the tram route. These actions included undertaking reviews of infrastructure at the junction at the west end of Princes Street and of tram infrastructure in the city centre and at South Gyle/Edinburgh Park to enhance pedestrian and cyclist safety and convenience. The motion also called for the design of any future tram line extension to reflect Council policies to prioritise pedestrian and cyclist safety and convenience.

3. Main report

3.1 The levels of consultation, design and approvals required for the interventions that have been identified by the working group vary, depending on their scope, nature and impact. It is therefore proposed to adopt a multi-phased approach to the implementation of enhancements along the on-street section of the tramline in the city centre, as follows:

3.1.1 Phase 1 – Expected completion date end of October 2017

- Red screeded surfacing and road markings to guide cyclists crossing the tram tracks at five city centre locations, including Shandwick Place.
- Red screeded Advanced Stop Line for cyclists in right turn lane on Shandwick Place.
- Red screeded surfacing to two sections of existing cycle lane at Haymarket Yards.
- Warning signs, aimed at both cyclists and drivers, at locations along the on-road section of the tramline in the city centre (subject to Scottish Ministers approval of non-prescribed signs).
- Media/communications campaign, aimed at both cyclists and drivers, to highlight the risks of cyclists losing control at tram tracks, encourage drivers to leave extra space and explain the meaning of the new signs, road markings and red surfacing.

3.1.2 Phase 2 – Expected completion date end of March 2018

- Improvements to Advanced Stop Lines for cyclists and associated traffic signals apparatus at six city centre locations.
- Changes to existing short length of cycle lane and associated alterations to traffic signals apparatus outside entrance to Haymarket Station.
- Replacement of cycle symbol road markings on Princes Street at Lothian Road and at South Charlotte Street with worded “CYCLE” marking (subject to Scottish Ministers approval of non-prescribed marking).
- Refresh of media/communications campaign.

3.1.3 Phase 3 – Expected completion date Autumn 2018

- Short length of new segregated cycle lane on Princes Street and red screeded surfacing and road markings to guide cyclists crossing the tram tracks at South St Andrew Street.
- New shared use footway/cycleway and crossing points at Cultins Road.
- Phase 3 timescale is dependent on successful promotion of redetermination orders.

3.1.4 Phase 4 – Expected completion date dependent on scope of change

- Substantive changes to road layout at Princes Street/Lothian Road/Shandwick Place/Queensferry Street/Hope Street junction to improve road safety for all users and introduce a new pedestrian crossing facility on Queensferry Street (outside Ryan's Bar), delivered as part of a review of public realm in the wider city centre.
- 3.2 Phase 1 and Phase 2 measures will be installed overnight during tram non-running hours. The more extensive, longer term interventions may impact on tram services during their construction.
- 3.3 The red screeded surfacing and road markings described above will be introduced at angles between 45 and 90 degrees and cyclists should ensure they cross the rail within this range.
- 3.4 The working group has identified the need for there to be regular refreshes of the media/communications campaign in the future, perhaps in co-operation with the city's major tertiary education institutes, and timed to coincide with the start of a new academic year when a fresh intake of students, unfamiliar with the city's infrastructure, arrives in Edinburgh.
- 3.5 It is also intended to include the measures developed by the working group in a factsheet that will be incorporated into the Council's Edinburgh Street Design Guidance document and to undertake a review of the outline design that has been developed for a future tram extension to Newhaven against this Guidance.

4. Measures of success

- 4.1 To improve the safety for all users at cycle/tram interfaces along the on-street tram section by implementing various measures in a phased approach.

5. Financial impact

- 5.1 The cost of implementing the Phase 1 measures is expected to be in the region of £30,000. This will be covered by the Road Safety budget.
- 5.2 The cost of implementing the Phase 2 and 3 measures is expected to be in the region of £200,000. This will be covered by the Active Travel budget.
- 5.3 Any budgetary or resource implications for Phase 4 cannot be addressed until the scope of change is determined.

6. Risk, policy, compliance and governance impact

- 6.1 The Edinburgh Road Safety Plan puts forward the vision that the Council and its partners will work towards Vision Zero and provide a modern road network where all users are safe from the risk of being killed or seriously injured. These improvements aim to reduce conflict at key points.

7. Equalities impact

- 7.1 The improvements will take into account the road safety needs of all users. Due regard will be given to the protected characteristics (Age, Disability and Religion and Belief) through the consultation and design process.

8. Sustainability impact

- 8.1 Potential for positive impact on the environment by providing improvements to the infrastructure. This should improve the safety for cyclists, encouraging a reduction in vehicle use and lower carbon emissions.

9. Consultation and engagement

- 9.1 Consultation on proposals has been carried out with Ward Councillors, Transport Spokespeople for each party, and key Stakeholder groups on all proposals. This will continue as proposals develop.

10. Background reading/external references

None.

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11. Appendices

Nil

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Transport and Environment Committee Strategic Work Programme

Item number	7.8
Report number	
Executive/routine	
Wards	All
Council Commitments	16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 43

Executive Summary

The Programme for the Capital: The City of Edinburgh Council Business Plan 2017-22 was approved by Council on [24 August 2017](#).

This report sets out the elements of the Programme for the Capital which sit within the remit of the Transport and Environment Committee.

Transport and Environment Committee Strategic Work Programme

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note the work programme for the Committee, as set out in the Programme for the Capital and summarised below.

2. Background

- 2.1 The Programme for the Capital: The City of Edinburgh Council Business Plan 2017-22 was approved by Council on 24 August 2017.
- 2.2 This sets out the commitments of the Council Administration in the context of the Council strategy, City Vision, the Community Plan, the budget plan, the people plan and Directorate Business Plans.
- 2.3 A detailed Business Plan for Place will be developed to reflect these plans and will reflect how services will approach challenges and improve services for citizens.
- 2.4 A report detailing how progress against the Programme for the Capital will be measured will be presented to Council in October. This will be reflected in the Place Directorate Business Plan and in future reports to the Transport and Environment Committee.

3. Main report

Strategic Context

- 3.1 The Council has set out five strategic aims:
- A **Vibrant City** - Edinburgh to be a vibrant and thriving city with a unique heritage, leading economy and a world-renowned reputation for culture and sport.
 - A **City of Opportunity** - Edinburgh to be a city in which everyone has access to opportunities to live fulfilling lives and ensure no one is left behind.
 - A **Resilient City** - Edinburgh to be a city that is resilient with citizens that are protected and supported with access to sustainable and well maintained facilities.
 - A **Forward Looking Council** – An organisation that collaborates effectively with our partners, focuses on prevention and ensures we are fit for the future.

- An **Empowering Council** - A council which empowers our citizens to take action, participate and make decisions for themselves.
- 3.2 The Council have made 52 Commitments to the city, all based around six themes:
- **Deliver an economy for all** – local jobs, growth and affordable housing.
 - **Build for a future Edinburgh** – a planning system that works to protect **and develop our city**.
 - **Deliver a sustainable future** – a better environment and transport system that works for all.
 - **Deliver for our children and families** – improving lives and future.
 - **Deliver a healthier city for all ages** – strong and vibrant communities.
 - **Deliver a Council that works for all** – more empowered, transparent and improved public services.

Transport and Environment Committee Remit

- 3.3 The Transport and Environment Committee remit includes: Strategic Transport Planning, Traffic management, roads and parking, Public transport, Public Realm, Sustainability, carbon reduction and energy issues, Flood prevention, Waste services, Environmental health and trading standards, Parks and green space, Street Cleaning and open space maintenance.
- 3.4 The remit is primarily focused on the theme: **Deliver a sustainable future** – a better environment and transport system that works for all.
- 3.5 The detail of the commitments is provided in appendix 1 of this report.
- 3.6 The work programme for the Committee will be focused on these Commitments with regular reports for approval and/or information throughout the course of the Business Plan period.
- 3.7 The Key Decisions Forward Plan on today’s agenda outlines the reports which are already scheduled for decision at upcoming Committee meetings.

4. Measures of success

- 4.1 The measures for success are still be developed and will be reported to the Transport and Environment Committee in December 2017.

5. Financial impact

- 5.1 The activities set out in this report are currently reflected in the Place budget 2017/18.

- 5.2 The Council's proposals for budget savings in future years will be presented to Finance and Resources Committee on 28 September 2017 for consultation. The final proposals will be submitted to Council early in the new year for approval.

6. Risk, policy, compliance and governance impact

- 6.1 The Place Directorate Business Plan will be updated to reflect the Programme for the Capital.
- 6.2 The risk, compliance and governance impacts of the Programme for the Capital are being considered within the Council's framework for managing these activities and will then be reviewed regularly.

7. Equalities impact

- 7.1 There are no direct Equalities impacts arising from this report.
- 7.2 As services develop to deliver the Programme for the Capital, Equalities impacts will be assessed in the normal way.

8. Sustainability impact

- 8.1 There are no direct Sustainability impacts arising from this report.
- 8.2 As services develop to deliver the Programme for the Capital, Sustainability impacts will be assessed in the normal way.

9. Consultation and engagement

- 9.1 The Programme for the Capital has been developed to incorporate feedback from consultation and engagement.
- 9.2 Consultation and engagement will be undertaken at the appropriate time as services develop activities to align with the commitments set out in the Place Directorate Business Plan.

10. Background reading/external references

None.

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11. Appendices

- 1 Council Commitments – Deliver a Sustainable Future

Appendix 1 – Delivering a sustainable future Council Commitments

A better environment and transport system that works for all

- C16. 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.
- C17. Guarantee 10% of the transport budget on improving cycling in the city.
- C18. Improve Edinburgh's air quality and reduce carbon emissions. Explore the implementation of low emission zones.
- C19. Keep the city moving by reducing congestion, improving public transport to rural west Edinburgh and managing road works to avoid unnecessary disruption to the public.
- C20. Explore the introduction of a lane rental for utility companies to reduce traffic pressures.
- C21. Retain Lothian Buses and Edinburgh Tram in public ownership.
- C22. Deliver the tram extension to Newhaven by 2022 after reviewing the business case and delivery plan to ensure they are robust.
- C23. Implement improvement plans for Waste and Cleansing Services to improve street cleanliness in every ward. Reintroduce a free bulky item collection service to tackle fly tipping.
- C24. Reduce the incidence of dog fouling on Edinburgh's streets and public parks.
- C25. Increase recycling to 60% from 46% during the lifetime of the administration.
- C26. Improve parking for residents by expanding provision of park and rides for commuters.
- C27. Tackle pavement parking and reduce street clutter to improve accessibility.

C43. Continue to upgrade our existing parks and plant an additional 1,000 trees in communities. Protect major recreational areas such as the Meadows, Leith Links and Princes Street Gardens.

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Place Directorate - Revenue Monitoring 2017/18 – month three position

Item number	7.9
Report number	
Executive/routine	
Wards	All
Council Commitments	C16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 43

Executive summary

The report sets out the detailed projected month three revenue budget monitoring position for Place Directorate. The report also includes an update on the provisional month five position.

Operational cost pressures are being faced by the service which are predominantly within the Waste and Roads services. At month three, 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 £7.104m towards which further mitigations totalling £6.100m had been identified but not yet brought to fruition. An over spend against budget of £1.004m was projected at period three.

An update on the provisional Council revenue monitoring position at month five was received by Finance and Resources Committee on 28 September 2017. For Place Directorate budget pressures of £4.430m were identified at period five. A corresponding set of actions has now been developed to fully offset pressures and while a number of risks remain around their subsequent delivery, a break-even position is being forecast at this time. Progress will continue to be reported in respect of mitigation delivery.

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.

Place Directorate - Revenue Monitoring 2017/18 – month three position

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes:
- 1.1.1 the net projected residual budget pressure of £1.004m after identified mitigations which remained at month three;
 - 1.1.2 that approved savings in 2017/18 totalling £7.323m are currently 72% on target to be delivered; £5.293m. The net projected residual budget pressure includes management plans to deliver the remaining savings.
 - 1.1.3 that Place Directorate has now identified proposed remedial measures to address the projected overspend position and while a number of risks remain around delivery of mitigating actions, a break-even position is now being forecast in the provisional month five monitoring.

2. Background

- 2.1 The total 2017/18 approved gross budget for Place Directorate is £197.800m. The net budget is £64.000m 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 three of the financial year.

3. Main report

- 3.1 Place Directorate face 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 a unfunded budget pressure at month three of £7.104m. Further mitigations had been identified but not yet brought to fruition totalling £6.100m.
- 3.2 Work was initiated by the Place Management Team to identify further solutions to be brought forward in 2017/18 to bridge the £1.004m budget gap. This included 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.

Unfunded Budget Pressures - £7.104m

- 3.3 At month three, projected unfunded budget pressures of £7.104m were identified.

The main budget pressure resides within Waste Services. The period three forecast was £6.953m. There is a continuing structural budget issue in this area. To address this there is a four year plan spanning 2017-2020 to bring the collective Environment service into a balanced budget position. Within the £6.100m of mitigations referred to in 3.1, £3.523m refer to Environment and relate to cost efficiencies from full implementation of transformation savings, planned de-fleeting of vehicles and the winding down of current rail haulage arrangements. The forecast has improved from period two and we expect this to continue.

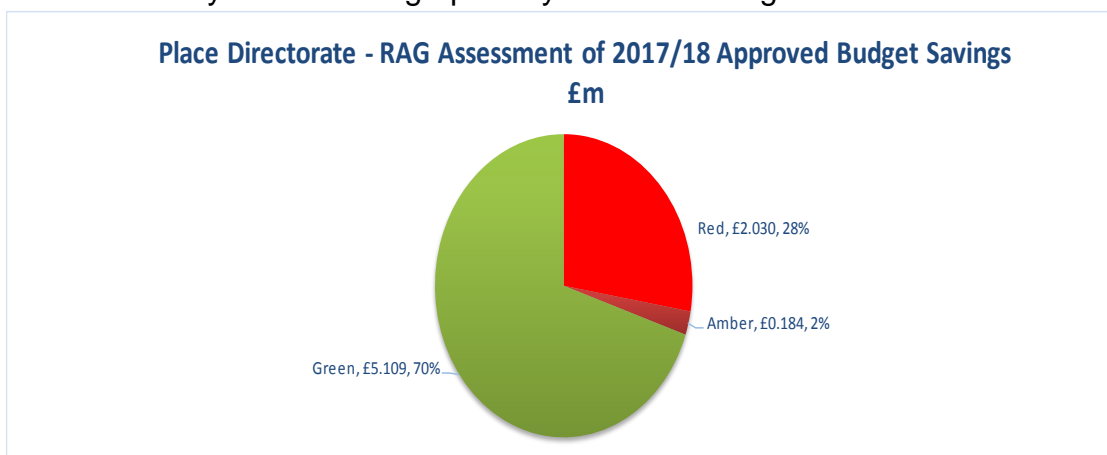
At month three there was a forecast budget pressure within Roads Services of £3.250m. As with the Environment service there is a plan to bring the Roads service into a balanced budget position. £1.000m of the mitigations referred to in 3.1 are in respect of planned improvements in this service. The forecast has improved from period two and we expect this to continue.

Other mitigations planned to be delivered Directorate wide when combined with identified underspends against budget left a net forecast unfunded budget pressure of £1.004m at month three. Place Directorate initiated work to identify, as a priority, appropriate remedial measures to address the full projected overspend.

Approved Budget Savings 2017/18 - £7.323m

- 3.4 The approved savings for Place Directorate in 2017/18 total £7.323m.
- 3.5 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 three this indicated that 72% of these savings, £5.293m were assessed as green or amber. Actions have been identified to deliver the remainder of the savings. Progress in the delivery of the savings programme is reviewed regularly.

The RAG analysis is shown graphically in the following chart:



Further Management Action

- 3.6 The total projected budget pressure, at month three was £7.104m including any as yet unrealised savings. Mitigating management action to deliver further savings of £6.100m had been identified at month three leaving a residual £1.004m of further efficiencies to be found to deliver a balanced budget. This total includes planned management action to deliver approved budget savings.
- 3.7 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.
- 3.8 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.

Update

- 3.9 An additional revenue monitoring report was received by Finance and Resources Committee on 28 September 2017 in respect of the provisional Council revenue monitoring position at period five. For Place Directorate total projected budget pressures of £4.430m were identified at period five. A corresponding set of actions has now been developed and while a number of risks remain around their subsequent delivery, a break-even position is being forecast at this time. Progress will continue to be reported in respect of mitigation delivery.

4. Measures of success

- 4.1 The measure of success is the achievement of a balanced revenue budget position for Place Directorate. The net projected residual budget pressure at month three was £1.004m, assuming mitigations identified are delivered. However, Place Directorate has been working to identify, as a priority, proposed remedial measures on an ongoing basis and, based on provisional month five

monitoring, actions have now been developed to address the full projected overspend.

5. Financial impact

- 5.1 The report's contents note a projected overspend of £1.004m for the year based on period three monitoring. Provisional month five monitoring projects a break-even position. This updated position is subject to active monitoring, management of risks and full delivery of identified mitigations.

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. Links

Nil

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Leith Walk Phase 4 – Appointment of Land Engineering

Item number	7.10
Report number	
Executive/routine	
Wards	
Council Commitments	

Executive Summary

At the meeting of Council on 29 June 2017, a motion was approved seeking additional detail of the circumstances surrounding the appointment and subsequent collapse of Land Engineering, the company responsible for undertaking the Phase 4 Leith Walk repairs between Pilrig Street and McDonald Road.

In discharging the motion, this report details the assessment undertaken prior to contract award, the actions taken by the Council immediately following the collapse and proposed improvements to mitigate the risk of similar business failure going forward.

Leith Walk Phase 4 – Appointment of Land Engineering

1. Recommendations

- 1.1 It is recommended that members of the Transport and Environment Committee:
- 1.1.1 note the contents of this report; and
 - 1.1.2 refer this report to the Finance and Resources Committee for consideration of any relevant improvements that may be introduced across the Council's wider procurement and contract management processes.

2. Background

- 2.1 The Leith Programme comprises £9.1 million of major improvement works to the roads, footways and street furniture in Leith Walk and Constitution Street, to be delivered in a number of phases over several years. Phases 1 to 3 of the scheme have previously been completed.
- 2.2 Land Engineering was contracted by the Council to undertake Leith Walk Phase 4, being the section between Pilrig Street and McDonald Road. On 1 June 2017, however, whilst working on the scheme, the Council was formally notified that the appointed contractor had been placed into administration.
- 2.3 While, in accordance with established contingency arrangements, a replacement framework contractor was quickly mobilised, in view of any potential costs arising from the disruption and wider lessons to be learned, a motion was approved by Council on 29 June 2017 requesting details of:
- the work undertaken, if any, to assess the financial viability of Land Engineering in light of the company's large losses in 2015;
 - an explanation of whether and when any subsequent reviews of the company's financial position took place after awarding of the contract;
 - whether any bonds, or other indemnities, were included in the contract; and
 - the financial consequence of the demise of Land Engineering for Council Tax payers.

3. Main report

Due diligence

- 3.1 The due diligence of potential contractors is carried out at the tender stage of procurement projects. This includes carrying out mandatory checks of suitability, including legal and financial standing, experience, adherence to policies and other standards specific to the requirement.
- 3.2 The financial checks currently include a detailed review of the most recent two years' financial accounts, the organisation's turnover relative to the anticipated contract value, the current ratio (current assets / current liabilities), net worth and a third-party credit agency check. The checks are undertaken by the Council's Finance Division and the level of checking is proportionate to the value and complexity of the contract, aligning with other public sector and most commercial organisations.
- 3.3 The specific financial checks performed as part of the procurement process are reviewed on a project-by-project basis. There is, however, an overriding objective of maintaining consistency of approach, balancing the consideration of all normal commercial risks with looking to avoid creating barriers for small and medium enterprises (SMEs).
- 3.4 For limited companies, accounting records are historic, filed up to twelve months after the year-end on a public register. The Council may additionally ask for up-to-date accounts, particularly for high-value, high-risk projects. These statements will, however, be unaudited and may contain commercially-sensitive information which companies may be unwilling to share and the Council cannot oblige them to do so in terms of relevant procurement rules.
- 3.5 If potential or actual risks are identified, the Council can ask for insurance or performance bonds to be put in place to mitigate any risk of financial loss. In some instances, putting in place this safeguard may incur additional costs for the Council. This approach would not, however, address the disruption caused to the Council from an insolvency and is recognised by the Scottish Government to create barriers for SMEs. Public authorities are therefore asked to act proportionately when introducing such measures.
- 3.6 While a potential provider may present apparently-healthy financial figures, the Council cannot predict future events. Examples would include poor decisions, court actions and bad debts that could occur following the contract award and could send the company into administration.
- 3.7 Due diligence prior to contract award is carried out on all contracts procured through Commercial and Procurement Services (CPS). Building on this, CPS's Contract Management team is working with service areas to embed a consistent approach to contract management across the Council.
- 3.8 Post contract award, ongoing, proportionate contract management is a key requirement to manage suppliers, ensuring operational and financial performance is

maximised while commercial risk is minimised and managed. This is further supported through business continuity plans and contractual terms and conditions that assist with the identification and management of unforeseen events.

Land Engineering – pre-contract financial assessment

- 3.9 In accordance with the process above, financial assessments are carried out on bidders using the most recently-available audited accounts, with contracts assessed for risk using a standardised matrix. In the case of Land Engineering, the accounts assessed were prepared as of 31 August 2015, with the accounts for 31 August 2016 not due for submission until 28 May 2017 in line with Companies House's normal requirements.
- 3.10 As part of the evaluation, it was noted that Land Engineering's Earnings Before Interest, Tax, Depreciation and Amortisation (EBITDA) were £0.808m but, after depreciation, there was an operating loss of £0.146m and a loss for the year after interest and tax of £0.305m, compared to a small profit of £0.067m in 2014. Expressed relative to the organisation's turnover and in comparison with industry norms, however, this level of loss did not cause any specific concerns or in any way form the basis of non-consideration of the organisation's tender submission.
- 3.11 The turnover for the most recent financial year was £39.912m which, against an expected annual contract value of £1.000m, ensured that Land Engineering comfortably passed the financial capacity (turnover) test for the contract.
- 3.12 The financial assessment process also includes consideration of an organisation's ability to meet its short-term and long-term obligations through calculation of its current ratio. In general terms, a higher ratio is considered to indicate greater relative financial stability. For the year ending 31 August 2015, Land Engineering's current ratio was 1.36, similar to the 1.34 for the previous year. These ratios compared favourably to those for the other bidders. Assessments of Land Engineering's net assets were also favourable in both absolute and relative terms.
- 3.13 Land Engineering's credit score was also requested from a third-party credit agency which returned a value of 92, representing a 0.9% likelihood of failure as assessed by the agency. The Council additionally now has access to services from a separate agency and, even for the period immediately preceding Land Engineering's collapse, this continued to note a low risk of failure.

Reviews undertaken post-contract award

- 3.14 After the awarding of the Leith Walk Phase 4 works contract, further reviews were carried out on Land Engineering, albeit in the context of other tender commissions. As the next annual accounts were not due until 28 May 2017, however, these were by necessity undertaken on the same financial statements.

Bonds or other indemnities used

- 3.15 The use of performance bonds for procurement contracts is not generally a practice employed by the Council as they are not considered to represent value for money.

As Land Engineering comfortably passed the overall financial assessment, however, no further indemnities were included in the contract.

Action taken following Land Engineering's entering administration

- 3.16 Land Engineering's employment under the Leith Walk Phase 4 project was terminated on 2 June 2017. Another framework contractor was, however, appointed to complete the works within two working days, with the successful novation of contracts limiting disruption to service users and related projects. The Council is exercising its rights to offset the additional costs to complete the works from any sums due to Land Engineering. The Council is in discussion with the administrator on this issue.

Potential improvements to financial assessment processes

- 3.17 The Council awards, on average, around 450 contracts annually. No process can eliminate delivery risk entirely and, as a result, the Council will continue to consider any opportunities to improve its business continuity arrangements on a regular basis.
- 3.18 Opportunities will, however, be examined to improve the assessment process further by setting up news alerts for all companies working on medium- and high-risk contracts. This will make the Council more aware of events potentially resulting in significant changes to the financial standing of the companies concerned. As with Land Engineering, however, it may be that the company enters administration before this information becomes available; a thorough search for information on the day of its collapse revealed no obvious signs of immediate distress being signalled.
- 3.19 A pilot is also currently being run to improve contract management on all Council contracts. This should encourage the development of mutually-beneficial relationships and, in some cases, provide earlier warning of potential difficulties.

4. Measures of success

- 4.1 Measures of success will include a further reduction in the small percentage of Council suppliers entering administration. Given that this risk can never be entirely eliminated, however, where it materialises, of equal importance is that the Council mitigates any disruption and associated financial impact to the citizens of Edinburgh.

5. Financial impact

- 5.1 There are no direct financial impacts of this report but the Council is seeking independent legal advice regarding its right to offset the amount due for Leith Walk Phase 4 with the administrator of Land Engineering.

6. Risk, policy, compliance and governance impact

- 6.1 There is a risk that relying on historic financial information fails to alert the Council to the likelihood of a supplier's failing. While, as noted above, this risk cannot be eliminated, it should be mitigated by using an up-to-date third party credit score and becoming more pro-active with supplier relationships.

7. Equalities impact

- 7.1 There is no direct relevance of the report's contents to equalities-related issues. However, the Council should ensure value for money for all of Edinburgh's inhabitants.

8. Sustainability impact

- 8.1 There are no impacts on carbon, adaptation to climate change and sustainable development arising directly from this report.

9. Consultation and engagement

- 9.1 Finance and procurement will engage with staff across teams and consult key stakeholders as part of the improvements to the processes.

10. Background reading/external references

- 10.1 [Item 25 – Leith Walk Works – Motion by Councillor Daggart](#)

Stephen S. Moir

Executive Director of Resources

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11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday 5 October 2017

Appointment to the Cammo Estate Advisory Committee

Item number	7.11
Report number	
Executive/routine	
Wards	
Council Commitments	

Executive Summary

The Transport and Environment Committee as the parent Committee, is asked to appoint the membership of the Cammo Estate Advisory Committee.

Appointment to the Cammo Estate Advisory Committee

1. Recommendations

- 1.1 To agree to appoint two elected members to the Cammo Estate Advisory Committee.

2. Background

- 2.1 The current remit of the Advisory Committee is to meet at regular intervals and whenever necessary for consultation with or to offer advice to the proprietors of Cammo Estate or the National Trust for Scotland on the planning, development, management or maintenance of the subjects and buildings on the property.
- 2.2 Cammo Estate Advisory Committee was previously appointed by Full Council. Following a review and rationalisation of Council appointments in May 2017, it was concluded that the Cammo Estate Advisory Committee had the status of a working group and was most appropriately appointed by this Committee.

The legal agreement for the Cammo Estate Advisory Committee states that any two elected members should be appointed. Under the previous Administration, the Council was represented by Councillor Work and previous Councillor Keil.

3. Main report

- 3.1 Not applicable.

4. Measures of success

- 4.1 Not applicable.

5. Financial impact

- 5.1 Not applicable.

6. Risk, policy, compliance and governance impact

- 6.1 Not applicable.

7. Equalities impact

7.1 Not applicable.

8. Sustainability impact

8.1 Not applicable.

9. Consultation and engagement

9.1 Not applicable.

10. Background reading/external references

10.1 None.

Andrew Kerr

Chief Executive

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11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

Item number	8.1
Report number	
Executive/routine	
Wards	11 – City Centre
Council Commitments	C19

Executive summary

In June 2016 the developer of 30–30A Dundas Street approached the City of Edinburgh Council requesting the current single yellow line waiting restrictions be amended to 24 hour waiting restrictions (double yellow lines) adjacent to their premises. The introduction of double yellow line waiting restrictions would allow delivery vehicles to load/unload at any time of the day.

Objections were received when the proposals were advertised to the public. This report addresses the representations made by the objectors, recommends that the objections are set aside and that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 sets aside the objections received; and
 - 1.1.2 makes the Traffic Regulation Order (TRO) as advertised.

2. Background

- 2.1 In February 2014 an application was received for the alteration to the frontage of the former furniture shop at No 30–30A Dundas Street, to a food retail shop (14/02746/FUL).
- 2.2 At present there is a single yellow line waiting restriction on the section of Dundas Street adjacent to the shop. To permit unrestricted loading/unloading it is proposed that this should be changed to a double yellow line (see attached plan, Appendix 2).

3. Main report

- 3.1 The TRO to make the necessary amendments was advertised from 26 May until 16 June 2016. Two letters of objections were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.
- 3.2 The introduction of the double yellow line area will not reduce the number of parking spaces currently available. It will prevent parking out with the single yellow line restricted hours of 8.30am to 5.30pm, Monday to Friday inclusive. It will avoid vehicles off-loading outside residential or other business premises and moving loads along the footway. Moving goods along the footway may place both pedestrians and delivery staff at risk and have a detrimental impact to road safety that would not occur, with the provision of a double yellow line area. In addition, it should avoid loading/unloading from permit holders' parking places, that would prevent residents from using them.
- 3.3 The introduction of a yellow line area will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.

- 3.4 Vehicles servicing the development will be instructed to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will therefore be mainly adjacent to the retail unit and not the surrounding residential premises.

4. Measures of success

- 4.1 The double yellow line area will provide opportunity for delivery and goods vehicles to load and unload at all times of the day, which will lead to a reduction in double parking. This will greatly improve road safety and cause less problems for other road users.
- 4.2 To address concern over delivery vehicles parking in residents' parking places to load/unload thus limiting their use by permit holders.

5. Financial impact

- 5.1 The costs for undertaking the necessary works will be met by the retail development.

6. Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

7. Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed, as there will be no impact on those covered by the Protected Characteristics.

8. Sustainability impact

- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

9. Consultation and engagement

- 9.1 These proposals have been advertised in the press, on-street and on the Council website.

9.2 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

10. Background reading/external references

None.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1- Details of the objections

Appendix 2 - Plan of the proposed amendments

Objections to Proposed Introduction of 24 Hour Waiting Restrictions – Dundas Street

Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

	Issue	Response
1.	<p>There is insufficient residential or public parking in Dundas Street. The proposal would reduce the number even further.</p>	<p>There will be no decrease in the number of permit holder parking places on Dundas Street.</p> <p>Not all deliveries are made during the Controlled Hours of 8.30am to 5.30pm, Mondays to Fridays. The double yellow line areas are provided to give delivery vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait on the yellow line to carry out the delivery etc provided activity is seen at the vehicle. Parking Attendants will enforce any misuse of the yellow line. It will also avoid delivery vehicles waiting in other parking bays in the area to off-load and preventing residents and others from using them.</p>
2.	<p>The noise level from the delivery vehicles will be extremely disturbing.</p>	<p>Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the yellow line area will remove the need for deliveries to be moved, from other locations in Dundas Street along the footway. Any noise impact from delivery vehicles will therefore be minimal.</p>
3.	<p>Traffic congestion and pollution will increase as traffic travelling northwards will be held up by the delivery vehicles.</p>	<p>The introduction of the yellow line area will restrict the number of vehicles which may load/unload at the store. The relocation of the permit holders parking places will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.</p>
4.	<p>Persons shopping in the new store may park on the adjacent yellow line area.</p>	<p>During the controlled hours only vehicles loading/unloading or blue badge holders will be able to wait on the yellow line area. Outwith the controlled hours any vehicles may park, which includes residents of Dundas Street or the surrounding roads.</p>

NOTES

PROPOSED DOUBLE YELLOW LINE LOADING AREA

EXISTING PERMIT HOLDERS PARKING PLACE



DUNDAS STREET
WAITING RESTRICTIONS



Produced using Smallworld GIS

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• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

City Development Department,
1 Cockburn Street, Edinburgh EH1 1ZL
Tel: 0131 200 2000

Scale: 1:500



Date: 10/05/17

Drawn By:

Drawinn Nn

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Objections to Traffic Regulation Orders TRO/17/32 A and B Proposed Amendments to Speed Limits – Various Roads, Edinburgh

Item number	8.2
Report number	
Executive/Routine	Routine
Wards	All Wards
Council Commitments	C19

Executive Summary

This report details objections to Traffic Regulation Orders TRO/17/32 A and B which will make variations to the previously implemented Traffic Regulation Order TRO/15/17 for a citywide 20mph network and introduce additional speed limit adjustments. It informs Committee of the one objection received to the Order and seeks approval to set this aside and make the Orders as advertised.

Objections to Traffic Regulation Orders TRO/17/32 A and B Proposed Amendments to Speed Limits - Various Roads, Edinburgh

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the objection received to the Traffic Regulation Orders; and
 - 1.1.2 sets aside the objection and gives approval to make the Traffic Regulation Order as advertised.

2. Background

- 2.1 On [17 March 2015](#), the Transport and Environment Committee approved an implementation plan for the roll-out of the citywide 20mph network previously approved on 13 January 2015, following consultation. Committee also authorised commencement of the statutory procedures (Traffic Regulation Order) required to introduce a 20mph speed limit for the approved road network.
- 2.2 Advertised in May 2015, the Order received 86 representations, of which 54 were considered objections and were reported to Committee on [12 January 2016](#). Committee agreed to set these aside and make the Order (TRO/15/17) for a citywide 20mph speed limit. This covers all of the city centre, most shopping streets, and residential areas. Phased implementation of the relevant signage is planned between June 2016 and February 2018.
- 2.3 It became apparent during the subsequent detailed design process for Construction Phase 1 (Zone 1 - City Centre and Rural West Edinburgh) that the Order omitted several streets from the proposed 20mph speed limit network, for a variety of reasons. The omissions largely resulted from errors in the original scoping exercise, amendments required to incorporate a small number of additional streets or parts of streets, and the inclusion of new streets. Some other amendments were also necessary. To rectify the situation and provide the formal basis for the introduction of the 20mph speed limit on these streets, variations to the Order were required. Committee approved a variation to the Order on 30 August 2016 (TRO/16/09A-D) but it was also reported that a requirement for further variations was likely as detailed designs were progressed for future construction phases.

- 2.4 A further set of amendments and additions was required in relation to Construction Phase 2 (Zones 2 and 3 - North and East/South Central Edinburgh). These were enacted under Traffic Regulation Order TRO/16/74, objections to which were set aside by Committee on [17 January 2017](#).
- 2.5 Construction Phase 3 (Zones 4 and 5 - West and North West Edinburgh) commenced in June 2017. The new speed limit went 'live' on 16 August 2017.

3. Main report

- 3.1 Detailed design for Construction Phase 3 (Zones 4 and 5 - West and North West Edinburgh) identified further variations required to the Order. Whilst a small number of these are omissions from the original scope, the majority result from the creation of new streets in recent developments or detailed amendments to sections of existing streets to improve the design. These amendments are covered by TRO/17/32A.
- 3.2 Additionally, there are four instances where amendments are made to roads with higher speed limits to improve the relationship with the new 20mph zones and one instance where a 30mph limit is reintroduced. These amendments are covered by TRO/17/32B.

Omitted Streets

- 3.3 Given the extremely large number of streets within the Order, some were overlooked in error during its preparation. Consequently, there is no legal basis to introduce 20mph speed limits on them. In addition, several streets in new developments are now included within the 20mph network. At this stage, new streets have been identified for inclusion in Zones 4, 5 and 6.
- 3.4 A limited number of streets have also been included to ensure continuity with existing 20mph zones.
- 3.5 While all omissions identified to date are included in the proposed Variation Order, a further Order may be required during the detailed design of the final phase (Construction Phase 4). This would cover future changes to the road network and any further streets subsequently identified as omitted from TRO/15/17, or reflect design development.

Further Variations to TRO/15/17

- 3.6 There are a small number of streets, or sections of streets, which require to be removed from the Order. The section of Baileyfield Road between Duddingston Road and Sir Harry Lauder Road was intended to remain at 30mph, but incorrectly included in TRO/15/17. Gyle Avenue is a private drive connecting with the Gyle Shopping Centre and is removed to maintain consistency with the remainder of the access roads within the Centre; Broadway Park is controlled by an access gate and forms a cul-de-sac serving a small office development.
- 3.7 Appendix One records the streets within TRO/17/32A.

Amendment to Higher Speed Limits

- 3.8 It is proposed to reduce the speed limit from 40mph to 30mph on Hillhouse Road between Telford Road and House O'Hill Avenue. This is in the interest of providing a 'buffer zone' and assisting a safer and smoother transition between the new 20mph side roads over this section.
- 3.9 It is proposed to introduce a 30mph limit for short sections of Dalmahoy Road, Ravelrig Road and Turnhouse Road (currently set at the national speed limit) to provide a 'buffer zone' prior to the existing 20mph limit sections to improve road safety.
- 3.10 The Order also reintroduces a 30mph limit to the section of Baileyfield Road between Sir Harry Lauder Road and Duddingston Road. This section was incorrectly included in TRO/15/17.
- 3.11 Appendix Two records the streets within TRO/17/32B.

Procedure

- 3.12 TRO/17/32 A and B were advertised in August 2017. In accordance with the relevant legislation, on-street notices were erected, advertisements published in the local press and copies of all relevant documents made available for viewing at the City Chambers.
- 3.13 As well as these legislative requirements, electronic copies of all relevant documents were published on the Council's website and on the Scottish Government's public information gateway, www.tellmescotland.gov.uk.
- 3.14 By the end of the formal consultation period, the Council had received a total of one response. The respondent was provided with a reply and given the opportunity to withdraw the objection.
- 3.15 The objection was targeted at all aspects of both Orders, focussing on perceived procedural errors, failure to follow the Scottish Government Good Practice Guidance on 20mph zones, signage errors, adverse effects of 20mph limits for all road users and the removal of part time 20mph signage outside schools. No specific reasoning was provided for the objection to TRO/17/32B which introduces 30mph limits on sections of road.
- 3.16 Further details of the objection and response are provided in Appendix Three.

4. Measures of success

- 4.1 A monitoring structure is in place to measure, over time, traffic speed and volume, public perceptions, accident data and walking/cycling volume.
- 4.2 The intended impacts and therefore measures of success for the project include:
 - 4.2.1 reduction in speeds;
 - 4.2.2 reduction in the number and severity of road casualties on relevant streets;

- 4.2.3 increase in walking and cycling; and
- 4.2.4 changes to peoples' perceptions of 'liveability' and 'people-friendliness' of Edinburgh's streets.

5. Financial impact

- 5.1 The costs incurred with undertaking the statutory procedures described in this report are approximately £3,000. These are fully contained within the 20mph project budget.

6. Risk, policy, compliance and governance impact

- 6.1 There are no identified risks associated with approving the recommendations of this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights or impacts on duties under the Act. No negative impacts are anticipated and it is expected that the scheme should improve conditions for vulnerable road users.

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.
- 8.2 There is no conclusive evidence to suggest that the proposals to reduce the speed limit will have a positive or negative impact on carbon emissions.
- 8.3 It is, however, expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.
- 8.4 Relevant Council sustainable development policies have been taken into account.

9. Consultation and engagement

- 9.1 These proposals have been advertised in the press and through on-street public notices, in accordance with the relevant legislation.

9.2 Statutory bodies representing those the proposals could affect, including Community Councils, the emergency services, and local ward Councillors have received advisory letters. Details were also published on the Council and Scottish Government websites.

10. Background reading/external references

- 10.1 [Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit](#) – Various Roads, Edinburgh - Report to the Transport and Environment Committee by the Acting Director of Services for Communities, 12 January 2016.
- 10.2 [Objections to Traffic Regulation Order TRO/16/09A-D - Various Roads, Edinburgh](#) - Report to the Transport and Environment Committee by the Executive Director of Place, 30 August 2016.
- 10.3 [Objections to Traffic Regulation Order TRO/16/32 20mph Speed Limit Various Roads, Edinburgh](#) - Report to the Transport and Environment Committee, 17 January 2017
- 10.4 [20 for Edinburgh, 20mph Network Implementation](#) – Report to the Transport and Environment Committee by the Acting Director of Services for Communities, 17 March 2015.
- 10.5 [Delivering the LTS 2014-2019, 20mph Speed Limit Rollout](#) - Report to the Transport and Environment Committee by Director of Services for Communities, 13 January 2015.
- 10.6 [Transport 2030 Vision](#), The City of Edinburgh Council.
- 10.7 [The Local Transport Strategy 2014-19](#), The City of Edinburgh Council.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix One: TRO/17/32A

Appendix Two: TRO/17/32B

Appendix Three: Objection received to TRO/17/32 A & B and associated response

**THE CITY OF EDINBURGH COUNCIL (VARIOUS ROADS, EDINBURGH)
(20 MPH SPEED LIMIT) (VARIATION NO _) ORDER 201_ - TRO/17/32A**

THE COUNCIL PROPOSES TO MAKE AN ORDER UNDER THE ROAD TRAFFIC REGULATION ACT 1984, AS AMENDED, TO:-

INTRODUCE A 20 MPH SPEED LIMIT TO THE FOLLOWING ROADS (THE SPEED LIMIT APPLIES TO THE WHOLE ROAD UNLESS OTHERWISE STATED):

AREA 1 DALMAHOY ROAD (FROM No.10 DALMAHOY ROAD TO 70m SOUTH OF HILLVIEW COTTAGES), OAKDALE (BALERNO) AND RAVELRIG ROAD (FROM DALMAHOY CRESCENT TO A POINT 30m NORTH OF DALMAHOY CRESCENT).

AREA 4 CLEGHORN ROAD, COLINTON ROAD (ABBOTSFORD PARK TO 20m EAST OF MERCHISTON BANK AVENUE), CORNFIELD CRESCENT, GRIEVE CRESCENT, MAIDENCRAIG COURT, MOTTRAM ROAD, ORMIDALE TERRACE LANE, PEEBLES TERRACE, RANDALL PLACE, WALLACE GARDENS AND WHITEHOUSE ROAD (FAIR-A-FAR-SHOT TO GAMEKEEPER'S ROAD).

AREA 5 BARNYARD PARK CRESCENT, BARNYARD PARK LOAN, BARNYARD PARK RIGG, BURNE CRUICK, CRAW YARD DRIVE, CRAW YARD PLACE, DUNIPACE ROAD, GORGIE ROAD (NOS 566-600, CUL-DE-SAC), HAYSTACK PARK, LOCHSIDE AVENUE, LOCHSIDE VIEW, NOVA SCOTIA PLACE, SAUGHTON MAINS LANE, STATION PARK APPROACH, TORWOOD CRESCENT AND TURNHOUSE ROAD (EXTENDED 10m NORTH-WEST).

AREA 6 ASPEN ROAD, BOWES PLACE, DARNLEY TERRACE, DUNKELD STREET, ERROLL DRIVE, GALVANE ROAD, GOLDENROD STREET, HAMMOND PLACE, HEWSON WAY, KNIGHT CRESCENT, MILLIGAN DRIVE, NEALANDS ROAD, SANDILANDS CLOSE AND TOBIAS STREET.

REMOVE THE 20MPH SPEED LIMIT ON THE FOLLOWING ROADS (THE SPEED LIMIT APPLIES TO THE WHOLE ROAD UNLESS OTHERWISE STATED):

AREA 3 BAILEYFIELD ROAD (SIR HARRY LAUDER ROAD TO DUDDINGSTON ROAD).

AREA 5 BROADWAY PARK AND GYLE AVENUE.

DETAILS OF THE DRAFT ORDER & RELATED DOCS CAN BE VIEWED 9.30AM - 3.30PM MON-FRI FROM 11/08/17 TO 1/09/17 AT CITY CHAMBERS RECEPTION OR ONLINE AT

**WWW.EDINBURGH.GOV.UK/TRAFFICORDERS OR
WWW.TELLMESCOTLAND.GOV.UK.**

OBJECTORS MUST STATE THEIR REASONS IN WRITING, WITH REF TRO/17/32A, TO TRAFFIC ORDERS, PLACE, CITY CHAMBERS, HIGH ST, EDINBURGH, EH1 1YJ NOT LATER THAN 1/09/17.

THE CITY OF EDINBURGH COUNCIL (BAILEYFIELD ROAD, DALMAHOY ROAD, HILLHOUSE ROAD, RAVELRIG ROAD AND TURNHOUSE ROAD, EDINBURGH) (RESTRICTED ROADS) ORDER 201_ - TRO/17/32B

THE COUNCIL PROPOSES TO MAKE AN ORDER UNDER THE ROAD TRAFFIC REGULATION ACT 1984, AS AMENDED, TO:-

INTRODUCE A 30MPH SPEED LIMIT ON:

BAILEYFIELD ROAD (SIR HARRY LAUDER ROAD TO DUDDINGSTON ROAD).

REMOVE THE 40MPH SPEED LIMIT AND INTRODUCE A 30MPH SPEED LIMIT ON:

HILLHOUSE ROAD (TELFORD ROAD TO HOUSE O'HILL AVENUE).

REMOVE THE NATIONAL SPEED LIMIT AND INTRODUCE A 30MPH SPEED LIMIT ON PARTS OF:

**DALMAHOY ROAD (150M),
RAVELRIG ROAD (130M),
TURNHOUSE ROAD (130M).**

DETAILS OF THE DRAFT ORDER & RELATED DOCS CAN BE VIEWED 9.30AM - 3.30PM MONDAY - FRIDAY FROM 11/08/17 TO 1/09/17 AT CITY CHAMBERS RECEPTION OR ONLINE AT

**WWW.EDINBURGH.GOV.UK/TRAFFICORDERS OR
WWW.TELLMESCOTLAND.GOV.UK.**

OBJECTORS MUST STATE THEIR REASONS IN WRITING, WITH REF TRO/17/32B, TO TRAFFIC ORDERS, PLACE, CITY CHAMBERS, HIGH ST, EDINBURGH, EH1 1YJ NOT LATER THAN 1/09/17.

Analysis of Comments from TRO/17/32A & B

Total number of responses - 1

1 Response from individuals		

Representations

Respondent made multiple points. These are separated in the tables below. The number of times a comment was raised is shown in column three.

Objections to the addition of streets to the 20mph schedule

One respondent objected to all aspects of TRO/17/32A & B. The objector reiterated objections lodged against TRO15/17

The table below identifies the specific objections and provides a response.

Issue	Response	Number of comments
<p>Procedural/Legality</p> <p>1) Ignoring “Code of Conduct” (assumed to refer to Scottish Government Good Practice Guidance.) Guidance on 20mph zones states that the limit is unlikely to be complied with on roads where the vehicle speeds are substantially in excess of 20mph.</p>	<p>1) We have sought to comply with Scottish Government Good Practice Guidance, recently updated (June 2016) Para 60 advises:</p> <p>The City of Edinburgh Council pilot showed that locations with an initial mean speed higher than 24 mph generally experienced the highest drops in speeds. It can therefore be appropriate to impose 20 mph limits on some streets with a mean speed of higher than 24 mph, in a context of other nearby streets with lower existing averages. This can have the benefit of avoiding a piecemeal speed network in a predominantly 20 mph limit area.</p>	<p>1</p>

APPENDIX THREE

<p>2) Failure to allow adequate time for objections</p> <p>3) Signage has been erected in advance of Order</p>	<p>2) In line with standard procedure, the Orders were advertised in the press on 11 August 2017 with a three week period for inspection of documents and submission of objections. Site notices were posted on 7 August 2017.</p> <p>3) Construction contract works anticipated the relevant TRO being effective. Suitable amendments to contract documents missed the deadline. Corrective action to signage is underway</p>	
<p>Claimed benefits of 20mph</p> <p>1) 20mph is bad for cyclists and pedestrians, as well as vehicles (including trams) of all sorts.</p> <p>2) It may be disastrous outside schools where instead of part time flashing 20mph indicators we now have nothing.</p>	<p>1) Principle of introducing the scheme already established by Committee taking into account many factors.</p> <p>2) Part time signage will be removed where incorporated in full time 20mph area. New signs in accordance with TSRGD 2016 will be erected. Wider 20mph zones should lead to safer journeys over longer distances to school. Police Scotland will continue to prioritise school zones for speed checks. There are no part time 20mph sections on streets affected by TRO/17/32A</p>	<p>1</p>

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Waste and Cleansing Improvement Plan – Update

Item number	8.3
Report number	
Executive/routine	Executive
Wards	All wards
Council Commitments	C23

Executive Summary

Overall there continues to be good progress made in delivering the actions contained within the Waste and Cleansing Improvement Plan.

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, 56 have been delivered to date. The remaining 9 actions, and additional activities identified, will continue to be taken forward as detailed in the main report and appendix. Progress against these will continue to be reported to Committee.

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 closed. This approach has helped with the transition to business as usual and provides confidence that the efforts made to date will be continued.

The service remains committed to delivering the outstanding actions and additional activities outlined in this report and the appendix to continue improving service performance and improved customer satisfaction.

Waste and Cleansing Improvement Plan – 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;
- 1.2 notes the remaining actions, and additional activities, will be progressed either through separate projects or as part of business as usual; and
- 1.3 approves widening the scope of the procurement exercise for the special uplift service to include notes of interest from commercial suppliers as a means of addressing capacity concerns.

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 feel 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.
- 3.3 At the end of September the Improvement Plan has delivered 56 of the 65 actions. The remaining 9 actions, and additional activities, are being taken forward as detailed in this report and appendix.

Project delivery

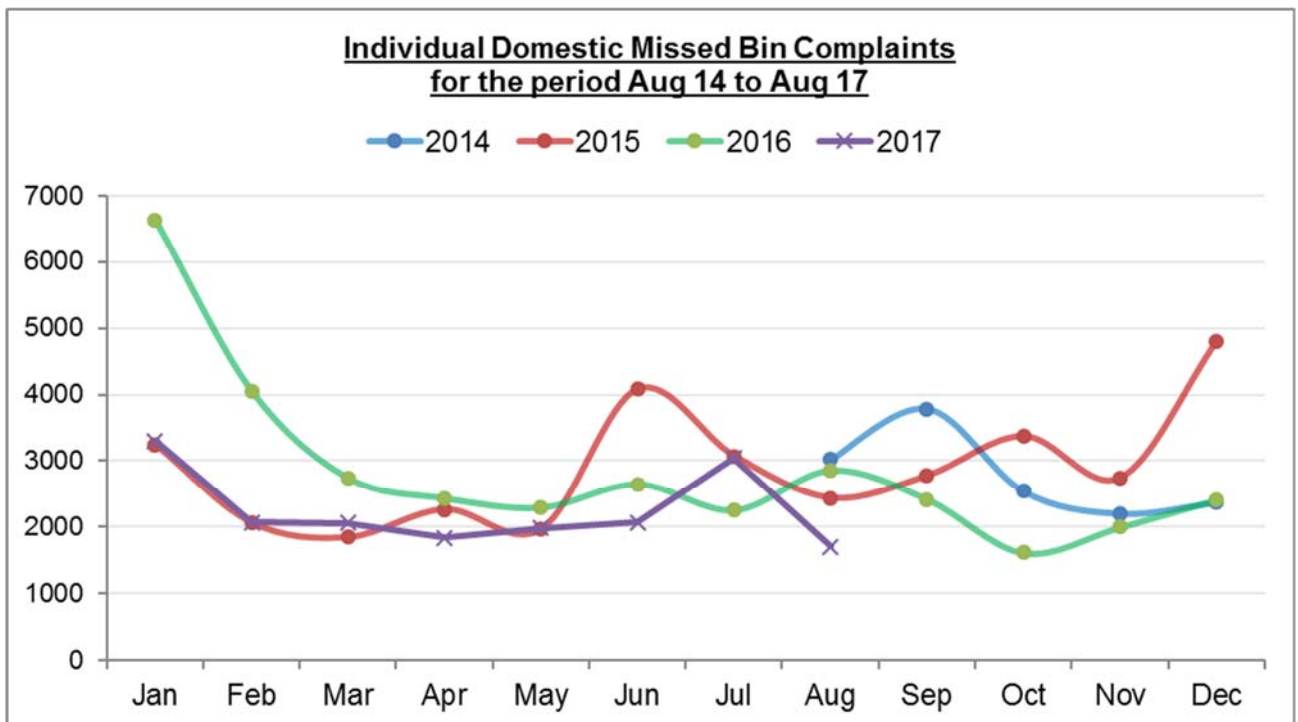
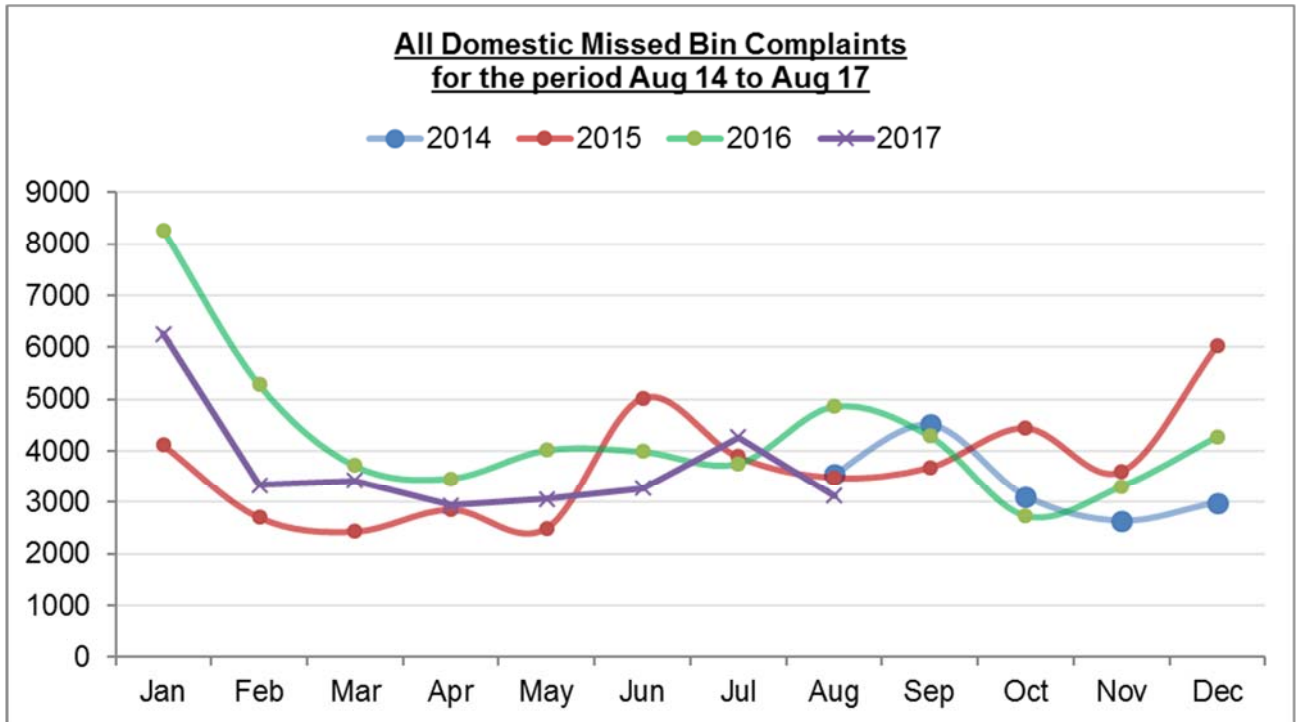
3.4 The Waste and Cleansing Improvement Plan has delivered a variety of changes and improvements to date. Further details are outlined in the appendix however the key deliverables include:

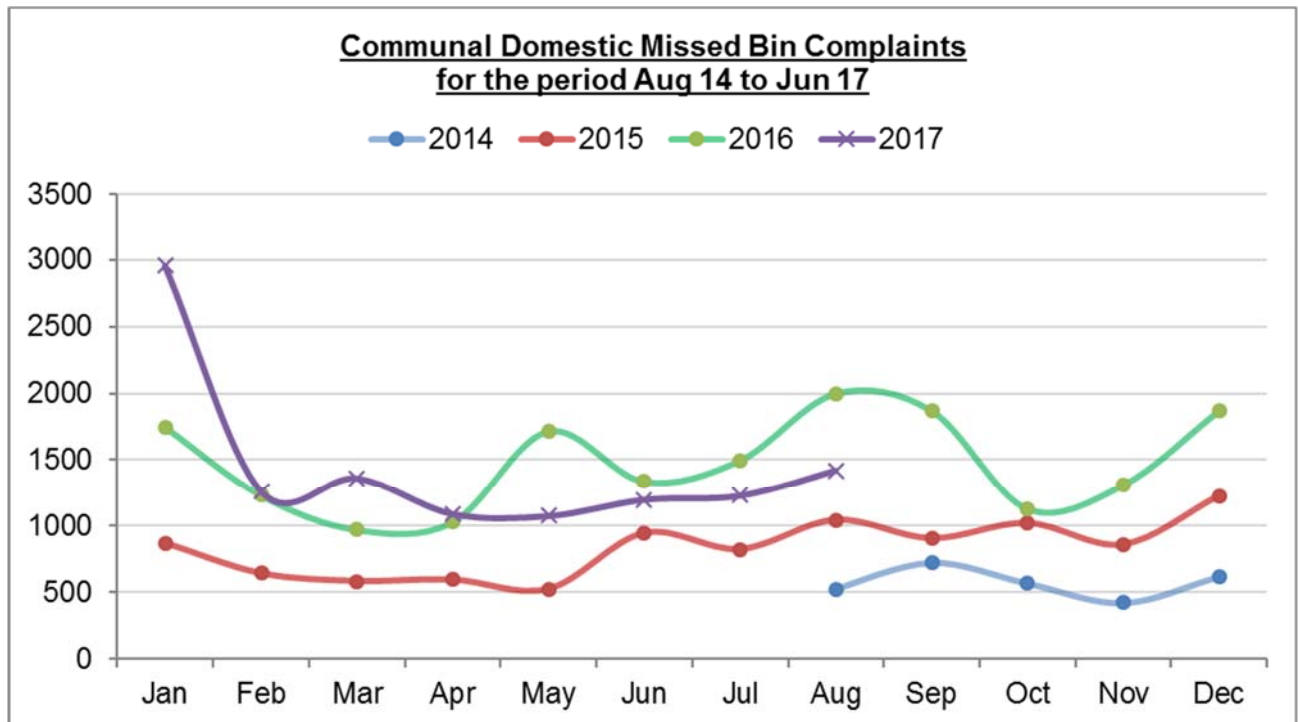
- Implementing three-weekly garden waste collections
- Revising the charging structure for special uplifts to £5 per item
- Ceasing the practice of 'Task and Finish' within the Waste Collection Service
- Increasing resources for clearing fly-tipping, additional barrow-beat routes, supervising communal bin collections, special uplifts, and the Edinburgh Festival and Fringe
- Undertaking a rapid improvement event on the most missed properties
- Recruiting into the newly established Waste and Cleansing Service structure following the Transformation organisational review
- Establishing a training programme
- Increasing internal and external communications, including the 'Our Edinburgh' campaign, waste compliance engagement with businesses, and regular briefings with staff
- Procuring larger food waste vehicles to increase collection capacity
- Commenced the review of street cleansing routes, including the introduction of post work inspections and trialling new vehicles
- Building stronger working relationships with the wider services across the Council; such as Customer, Localities, Fleet and Workshops
- Establishing the quarterly Consultative Forum

Impact to date

3.5 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.

3.6 The following graphs show the number of missed bin complaints between August 2014 and August 2017. These have been shown as total missed bins complaints, and further split between individual bins and communal bins.





3.7 An analysis of the data shows that:

- August 2017 had the second lowest number of individual missed bin complaints since August 2014 at 1,702 complaints. This follows the high levels experienced in July due to the issues explained in August’s Committee report of securing HGV drivers. Compared to the same period in previous years there has been a reduction of 1,155 (or 40%) against 2016, 737 (or 30%) against 2015, and 1,319 (or 44%) against 2014.
- Communal missed bin complaints remain below 2016 figures in July and August (18% and 29% lower respectively). Whilst continuing to remain higher than those experienced in 2014 and 2015.
- Overall, missed bin complaints in August 2017 is marginally the lowest combined total compared to the previous three years.

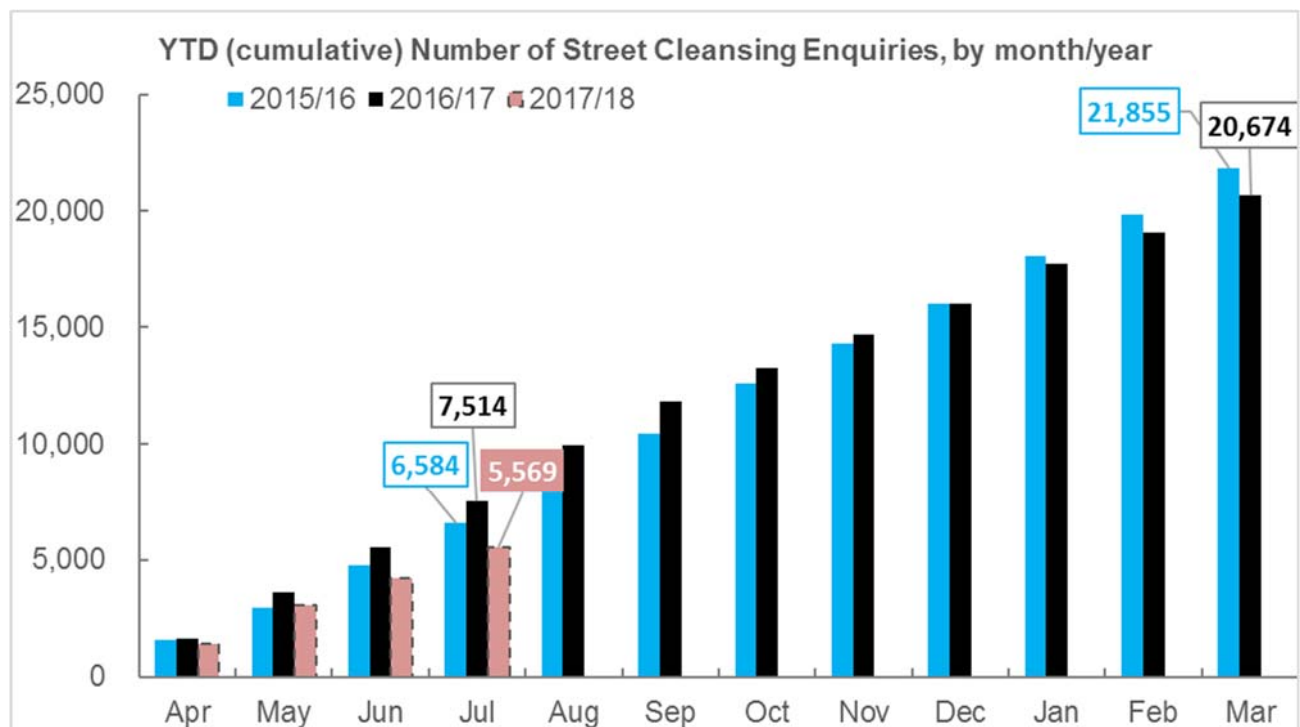
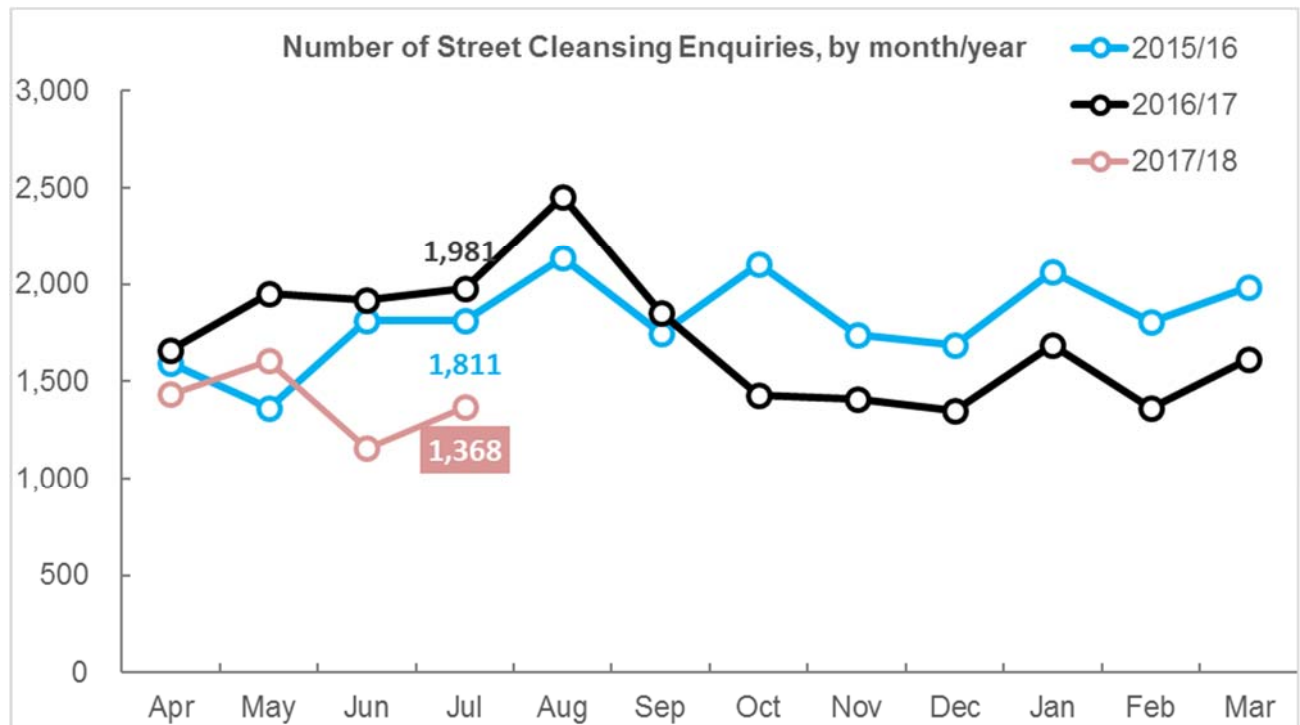
3.8 It is evident from the graphs above that the actions taken within this plan are having a positive impact on the missed bin complaints however there is still improvements required to bring these levels down further. The implementation of the Routesmart routing software and the upcoming communal bin review, along with new working practices and additional activities from this plan, will see these figures continue to drop.

3.9 At 92%, July’s city-wide performance for street cleansing enquiries resolved within timescale meets the minimum 85% target. 92% is notably improved on last year’s July performance (74%) as well as the previous month’s performance (87%). All Localities exceeded the response target of 85%.

3.10 There was an increase (18%, 211 enquiries) in the number of enquiries received in July compared to the previous month (1,157) – albeit June enquiries were

particularly low. This was owing to an increase in enquiries for: litter (78), dumping and fly-tipping (55), dog fouling (53) and street cleaning requests (41).

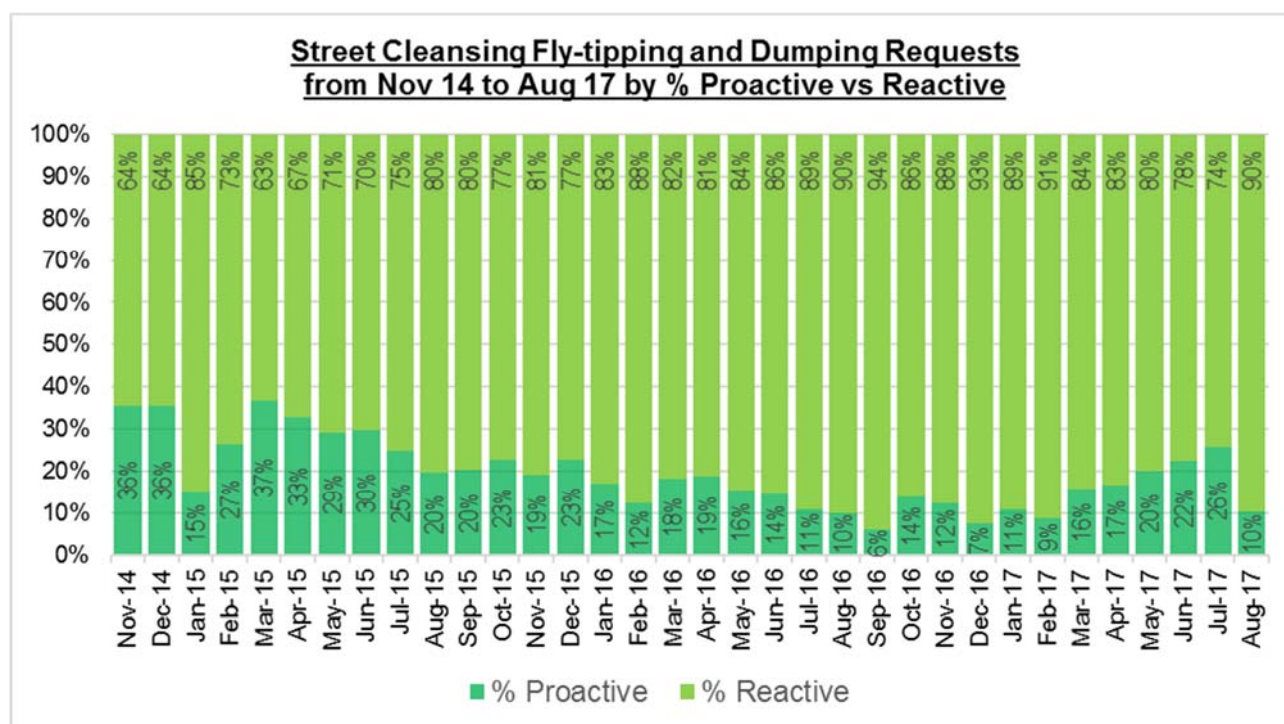
3.11 In contrast, there were 29% fewer enquiries (-552) in July 2017 compared to July 2016. This follows a fall in enquiries for: dumping and fly-tipping (-343) and litter (-114). However, notably, July dog fouling enquiries were elevated (145 enquiries) compared to both the 76 received in July 2016 and the previous three months in 2017.

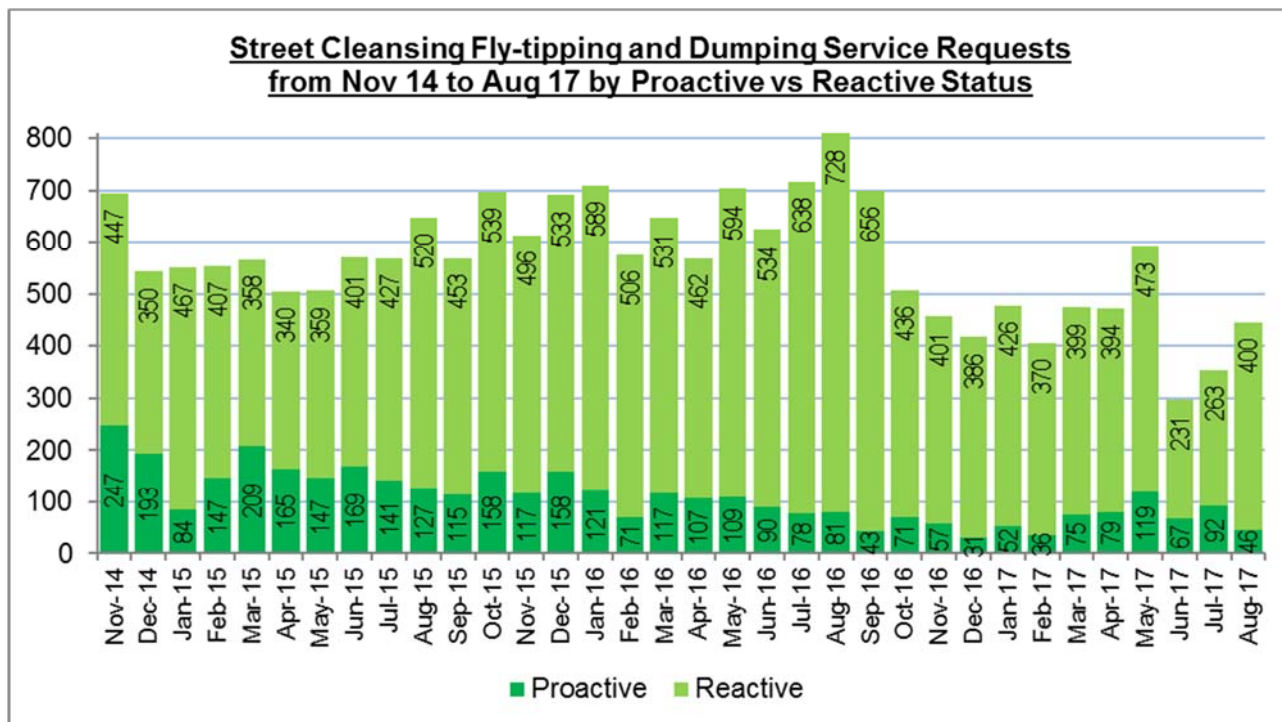


- 3.12 On Tuesday [17 January 2017](#), Committee approved the introduction of a new charging structure for Special Uplifts. The revised charges were implemented on Monday 23 January. The impacts of the new charges have been, and continue to be, monitored over the course of the 2017/18 financial year.
- 3.13 The table below compares the number of special uplift bookings and items in August against the number of dumping and fly-tipping reports:

	Special Uplifts		Dumping and fly-tipping
	Uplifts	Items	
August 2016	705	2,930	809
August 2017	1,645	3,875	446
Difference	+940 (+133%)	+945 (+32%)	-363 (-45%)

- 3.14 The current waiting time for a special uplift is three to four days on average.
- 3.15 Whilst the change to the Special Uplifts will be a factor in this, a number of the other actions outlined in the plan will also contribute towards the reduction in dumping and fly-tipping such as the increase in resources to deal with fly-tipping; staff proactively dealing with any dumping and fly-tipping they find; and the communication campaign to raise residents' awareness on disposing of their waste correctly.
- 3.16 Action 52 within the Improvement Plan seeks to increase the number of incidents of fly-tipping that are proactively reported. 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. However, as illustrated in the following graphs, proactive reporting has generally been increasing whilst the number of overall incidents have decreased since the introduction of this plan.





Next Steps

- 3.17 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 be continued.
- 3.18 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 outstanding actions:
- 3.19 Routesmart – The Routesmart project will continue as a stand-alone project. Whilst extensive work has been carried out in preparation for the implementation of the new system, delays have been incurred due to receiving 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 has commenced roll out slightly later than originally planned but implementation commenced in September on garden waste routes and will continue to be introduced across the remainder of the service. It remains important that feedback from users of the system is reviewed and actioned to continually improve the system.
- 3.20 Repeat missed collections – following the rapid improvement events (Actions 3 and 13), work continues to regularly identify households with repeat missed collections. The reporting process is also being reviewed under Action 59 with consideration made as to how regularly missed properties can be escalated for investigation

quicker, improving the chances of identifying the root cause and putting the appropriate solution in place.

- 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. It is therefore recommended that the Council requests notes of interest from suppliers, including commercial suppliers, to co-produce the service design and delivery model. This could include the involvement of the voluntary sector however it cannot be stipulated within the procurement process that this is a requirement. Should this change in approach be approved the service will proceed with procurement.
- 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.
- 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 is now being delivered by the service via a small working group. This plan will be implemented in three phases with phase one now complete. The remaining two phases including actions that are dependent on wider changes across the service and the Council (for example Routesmart and Channel Shift).
- 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 is also being delivered by the service in this area.
- 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 is undergoing a feasibility study.
- 3.26 The proposed project will have implications for the continued expansion of services, particularly within tenemental areas. The scope of feasibility work will consider a number of things: the resource implications of increasing the frequency that communal containers are collected (most are currently collected twice per week); the likely impact on the number of bins therefore required on street, re-route communal services so crews and supervisors own, and are responsible for, a 'patch' of the city and the potential for creation of more formal waste and recycling points on streets rather than some of the current informal or ad hoc configurations. One of the main principles of the latter point is to ensure that from a customer point

of view, the accessibility of facilities for recycling is as convenient as facilities for landfill disposal.

- 3.27 Initial results from the feasibility study look promising although the required resource needed to deliver an enhanced service requires refinement. A separate report will be brought forward to a future Committee outlining the full results and detailed proposals to redesign the existing communal service, including extensive public consultation.

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 residents has been convened and meets on a quarterly basis; the next meeting is scheduled to take place mid-October.

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.

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 – Waste and Cleansing Improvement Plan Action Tracker – October 2017

Waste and Cleansing Improvement Plan Action Tracker - October's Transport and Environment Committee

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
Waste Collection Route Management and Information	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. Anticipated Outcome A reduction in the number of reported missed collections and repeat missed collections					
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	Sep-17	Technical Team	Spend-to-save proposal reported to Finance & Resources Committee on 19 January and Full Council on 9 February. 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 will be rolled out, in a phased approach, from September. This will start with garden waste and refinements will be made as lessons are learnt from each phase. This Routesmart project will continue separately following the closure of the Improvement Plan project.	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	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). 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.	Achieved - with additional activities underway
Workforce Management	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. 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.					
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 has meant the need for agency staff has not reduced as quickly as expected.	Closed - Ongoing
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 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. As referenced in Action 7, investment in HGV Licence training continues.	Closed - Ongoing

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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.	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
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 these are being actively monitored to address any issues that may arise. The success of this change has been impacted by the shortage of drivers referenced in the main report and Action 5.	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.					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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. 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.	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 being developed, 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
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	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. 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. 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.	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

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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	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. 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.	Achieved - with additional activities underway
20	Work with Parking Services to implement enforceable TROs to protect communal bins wherever possible	Mar-17	Oct-17	Waste Operations	Discussions are underway with Parking Services to trial extending double yellow lines in front of communal bins at a few selected sites. Should this prove successful it will be rolled out wider as part of the communal bin review referenced in Action 13. In addition to this, problematic sites are trialling a reflective 'No Parking' sign to encourage residents to leave access to the bin clear. 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.	Open
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	Oct-17	Technical Team	A discussions paper with options has been drafted, including approaches taken by other Local Authorities and input from wider Council services to ensure a consistent approach is taken for these types of properties. The proposals have been considered by management and are now being reviewed by Legal Services.	Open
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. 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

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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	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. Anticipated Outcome An improvement in the appearance of our communal bin stock with reductions in complaints regarding bin maintenance and cleanliness.					
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
Seasonal Resourcing	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. 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.					
30	Work with Universities, landlords and letting agents to ensure students and tenants are aware of how to dispose of waste appropriately	Jan-17	Nov-17	Technical Team /Changeworks	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 (this will take place next year). 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. Discussions underway with the relevant Council services and Changeworks to identify landlords and letting agents, and work in partnership, to engage and inform tenants.	Open
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

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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. Leaf routes will be developed in Routesmart ahead of autumn 2017 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>					
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 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	An interim review of the manual sweeping routes has been carried out and routes re-aligned as appropriate. 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.	Achieved - with additional activities underway

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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	Work underway with Fleet Services to confirm the replacement requirements of all Cleansing vehicles. This has concentrated on the specialist vehicles first due to the additional lead time required for delivery and the annual financial limitations in place for vehicle procurement Council-wide.	Open
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	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. 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.	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 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>					
41	Re-design mechanical sweeper routes to ensure that the fleet is being effectively utilised	Mar-17	Dependant on Actions 2 and 42	Technical Team	Data gathered on the routes is complete, such as vehicle size to utilise in different areas and the frequency to sweep. The number of routes still needs to be established and the implementation of these routes is dependant on the procuring the smaller sized sweepers (as outlined in Action 42) and uploading these to Routesmart. As these are new routes (rather than revised routes) the timescales of unloading these to Routesmart is unknown until the task is started; this has been held up by delays to the Routesmart project.	Open
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	Dependant on Actions 2 and 41	Cleansing Operations	Investigating longer-term hires options with Fleet Services which allows the service to retain an element of flexibility to adjust the fleet requirements at the end of the leasing period that purchasing vehicles would not allow. A trial of different medium sweepers is underway to assess the products available and identify requirements ahead of the procurement exercise however the number of sweepers required is impacted on the number of routes identified in action 41.	Open
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

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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>					
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	Mar-18	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.</p> <p><u>Voluntary sector:</u> A feasibility study has been carried out by AEA Ricardo via funding from Zero Waste Scotland. A findings report from the study has been provided. Of the voluntary organisations engaged with there is interest however concerns around capacity to undertake this service. It is therefore recommended that the Council requests notes of interest from suppliers, including commercial suppliers, to co-produce the service design and delivery model. This could include the involvement of the voluntary sector however it cannot be stipulated within the procurement process that this is a requirement. Should this change in approach be approved the service will proceed with procurement.</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 to the corporate ICT sub-contractor there is no longer the possibility of having the 'Love Clean Streets' app. An alternative is being considered that would allow all employees Council-wide to proactively report fly-tipping.</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	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. Anticipated Outcome Increased customer satisfaction in reflection of the improved visibility of our staff and vehicles.					
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	Review of reporting options has been undertaken. Website information revised where appropriate. Members waste account is in place and staffed by Customer Services staff. The IVR (interactive voice response) on the Environmental phone line is being amended to reflect customer feedback and expected to be in place in the coming weeks following a customer trial of the changes.	Achieved - monitor effectiveness
Customer Service	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. 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.					
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	Dependant on wider changes	Customer Services	New Stage 2 complaint investigation protocol established to ensure root cause is identified. A review of the process for addressing missed bins complaints has been carried out by the Transformation Team and an action plan is now being delivered by the service. This plan will be implemented in three phases with phase one now complete and the remaining two phases including actions that are dependent on wider changes across the service and the Council (for example Routesmart and Channel Shift).	Open
Communications and Behaviour Change	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. 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.					

Action Point	Action	Target Date	Forecasted Date	Lead Team	Comments	Status
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	The consultative forum has now been established and is held quarterly, with the next one scheduled for mid-October.	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, 5 October 2017

Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020 – Annual Progress Report

Item number	8.4
Report number	
Executive/routine	
Wards	All

Executive summary

Edinburgh Adapts, which comprises A Vision for a Climate Ready Edinburgh and a Climate Change Adaptation Action Plan for the city, sets out in detail how Edinburgh will deal with the impacts of, and build resilience to, our changing climate. The Vision and Action Plan were approved by Committee in August 2016.

The Vision and Action Plan were developed in partnership with the Edinburgh Sustainable Development Partnership, Adaptation Scotland and key stakeholders across the city.

Edinburgh Adapts helps the Council meet its obligations under the Climate Change (Scotland) Act 2009. The Council is a member of the EU Mayors Adapt programme. The development of Edinburgh Adapts also helps the Council to meet its obligations under this initiative.

Committee is asked to note the progress made in implementing Edinburgh Adapts, the city's first climate change adaptation action plan, and to approve the setting up of an internal working group on adaptation within the Council. Key successes are highlighted and areas for future action are outlined.

Links

Coalition pledges

Council priorities

Single Outcome Agreement

Edinburgh Adapts: Climate Change Adaptation Action Plan 2016-2020

Recommendations

- 1.1 To approve the establishment of an internal Working Group on Adaptation to embed climate-related risks and take a whole Council approach to dealing with the consequences of climate change.
- 1.2 To recognise the significant progress made across the Council and partner organisations in implementing the Edinburgh Adapts Action Plan.
- 1.3 To recognise the role of the Council and continue to support the Edinburgh Adapts Steering Group in driving the Plan forward.
- 1.4 To note progress on Edinburgh's participation in the EU Mayors Adapt initiative.

Background

- 2.1 The Climate Change (Scotland) Act 2009 created a framework for both mitigating and adapting to climate change. The Act put in place requirements to prepare Scotland for climate change and adapt to its impacts.
- 2.2 Climate change adaptation is about building resilience to the unavoidable consequences of a changing climate, through identifying impacts, minimising the negative effects and responding appropriately. The effects of a changing climate on Edinburgh will vary depending on the severity of global warming but even when only relatively modest increases in temperature are assumed, the impacts are likely to be significant.
- 2.3 A key commitment of the Resilient Edinburgh Framework was the development of an Action Plan to effectively implement the Framework and ensure that Edinburgh continues to be a climate-resilient city. Development of the Action Plan was a key priority for the Edinburgh Sustainable Development Partnership (ESDP). The Edinburgh Adapts partnership is a sub-group of the ESDP.
- 2.4 The Edinburgh Adapts Action Plan and Vision for a Climate Ready City were approved by Council Committee in August 2016 and endorsed by the ESDP in September 2016. The Vision and Action Plan were officially launched on 1 December 2016 by the Cabinet Secretary for the Environment, Climate Change and Land Reform, the Regius Keeper of the Royal Botanic Garden Edinburgh and the Chair of the ESDP.

Main report

- 3.1 Edinburgh Adapts is the city's first climate change adaptation action plan and Vision for a Climate Ready Edinburgh. The action plan is the start of an in-depth, long-term engagement process to make Edinburgh climate resilient. The Vision shows what a well-adapted Edinburgh may look like in 2025 and in 2050.
- 3.2 A Steering Group was established in March 2016 to take forward governance and oversee delivery of the Action Plan. The Council provides the secretariat for the Group. A wider network of organisations across the city are tasked with taking forward actions in the Plan.
- 3.3 Appendix 1 contains the draft Edinburgh Adapts Action Plan Progress Report 2016/17. The Plan demonstrates the breadth of partnership activity being delivered to ensure the city remains climate resilient.

Highlights from the first year of Edinburgh Adapts include:

- Strong leadership and governance of the Action Plan through the Edinburgh Adapts Steering Group which meets quarterly and includes representatives from the Royal Botanic Garden Edinburgh (Chair), Historic Environment Scotland and Edinburgh World Heritage, the universities of Edinburgh, Heriot Watt and Napier and Edinburgh College, the Scottish Wildlife Trust, Edinburgh Living Landscape, Adaptation Scotland and the Council.
- Promotion and benchmarking of Edinburgh Adapts through inclusion in the Scottish Government's third annual progress report on [Climate Ready Scotland: Scottish Climate Change Adaptation programme](#) showing Scotland's progress towards adapting to climate change. Edinburgh Adapts participated in the [European Climate Change Adaptation Conference](#), held in Glasgow in June 2017, and is an active member of Adaptation Scotland's Adaptation Learning Exchange. The process used for developing Edinburgh Adapts is being used as a template for the development of other cities adaptation action plans, including Aberdeen.
- Collaborative working with the Edinburgh Biodiversity Partnership to deliver the adaptation actions incorporated into the [Edinburgh Biodiversity Action Plan 2016-18](#) and Edinburgh Adapts.
- Progress in embedding adaptation through the planning process including feeding into the development of Open Space 2021, the review of Edinburgh Design Guidance, presenting to the Edinburgh Urban Design Panel which resulted in a defined action in the Action Plan, and attending meetings of the Edinburgh Development Forum to promote sustainability and adaptation.
- Development by Edinburgh World Heritage and Historic Environment Scotland of a climate change risk assessment and survey of buildings and monuments at risk in the World Heritage Site (WHS), including an

assessment of future risks and potential solutions, and production of guidance on maintaining and repairing old buildings to support businesses and residents protect their properties in the WHS.

- Joint working with the universities of Edinburgh and Glasgow to raise awareness of coastal adaptation, looking at current impacts and future risks to Edinburgh's coastline and possible ways to adapt through improving the social, economic and ecological resilience of Edinburgh's coastline to climate change. Ways to take this work forward are being discussed.
- Development of the University of Edinburgh's first climate change adaptation strategy, which will take a whole institution approach, through research, learning and teaching, operations to ensure its estate has resilience, staff and student awareness and partnership working. As well as the development of the strategy being an action in Edinburgh Adapts, the strategy will incorporate additional Edinburgh Adapts actions on depaving/permeable surfaces, embedding climate resilience in development and design guidance, and the inclusion of green infrastructure in building development plans, including green roofs and walls.
- Completion of the Edinburgh Community Resilience Pilot in June 2017. The community resilience groups that were established as part of this project continue to operate and build resilience.

3.4 The first year of Edinburgh Adapts has progressed well. It is proposed that the priorities for the next year are to:

- establish an internal high-level Working Group to embed climate-related risks and take a whole Council approach to dealing with the consequences of climate change to our buildings, operations, service delivery, customers and staff. The Group should consist of relevant Heads of Service and senior officers.
- Continue to identify new partnership actions that can be worked up for inclusion in annual updates of the action plan;
- Continue to ensure effective working of the Steering Group and widen the scope of Edinburgh Adapts by engaging other sectors, including the business, housing and developer sectors;
- Develop a baseline and effective indicators to monitor progress. Measuring adaptation is a complex issue and expert advice will need to be provided to progress this. Advice will be sought from Adaptation Scotland and an Edinburgh Adapts sub-group will be established to take this work forward.

3.5 The Council is a member of the EU Mayors Adapt programme. As a signatory Edinburgh is able to promote its work on climate resilience through a network of Adapt peer cities and learn from other European cities which are facing similar challenges. EU Mayors Adapt commits European cities to developing a climate change adaptation strategy and/or fully integrating adaptation into relevant

existing plans. The development of this Action Plan helps the Council to meet its obligations under EU Mayors Adapt.

Measures of success

- 4.1 Submission of the Council's statutory annual 'Public Bodies Duties' report within Scottish Government timescales.
- 4.2 Implementation of the Edinburgh Adapts Climate Change Action Plan and working towards achieving a Vision for a Climate Ready Edinburgh.
- 4.3 Continued effective working of the Edinburgh Adapts Steering Group who are taking adaptation forward in the city.
- 4.4 Publication of an annual update on adaptation activities and progress in line with mandatory reporting requirements. This will include effective monitoring of climate change adaptation in the city.

Financial impact

- 5.1 Development and implementation of the Edinburgh Adapts Action Plan has been achieved with minimum cost to the Council, with funding and resources provided by Adaptation Scotland, Steering Group partners and the wider Edinburgh Adapts partnership.
- 5.2 The Edinburgh Adapts action plan contain actions aimed at minimising the potential impacts of a changing local climate on the city. Although there may be costs attached at the beginning, actions implemented now should result in substantial savings to the city and the Council through putting in place mechanisms to reduce the risks to Edinburgh from predicted climate change.

Risk, policy, compliance and governance impact

- 6.1 Effective ownership and governance of the actions contained in the Edinburgh Adapts action plan will be essential for their delivery.
- 6.2 Stakeholders must be fully engaged in the Edinburgh Adapts action plan, its monitoring and delivery.

Equalities impact

- 7.1 Climate Change may have a disproportionately negative impact on the most vulnerable in local communities. The Edinburgh Adapts action plan contains actions aimed at alleviating the climate risks posed to the most vulnerable.

Sustainability impact

- 8.1 The Edinburgh Adapts action plan supports compliance with Public Bodies Duties.

- 8.2 There will be positive sustainability impacts arising from the Edinburgh Adapts action plan insofar as it directly seeks to ensure Edinburgh is a city well-adapted to a changing climate.

Consultation and engagement

- 9.1 The Edinburgh Adapts action plan was prepared following extensive consultation and engagement with over fifty stakeholders across the Council and city. Stakeholders included statutory agencies, conservation and research organisations, academic bodies, voluntary groups, individuals and Council Service Areas. In addition, a number of face-to-face meetings were held, and presentations to various groups, including the Edinburgh Urban Design Panel, the Edinburgh Development Forum and the Scottish Green Infrastructure Forum, were given.

Background reading/external references

[Edinburgh Adapts Our Vision 2016-2050](#)

[Edinburgh Biodiversity Action Plan 2016-18](#)

[Resilient Edinburgh Climate Change Adaptation Framework 2014-2020](#)

[Edinburgh Adapts Climate Change Adaptation Action Plan 2016-2020](#)

[Sustainable Edinburgh 2020](#)

[Edinburgh Biodiversity Action Plan 2016-18](#)

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Links

Coalition commitments

CO13 – Improve planning enforcement to ensure that all developers, large or small, conform to Edinburgh’s policies developer’s commitments.

CO15 – Protect Edinburgh World Heritage Status and make sure developments maintain the vibrancy of our city in terms of placemaking, design and diversity of use.

CO16 - Invest £100m in roads and pavements over the next 5 years.

CO17 – Guarantee 10% of the transport budget on improving

cycling in the city.

CO18 - Improve Edinburgh's air quality and reduce carbon emissions.

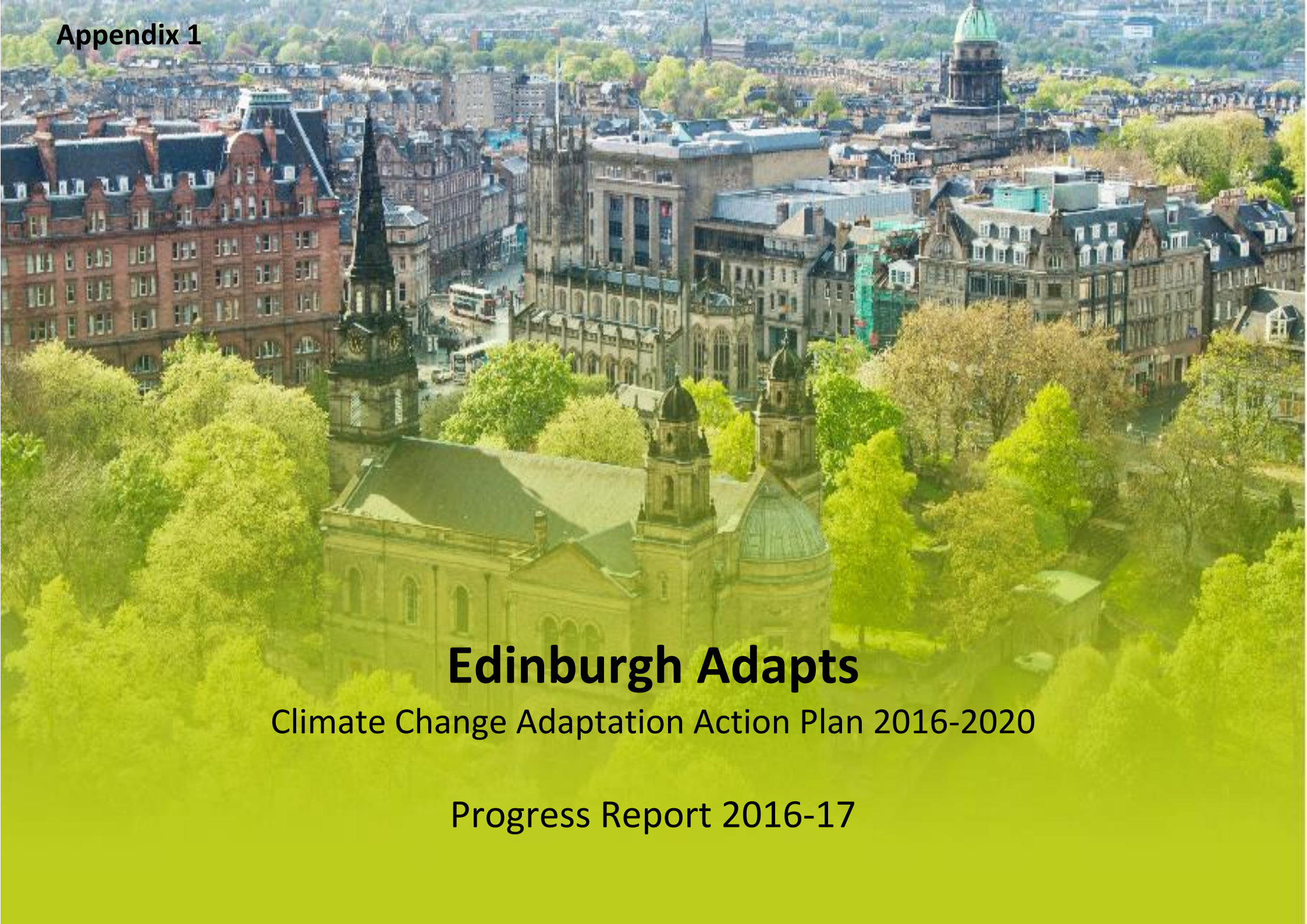
CO43- Continue to upgrade our existing parks and plant an additional 1,000 trees in communities.

CO44 - Increase allotment provision and support and expand the network and the number of community gardens and food growing initiatives.

CO46 - Continue to support the city's major festivals which generate jobs and boost local businesses and increase the funding for local festivals and events.

Appendices

1. Edinburgh Adapts Progress Report 2016/17



Edinburgh Adapts

Climate Change Adaptation Action Plan 2016-2020

Progress Report 2016-17





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Chair's Foreword

Ruth Monfries
Chair of the Edinburgh Adapts Steering Group



As our climate changes, awareness of the need to adapt is growing. The 2017 European Climate Change Adaptation Conference, held in Glasgow, provided an opportunity to highlight the steps being taken in Scotland to an international audience. Edinburgh Adapts was represented and individual members of the Edinburgh Adapts Steering Group and wider partnership also presented their work.

We are seeing the impacts of climate change now. Severe weather events such as the record-breaking rainfall Edinburgh received in June - causing flooding and disruption to our transport system - are likely to become more common in future. Some of our infrastructure is being adapted, for example the new Queensferry Crossing benefits from windshields that should reduce the disruption experienced in stormy conditions.

For Edinburgh Adapts, our first year has been busy and productive. Enthusiasm and commitment from member organisations across the city has seen a total of 86 actions progressed or started, across our natural and built environment, society and economy. Successful partnership working has enabled the sharing of knowledge, experience and skills. New sources of funding have been accessed for projects.

Adaptation is challenging and there is much work to do. However, we have made important first steps towards realising our vision of a climate ready Edinburgh.

A handwritten signature in black ink that reads "Ruth Monfries". The signature is written in a cursive style.

Ruth Monfries, Royal Botanic Garden Edinburgh

Introduction

Edinburgh Adapts, the city's first [climate change adaptation action plan](#) and [Vision for a Climate Ready Edinburgh](#), were launched in December 2016. The Action Plan aims to provide a whole city approach to ensuring the city remains resilient to the impacts of our changing climate. This is the first report on progress of the plan since its launch.

Edinburgh Adapts was developed to meet our obligations under the [Climate Change \(Scotland\) Act 2009](#). The Act put in place requirements to prepare Scotland for climate change and to adapt to its impacts.

The climate in the East of Scotland is set to get warmer and wetter, increasing the risk of storms, flooding and the potential for extended periods of drought. As global average temperatures increase, we will also experience rises in sea level around the East of Scotland coast.

The final impacts of climate change on Edinburgh will vary depending on the success of global mitigation efforts, but even a relatively modest increase in temperature is likely to bring significant changes. From the data, the following changes to Edinburgh's climate are predicted:

- Warmer, drier summers
- Milder, wetter winters
- Greater frequency and intensity of extreme rainfall

- Greater frequency of severe weather events
- Sea level rise

A partnership approach was taken to developing the action plan, with the Edinburgh Sustainable Development Partnership, Adaptation Scotland and other key stakeholders across the city.

The Edinburgh Adapts Action Plan provides a platform for bringing together adaptation activity across the city, helping to maintain the momentum and delivering on the commitments made in the [Resilient Edinburgh Climate Change Adaptation Framework](#).

The Action Plan runs from 2016-2020 and contains over 100 committed adaptation actions contributed by over 50 partner organisations. The Vision looks even further, setting out the project partners' adaptation aims for two key landmark dates, 2025 and 2050.

As well as ensuring overall governance for adaptation in the city, the plan aims to protect and enhance Edinburgh's wildlife and green spaces, providing nature-based solutions to climate-related problems. Planning and development play a key role in ensuring the city adapts, including the use of green infrastructure to offset predicted changes in weather and rainfall and naturalising flood prevention measures when feasible. Actions involving working with communities and raising awareness of the impacts of climate change on local areas are also integral to the plan.

Achievements 2016-17

This progress report highlights the key activities and outcomes from the last twelve months, delivered by the Edinburgh Adapts partnership.

In December 2016, Edinburgh's first Climate Change Adaptation Action Plan (2016-2020) was launched at Holyrood Park Education Centre by the Cabinet Secretary for Environment, Climate Change and Land Reform, the Regius Keeper of the Royal Botanic Garden Edinburgh, and the Chair of the Edinburgh Sustainable Development Partnership.

Edinburgh Adapts is one of the case studies featured in the Scottish Government's third annual report on progress on [Climate Ready Scotland: Scottish Climate Change Adaptation programme](#), showing Scotland's progress towards adapting to climate change.

The majority of actions in the Plan are progressing well or have been completed. A number have just started or are due to begin in 2018 or later. However, a small number have not been progressed due to resourcing issues or because they are funding dependent and funding has not yet been secured or has been withdrawn. A few will need to be revisited.

The following pages highlight some of the achievements made in 2016-17 to take forward the Action Plan and then go on to provide a full of progress on all the actions being delivered through the Edinburgh Adapts Action Plan.



Governance

The Edinburgh Adapts Steering Group was established in March 2016 to govern and oversee delivery of the Plan. The Group includes representatives from the Royal Botanic Garden Edinburgh, Historic Environment Scotland, Edinburgh World Heritage, Edinburgh, Heriot Watt and Napier Universities, Edinburgh College, the Scottish Wildlife Trust, Edinburgh Living Landscapes, the Edinburgh Biodiversity Partnership, Adaptation Scotland and the City of Edinburgh Council.

A wider network of organisations is also taking the Edinburgh Adapts Action Plan forward. This has helped to raise awareness of adaptation and embed the action plan across the city.

Edinburgh Adapts has participated in a number of events to raise awareness and promote the need to adapt including through participation in the [European Climate Change Adaptation Conference](#) which was held in Glasgow in June 2017, the annual [Forth Estuary Forum Conference](#) in November 2016 and the United Nations House Scotland Climate Change Conference in March 2016. A communications strategy is being developed to further the process of awareness raising and communicating adaptation.

A number of high profile news reports on the impacts of severe weather and climate change on Edinburgh's World Heritage Site and the work Edinburgh World Heritage and Historic Environment Scotland are doing to combat this has also helped to raise the



profile of climate change and the need to implement adaptation measures in the city.

At organisation level, the aim is to ensure that adaptation is embedded, and that risk assessment processes and resilience planning incorporate current and emerging climate related risks.

Overleaf is the full list of Governance actions being delivered through the Edinburgh Adapts Action Plan.

Governance

Ref	Summary of Action	Partners	Progress 2016/17	Status
G1	Establish a Steering Group to ensure successful implementation of Edinburgh Adapts	Edinburgh Adapts Steering Group	Steering Group established March 2016. Meets quarterly.	Green
G2	Develop an evidence base on projected changes in climate in Edinburgh and the impacts on the city.	The City of Edinburgh Council, SEPA, Royal Botanic Garden Edinburgh, Scottish Wildlife Trust, SNH, Met Office, other relevant sources	Yet to begin. The Edinburgh demonstrator project (below) would have begun the process of building the evidence base.	Orange
G3	Edinburgh demonstrator project on climate services under Horizon 2020 EU funding bid	University of Edinburgh, Adaptation Scotland, The City of Edinburgh Council, Forest Research, UK and EU partners	Stalled. Bid was unsuccessful. Consortium looking at alternative sources of funding to carry out the project.	Red
G4	Develop Edinburgh Adapts communications strategy	Edinburgh Adapts Steering Group, Edinburgh Sustainable Development Partnership, other city stakeholders	Started. Online webpages developed. Edinburgh Adapts sub group to begin developing strategy.	Orange
G5	Facilitate potential partnerships and/or funding sources to take adaptation projects forward across the city	Edinburgh Adapts Steering Group and/or funding subgroup	Number of partnerships have been formed through Edinburgh Adapts and funding accessed. This process is ongoing.	Green
G6	As part of risk assessment process, incorporate current and emerging climate change-related risks into resilience planning	Council Resilience Group, Edinburgh Community Resilience Group, CAT1 Responder Partners	The Council's resilience risk register includes those risks related to climate change. The Council participates in the preparation and monitoring of a Community Risk Register for the Lothian and Borders area.	Green
G7	Review Council Risk Register and embed climate-related risks	The City of Edinburgh Council Internal Audit	Not started. Look at establishing internal Council Working Group to take this forward.	Red
G8	Work with EU partners to raise awareness, promote best practice and build up evidence on climate change impacts and adaptation through EU Mayors Project	The City of Edinburgh Council Strategy & Insight Division	Awareness raising and promotion of best practice carried out through Edinburgh Adapts participation in European Climate Change Adaptation Conference (June 2017).	Green
G9	Community Planning preparation of Local Outcome Improvement Plan 2016-2020	Edinburgh Partnership, The City of Edinburgh Council Strategy & Insight Division	Ongoing through Edinburgh Adapts being a sub group of the Edinburgh Sustainable Development Partnership.	Green

Natural Environment & Greenspace

Investing in the natural environment helps to manage and reduce the risks from extreme weather, providing nature-based solutions to climate-related problems. It emphasises the importance of green infrastructure in supporting the city to adapt to the impacts of climate change including flood risk and the need to support nature to adapt.

Edinburgh Adapts is working closely with other initiatives such as the Edinburgh Biodiversity Partnership and Open Space 2021 to deliver a range of actions that not only deal with the impacts of climate change, but also help to protect and enhance the city's biodiversity and green and blue spaces.



As part of the Edinburgh Biodiversity Action Plan 2016-2018, partners have been asked to include actions to adapt to climate change within site management, conservation and species action plans as appropriate. This not only raises awareness of climate change but also involves risk assessment, adaptation measures and carbon capture.

Green infrastructure is being promoted through planning guidance including Local Development Plan policies, updated Edinburgh Design Guidance and Open Space 2021, and through the Edinburgh Living Landscapes programmes.

Adaptation has been integrated into Open Space 2021, Edinburgh's revised Open Space Strategy. The strategy takes a co-ordinated approach to protecting and developing the city's network of open spaces, ensuring access to good quality greenspace for all and delivering multiple benefits that contribute to placemaking including enhancing biodiversity and resilience to climate change.

Edinburgh Living Landscapes (ELL), a partnership between the City of Edinburgh Council, Scottish Wildlife Trust, Royal Botanic Garden Edinburgh, Edinburgh and Lothian Greenspace Trust and Green Surge, advocates an ecosystem approach to the management of the Council's open space estate in order to realise benefits to both biodiversity and public amenity. It aims to create resilient green networks to deliver a healthy, accessible and attractive environment.

In 2017 Edinburgh Living Landscapes maintained 72 annual and perennial meadows across the city and naturalised grasslands account for about 10% of our amenity grass.



The Royal Botanic Garden Edinburgh carried out a study into the impact of weather events on the Garden to learn how we can cope better with projected climate change

Natural Environment & Greenspace

Edinburgh Living Landscapes' Green Infrastructure Schools Project aims to improve outdoor learning and introduce additional green infrastructure to schools with access to high quality 'naturalised' school grounds or nearby local greenspace and those who have limited or no access to greenspace. In 2017 Trinity Primary became the latest school to get involved, bringing the total amount of schools to seven.



Edinburgh College Outdoor Action Plan is in development. A Sustainability Steering Group has been established which meets every three months. The College is also looking at establishing another working group to help shape the Growing and Biodiversity Strategy taking into account Edinburgh Adapts, the Edinburgh Biodiversity Action Plan and the needs of their curriculums. The Strategy is

expected for Spring 2018.



Overleaf is the full list of Natural Environment and Greenspace actions being delivered through the Edinburgh Adapts Action Plan.

Natural Environment & Greenspace

Ref	Summary of Action	Partners	Progress 2016/17	Status
GS1	Assess the effects of climate change and their impact on the natural environment and produce guidance to inform adaptation policy and management.	The City of Edinburgh Council, Edinburgh Biodiversity Partnership, Scottish Wildlife Trust	Not started – resources required.	
GS2	Review conservation strategies, plans and projects to ensure that climate change risks have been identified, assessed and addressed.	The City of Edinburgh Council, Edinburgh Biodiversity Partnership	Not started – resources required	
GS3	Promote green infrastructure to help nature to adapt to climate change.	The City of Edinburgh Council, Edinburgh Living Landscapes	Ongoing through planning guidance including Local Development Plan policies, updated Edinburgh Design Guidance, Open Space 2021 and Edinburgh Living Landscapes programmes.	
GS4	Improve climate change resilience through Edinburgh Living Landscapes (ELL) programme	Edinburgh Living Landscapes (ELL)	Ongoing. In 2017 ELL maintained 72 annual/perennial meadows across the 4 localities and naturalised grasslands account for approximately 10% of our amenity grass. The emphasis in 2017 was to not increase ELL naturalised grasslands but to ensure that these areas were better maintained/further developed. This has been achieved by bulb planting in naturalised grass areas and incorporating ELL into our Landscape Quality Standards.	
GS5	Innovative methods in urban greenspace planning. Analyse the connectivity of urban green spaces.	Edinburgh Living Landscapes (ELL), Green Surge (Forest Research)	Green Surge mapping and findings nearing completion by year end 2017. This will enable further scrutiny and analysis by the wider ELL partners and stakeholders, resulting in eventual incorporation of appropriate elements into the ELL programme going forward.	
GS6	i-Tree Edinburgh	The City of Edinburgh Council Environment, Forest Research	Ongoing. Promotion of ecosystem benefits of trees to encourage buy-in and support at senior level of planting/preservation of trees.	
GS7	Trees in the City – Trees and Woodland Action Plan	The City of Edinburgh Council	Budget constraints. Creation of tree nursery and altering of plant specs should help maintain limited tree planting. Input into consultation on Edinburgh Street Design Guidance.	

Natural Environment & Greenspace

Ref	Summary of Action	Partners	Progress 2016/17	Status
GS8	Habitat connectivity and integrated habitat networks	Lothians & Fife Green Network Partnership, Edinburgh & Lothians Greenspace Trust (ELGT), Scottish Natural Heritage	Two applications for woodland funding submitted by ELGT	
GS9	Water of Leith Habitat Creation	The City of Edinburgh Council, Lothians & Fife Green Network Partnership, Water of Leith Conservation Trust, Scottish National Heritage Edinburgh & Lothians Greenspace Trust, Forestry Commission Scotland, RSPB, RAFTS	Early Stages.	
GS10	Provide integrated approach to adapting Edinburgh's open spaces to the impacts of climate change through the Open Space Strategy	The City of Edinburgh Council	Ongoing. Edinburgh Adapts participated in the consultation to develop the Open Space Strategy and climate change has been embedded into the final version.	
GS11	Develop methods for modelling/mapping 'urban ecosystem services'. Edinburgh is one of the case study cities	Innovate-UK project (Spades), Forest Research, The City of Edinburgh Council	Ongoing. Number of ecosystem service maps for Edinburgh developed via the SPADES project. Presentation of results at GREEN SURGE conference in Malmo in September.	
GS12	Greenspace site connectivity	Edinburgh Living Landscapes, Royal Botanic Garden Edinburgh	Early stages. Discussion begun on methodology and species selection.	
GS13	Monitor ecosystem health	Scottish Wildlife Trust, City of Edinburgh Council, Scottish Natural Heritage, Forestry Commission Scotland, SEPA, RSPB, University of Edinburgh, TWIC, ELL, RBGE	Not started. Due to launch in 2018	
GS14	Monitor changes in climate change indicator species' distribution and population and take action	RSPB, The City of Edinburgh Council, Historic Environment Edinburgh, Butterfly Conservation Scotland	In progress. 149 butterfly transects were carried out in Holyrood Park. Butterfly transects also carried out in 5 Natural Heritage parks and by Butterfly Conservation Scotland members.	
GS15	Raise awareness of biodiversity implications of climate change	Edinburgh Biodiversity Partnership	Examples needed but partners such as The Wildlife Information Centre and Butterfly Conservation Scotland support this work.	
GS16	Scottish Plant Health Strategy	Agriculture and Rural Development Division – Scottish Government	Still to be progressed.	

Natural Environment & Greenspace

Ref	Summary of Action	Partners	Progress 2016/17	Status
GS17	Citywide INNS (invasive non-native species) project	The City of Edinburgh, Edinburgh Biodiversity Partnership, Scottish Natural Heritage, RFFTS, SEPA, Edinburgh Living Landscapes	Ongoing. The Council continues to manage INNS where they occur on its land. The Biodiversity Partnership will continue to work with partners such as the Water of Leith Conservation Trust to manage INNS along the Water of Leith and seek to work at a catchment scale level through the RBMP area partnerships. Work with volunteers and Friends groups to carry out practical work on eradication of INNS. No funding yet secured for city wide programme.	
GS18	Green Infrastructure Schools Project	The City of Edinburgh, Edinburgh Living Landscapes	Ongoing. In 2017 Trinity Primary School became the latest school to get involved, bringing the total amount of schools involved to seven.	
GS19	Greening of Edinburgh's cycle network	Edinburgh & Lothians Greenspace Trust, The City of Edinburgh Council, Edinburgh Living Landscapes	Ongoing. Greening projects carried out by Edinburgh & Lothians Greenspace Trust.	
GS20	Adaptation of Holyrood Park	Historic Environment Scotland in partnership with schools, community outreach, RBGE	Ongoing. Work in financial year 2016-17 included education programme focusing the conservation of the natural and historic environment, for children and students. Guided walks and activities, including Toad Week (where volunteers help migrating toads to cross roads safely). Volunteer Ranger and Junior Ranger Programmes. Wildlife surveys. Ongoing management of Park.	
GS21	Edinburgh College Outdoor Action Plan	Edinburgh College in partnership with RBGE and others	In progress. Sustainability Steering Group established and meets quarterly. The College is looking at establishing a Working Group which will help to shape the Growing and Biodiversity Strategy taking into account Edinburgh Adapts, the Edinburgh Biodiversity Action Plan and the needs of their curriculums. The Strategy is expected for Spring 2018.	

Built Environment & Infrastructure

Land use planning plays a central role in preparing Edinburgh for a changing climate. Effective local planning is essential to minimise future vulnerability and improve resilience to the impacts of climate change.



We are working with planning colleagues to embed climate change adaptation into the planning system, including through Edinburgh's [Local Development Plan](#), Open Space strategy, Edinburgh Design Guidance, Edinburgh Urban Design Panel and the Edinburgh Development Forum.

Historic Environment Scotland and Edinburgh World Heritage are working with local partners to manage the impact of climate change on Edinburgh's historic environment. They are investigating how climate change is affecting their buildings and estate, and working with architects on finding possible solutions to this, including through maintenance and retrofitting, where appropriate.



Work on coastal adaptation is progressing. In April an introductory [workshop](#) was held jointly by Edinburgh Adapts and the Universities of Glasgow and Edinburgh, looking at the risks posed to Edinburgh's coastline by climate change, the barriers to and opportunities of adapting, and potential responses to this challenge. The workshop highlighted awareness raising activity such as the Edinburgh Shoreline Project. A community engagement project which aims to create a set of visions

for [Edinburgh's shoreline by 2050](#) will feed into a collaborative exhibition at the Royal Botanic Garden Edinburgh hosted by Edinburgh Living Landscapes and planned for July 2018.

The University of Edinburgh is currently working on its first adaptation strategy which it hopes to have completed by the autumn. The strategy will take a whole institution approach to adaptation, and incorporate a number of Edinburgh Adapts actions within it. One of the aims of the strategy is to develop a bespoke sustainable design standard for Edinburgh in relation to adaptation and embed adaptation in the development of sustainable design principles.

Work has begun on a joint initiative between Heriot Watt University and the Royal Botanic Garden Edinburgh (RBGE) to establish a demonstration raingarden at RBGE to increase public awareness and understanding of the benefits that raingardens can provide in urban spaces in terms of stormwater control, biodiversity, garden aesthetics, and microclimate improvement.

There has been a high level of public interest in the project with visitors sharing stories about issues with flooding and waterlogging in their gardens. Plants for the rain garden have been obtained and are being grown at the RBGE nursery, in preparation from planting in Spring 2018.

Overleaf is the full list of Built Environment & Infrastructure actions being delivered through the Edinburgh Adapts Action Plan.

Built Environment & Infrastructure

Ref	Summary of Action	Partners	Progress 2016/17	Status
BE1	Assess the likely impacts of climate change and their effect on the built environment and use it to inform adaptation policy.	The City of Edinburgh Council, Edinburgh World Heritage Trust, Scottish Natural Heritage, Royal Botanic Garden Edinburgh (RBGE)	Ongoing. Updated Edinburgh Design Guidance for new developments promotes green and blue infrastructure. Historic Environment Scotland and Edinburgh World Heritage have undertaken assessments of their estates in relation to climate change impacts and the University of Edinburgh is in the process of doing so. Exemplar rain garden demonstration site in creation at RBGE and a Central Scotland Green Network raingarden project is in the early stage of development.	
BE2, BE4 & BE10	Embed climate resilience and naturalised greening measures within Edinburgh's planning processes and guidance	The City of Edinburgh Council, Lothian & Fife Green Networks Partnership, SEPA, Edinburgh & Lothians Greenspace Trust, Scottish Wildlife Trust, Scottish Natural Heritage, Historic Environment Scotland, Edinburgh Living Landscapes	Ongoing. Climate change measures are being embedded into planning processes and guidance. The Local Development Plan has specific measures dealing with climate change adaptation. Edinburgh Design Guidance raises awareness of climate change at the outset and in the detailed chapters through promoting green infrastructure and sustainable building design.	
BE3	Ensure new developments in areas with medium to high likelihood of flooding are avoided as per Scottish Planning Policy.	The City of Edinburgh Council	Ongoing. The permanent implementation of a certification process in relation to the flooding impact of new development, supported by an external flood consultation, was approved in March 2017.	
BE5	Strategic Infrastructure Fund and City Deal	The City of Edinburgh Council, SESPlan and member councils, Scottish Natural Heritage	Not started. Mechanisms being looked at take this forward.	
BE6	Edinburgh Urban Design Panel sustainability awareness raising	Edinburgh Urban Design Panel	From August 2016 to September 2017 the panel considered 20 major planning applications/items of planning guidance. Sustainability standard item on agenda. Edinburgh Adapts presentation raised awareness of sustainability issues and this has resulted in sustainability being further embedded in presentations and Panel discussions. Panel review in December 2016 considered whether there was a need to appoint a sustainability specialist to the Panel and decided that the skills set of current Panel made this unnecessary.	

Built Environment & Infrastructure

Ref	Summary of Action	Partners	Progress 2016/17	Status
BE7	Promote green infrastructure in the built environment to help nature to adapt to climate change	City of Edinburgh Council, Edinburgh Sustainable Development Partnership, Edinburgh Living Landscapes, Scottish Natural Heritage	Green infrastructure in the built environment is included in the Edinburgh Design Guidance and has been promoted at internal Council training events in Planning and Transport.	
BE8	Ecosystem Approach to planning	The City of Edinburgh Council, Edinburgh Sustainable Development Partnership, Edinburgh Living Landscapes	Progressing. Edinburgh Design Guidance and Local Development Plan policies support delivery of these aims. Production of policy statement on the ecosystem approach and planning in Edinburgh to be progressed.	
BE9	Showcase high quality developments	Scottish Wildlife Trust, Edinburgh Living Landscapes, The City of Edinburgh Council	Not started. To commence 2018 funding dependent.	
BE11	Brownfield site habitats	The City of Edinburgh Council, Buglife	Ongoing. Living roof requirements are included in the Edinburgh Design Guidance. Further studies have been undertaken by the Royal Botanic Garden Edinburgh and Buglife for important sites in North Edinburgh.	
BE12	Temporary greening of vacant sites	Edinburgh and Lothians Greenspace Trust, City of Edinburgh Council, Edinburgh Living Landscapes, RBGE, SNH	Started. Good management practice for derelict sites is being developed.	
BE13	Depaving/permeable surfaces promotion	Heriot Watt University, Royal Botanic Garden Edinburgh (RBGE), Edinburgh Living Landscapes	Ongoing. Fact-finding London visit in May 2017 to learn from successful depaving initiatives by Groundwork London, Lambeth Council and the London Wildlife Trust. Work has begun to establish a demonstration raingarden at RBGE. It is hoped this will increase public awareness of the benefits of raingardens in urban spaces, such as stormwater control, biodiversity, garden aesthetics and microclimate improvement.	
BE14 BE15 BE16	Edinburgh raingardens project	Scottish Green Infrastructure Forum, The City of Edinburgh Council	Early stages. Mapping of raingardens in Edinburgh to be progressed. Funding for Raingarden Officer to be sourced.	

Built Environment & Infrastructure

Ref	Summary of Action	Partners	Progress 2016/17	Status
BE17	Green Infrastructure - Edinburgh case study	Heriot Watt University, EU Consortium partners	Halted. EU funding bid to take this forward was unsuccessful.	
BE18 BE19	Coastal adaptation	University of Glasgow, Scottish Natural Heritage	Ongoing. First workshop on coastal adaptation held. Edinburgh Shoreline Project progressing well.	
BE20	Edinburgh's Local Transport Strategy (LTS) Review	The City of Edinburgh Council	Not progressed.	
BE21	Embed adaptation into the Road Asset Management Plan.	The City of Edinburgh Council	Not progressed.	
BE22	Weather Resilience and Climate Change Adaptation Plan for Network Rail Scotland Route	Network Rail	Ongoing. Actions have been or are being implemented to increase resilience to weather and extreme events.	
BE23	SEStran Regional Transport Strategy	South East Scotland Transport Partnership (SEStran)	Ongoing. Action needs to be revisited.	
BE24	The University of Edinburgh Climate Change Adaptation Strategy	The University of Edinburgh, Edinburgh Living Landscapes, Edinburgh Adapts Steering Group	Progressing. Completion of draft strategy by August/September 2017. Whole institution approach taken to developing the Strategy. Incorporates Edinburgh Adapts actions. Aims include developing a bespoke sustainable design standard for Edinburgh in relation to adaptation and embedding adaptation in the development of sustainable design principles.	
BE25	Edinburgh College Climate Change and Sustainability Action Plan	Edinburgh College	In early stages of development	
HS1	Edinburgh World Heritage Management Plan 2017-2021	City of Edinburgh Council, Edinburgh World Heritage, Historic Environment Scotland, SNH	Consultation on Old and New Towns of Edinburgh World Heritage Site Draft Management Plan closed June 2017. Adaptation and energy efficiency raised as part of consultation. Action to follow up in next reporting year.	
HS2	Historic buildings - awareness raising through training in traditional repair skills for owners/occupiers and trades people	Edinburgh World Heritage, Historic Environment Scotland	Around 12 DIY skills workshops delivered in 2016/17 covering maintenance and energy efficiency. Art of Historic Building Maintenance large maintenance event held, during national maintenance week with collaboration from SPAB. This secured significant publicity.	

Built Environment & Infrastructure

Ref	Summary of Action	Partners	Progress 2016/17	Status
HS3	Maintaining historic buildings to ensure they are adapted to current and future climate impacts	Edinburgh World Heritage (EWH), Historic Environment Scotland (HES)	EWH manages the Conservation Funding Programme. Through this property owners benefit from funding towards maintenance improvements. A member of staff works two days a week on developing the maintenance scheme. Ongoing repair and maintenance of HES estate properties within Edinburgh. Report to ministers. Rock trap to manage rockfalls at Edinburgh Castle (Johnston Terrace) completed 2016. Project was a collaboration between HES and the Council.	Green
HS4	Historic Buildings - easy-read adaptation guidance for owners of historic residential and commercial buildings	Edinburgh World Heritage, Historic Environment Scotland	Not progressed due to departure of EWH staff resource.	Red
HS5	Edinburgh specific historic building maintenance guide	Edinburgh World Heritage, Historic Environment Scotland, VisitScotland	Not progressed due to departure of EWH staff resource.	Red
HS6	Historic Environment Scotland's Climate Change Action Plan 2012-17	Historic Environment Scotland	Pilot risk assessment of HES's own estate to inform decision-making for prioritising ongoing conservation and maintenance programme complete. Case study published Oct 2016. Report on track to be published during Climate Week 2017.	Green

Flood Prevention

Flooding has a huge impact on all sectors of society. Climate change is likely to exacerbate river and coastal flooding and greater frequency and intensity of extreme rainfall will increase surface water flooding.

The City of Edinburgh Council works in partnership with neighbouring local authorities, the Scottish Environment Protection Agency (SEPA) and Scottish Water and has prepared a [Local Flood Risk Management Plan](#) for the Forth Estuary catchment which will outline strategies and identify areas vulnerable to flooding from all sources and potential mitigation measures and actions. The plan was published in June 2016.

Edinburgh has two flood prevention schemes in place on the Braid Burn and the Water of Leith. Both these schemes are designed for a 1 in 200 year event and include an allowance for climate change. Undeveloped areas of land fulfil an important flood function and should be allowed to flood in order to protect built-up areas from floodwater. These are shown on the Edinburgh Local Development Plan Proposals Map as areas of importance for flood management.

A study has been undertaken to ascertain the impact of siltation on the Water of Leith Basin. A study on the Niddrie Burn to ascertain the effects of potential flooding is ongoing.



Inch Park – moving away from hard flood prevention measures to more naturalised solutions

Building on previous flood risk studies, the Flood Prevention Team will complete a Surface Water Management Plan (SWMP) in due course to assess current and future flooding risks for the city. Progress on this depends on resources becoming available.

To complement the SWMP the Council is working in partnership with Scottish Water, East and Midlothian Councils to undertake an Integrated Catchment Study. Consultants have been commissioned and it is anticipated that the optioneering stage will be complete in autumn 2017 and the next phase to refine the findings and explore potential solutions will follow.

Overleaf is the full list of Flood Prevention actions being delivered through the Edinburgh Adapts Action Plan.

Flood Prevention

Ref	Summary of Action	Partners	Progress 2016/17	Status
FL1	Water of Leith (Phase 2) Flood Protection Works	The City of Edinburgh Council	Scheme currently under construction, scheduled to be completed by November 2017.	
FL2	Water of Leith Flood Protection Works Future Phases	The City of Edinburgh Council	Not going ahead. Reduced works were approved by Committee but no funding was identified to carry out these works.	
FL3	Forth Estuary Flood Risk Management Strategy	Scottish Environment Protection Agency (SEPA), The City of Edinburgh Council, local authorities, Scottish Water, Scottish Natural Heritage	Strategy published December 2015. Interim progress report will be published in 2018/19 and updated by 2021.	
FL4	Forth Estuary Local Flood Risk Management Plan 2016-2025	Scottish Environment Protection Agency, Scottish Water, The City of Edinburgh Council and 12 neighbouring Local Authorities, Scottish Natural Heritage	The Plan was published in June 2016 and will be updated in 2022.	
FL5	Edinburgh and the Lothians Integrated Catchment Study (ICS) (linked with below)	Scottish Water	The Council and Scottish Water have met on several occasions to progress this and the Council is to receive a pre optioneering catchment plan. Progress is ongoing.	
FL6	Surface Water Management Plan (SWMP) (linked with the above)	The City of Edinburgh Council, Scottish Water	Progress report to Committee delayed. Progress dependant on resources becoming available.	
FL7	Water of Leith Siltation Study	The City of Edinburgh Council, Forth Ports and consultant	Study completed February 2017. It was found the Water of Leith basins are at equilibrium and therefore of low flood risk.	
FL8	Niddrie Burn Flood Prevention Study	The City of Edinburgh Council, Scottish Environment Protection Agency and consultant	Project is ongoing. Work has been accelerated with the construction of a gauging station near the Royal Infirmary subject to consents being obtained in 2016/17. A flood study will be undertaken in 2021/22.	
FL9	Gogar Burn Flood Prevention Study	The City of Edinburgh Council, Scottish Environment Protection Agency and consultant	Project is ongoing. Installation of a gauging station is no longer required. Rain gauges are to be installed at various locations to calibrate current information available.	
FL10	Water of Leith Flood Protection Scheme – continue to maintain existing flood protection scheme	The City of Edinburgh Council	Ongoing. Records are maintained by Flood Prevention Team.	

Flood Prevention

Ref	Summary of Action	Partners	Progress 2016/17	Status
FL11	Maintain the Water of Leith (Phase 2) Flood Protection Scheme in Murrayburn and Roseburn when completed in 2018	The City of Edinburgh Council	Under construction. On project completion, the Flood Prevention Team will inherit and undertake yearly inspections, including maintenance where required.	
FL12	Braid Burn Flood Protection Scheme	The City of Edinburgh Council, Scottish Water, Network Rail, SEPA, Scottish Natural Heritage, and private landowners	Ongoing maintenance. Records maintained by the Flood Prevention Team.	
FL13	Greendykes and Nether Craigour	The City of Edinburgh Council	Under construction.	
FL14	Coastal flood defences	The City of Edinburgh Council, Scottish Water, Network Rail, Marine Scotland, SEPA, Scottish Natural Heritage and private landowners	Ongoing. Records maintained by the Flood Prevention Team	
FL15	Reservoir maintenance	The City of Edinburgh Council	Ongoing. Records maintained by the Flood Prevention Team	
FL16	Assessment and Inspection, Clearance and Repair	The City of Edinburgh Council, asset/land managers	Ongoing. Watercourses are inspected and maintained and records maintained by the Flood Prevention Team	
FL17	Emergency Response	The City of Edinburgh Council, Emergency and Health Services, SEPA, Met Office, Scottish Water, Voluntary Organisations and other agencies	Ongoing. As and when required.	
FL18	Strategic Mapping and Modelling - sewer catchments	Scottish Water	Ongoing.	
FL19	Awareness raising	Scottish Environment Protection Agency, Scottish Flood Forum, community flood action groups and local authorities	Ongoing. The City of Edinburgh Council will engage at a project level when required.	
FL20	Site Protection Plans	Edinburgh Airport, other organisations	Need to undertake research into scope and range of site protection plans citywide.	
FL21	Natural Flood Management	The City of Edinburgh Council, SEPA, Scottish Natural Heritage	Not started.	
FL22	Reach agreement on SUDS between Scottish Water and CEC	The City of Edinburgh Council, Scottish Water	Discussions between CEC and Scottish Water are ongoing.	

Society & Economy

Communities across the city are vulnerable to a whole range of impacts from climate change, including flooding, damage to property and temperature fluctuations. The Action Plan aims to raise awareness of the impacts of climate change on individuals, communities and the economy, and ways to increase resilience to them through partnership, neighbourhood and locality working.

The Edinburgh Community Resilience Project aimed to help neighbourhood areas enhance their capacity to respond to and recover from resilience incidents. Whilst this pilot project has now been completed, the community resilience groups established as part of the pilot continue to operate and build resilience. The '[Are we ready](#)' toolkit developed by the Scottish Communities Climate Action Network and Adaptation Scotland aims to support community groups to start conversations about becoming more climate resilient.

The Royal Botanic Garden Edinburgh undertook a number of activities, talks and events in 2016/17 to raise awareness of climate change adaptation. For example, as part of a NERC funded public engagement pilot specially designed tiles with texture and 3D structure were installed at Cramond on concrete pillars to encourage colonisation by seaweeds, lichens and marine organisms to demonstrate the principle of multi functional coastal defence structures. Schools were engaged in this pilot with two primary schools and Craigroyston High School learning about climate change, sea level rise and coastal biodiversity.

Climate change poses threats to the future prosperity of Edinburgh. Appropriate adaptation is required to maintain a city that remains attractive to investors and businesses. Informing and encouraging local business is of crucial importance to achieving this goal. Taking early action now will ensure businesses are best prepared for the impacts of climate change and able to take full advantage of the business opportunities offered by a changing local and global climate.



The [Green Arts Initiative](#) (GAI) is an interactive community of Scottish arts organisations working to reduce their environmental impact. They share knowledge and keep informed about climate change issues and are beginning to incorporate adaptation into their programmes of work. The GAI conference this year will have a part focus on adaptation plans of cultural SMEs.

VisitScotland is working with Adaptation Scotland on an advice guide for small businesses in relation to adaptation.

Overleaf is the full list of Society and Economy actions being delivered through the Edinburgh Adapts Action Plan.

Society & Economy

Ref	Summary of Action	Partners	Progress 2016/17	Status
SE1	Edinburgh Community Resilience Project (Pilot)	Corporate Resilience Unit, Category 1 Responders, other relevant agencies, Neighbourhood Partnerships, community-based groups	Completed in June 2017. The community resilience groups that were established as part of this project continue to operate and build resilience.	
SE2	Partnership & locality working	The City of Edinburgh Council, Edinburgh Partnership, Neighbourhood Partnerships, Locality Leadership Teams, Community Planning partners	Ongoing. A number of events were held in the four localities to capture environmental priorities for the Locality Improvement Plans. Further methods of engagement needs to be taken forward.	
SE3	Public Sector Sustainable Food Procurement	Edinburgh Food for Life Partnership (EFFLP)	Ongoing. Through EFFLP all City of Edinburgh Council schools, four care homes and a day care centre hold at least the bronze Catering Mark Award and the University of Edinburgh was the first university in Scotland to be awarded it. Two Council-run schools and one care home hold the silver Catering Mark. Edinburgh partners now serve more than 3.5 million award winning meals each year.	
SE4	Food Hubs - development proposals	Edible Edinburgh, Glasgow Food Policy Partnership, City of Edinburgh Council, Glasgow City Council, Nourish Scotland, Edinburgh/Glasgow food groups	Not started. Needs to be progressed in 2018.	
SE5	Measure Edinburgh's progress as a 'Sustainable Food City'	Edinburgh Centre for Carbon Innovation, Edinburgh's universities	Not started.	
SE6	Local Sustainable Food Growing Strategy	Edinburgh Local Food Network, Federation of City Farms and Community Gardens, Community Land Advisory Service, City of Edinburgh Council, Edinburgh & Lothian Greenspace Trust, SWT, Development Trust Association Scotland	Not started. Will be progressed in 2017/18.	
SE7	MSc Participation in Policy & Planning Food project	University of Edinburgh MSc Participation in Policy and Planning course, Edible Edinburgh	Completed. MSc student project undertaken with final report being presented at special Scottish Parliament event.	

Society & Economy

Ref	Summary of Action	Partners	Progress 2016/17	Status
SE8	Adaptation advice, support, awareness raising and research	Edinburgh Centre for Carbon Innovation (ECCI), ClimateXChange (CXC), Sniffer	ECCI/CXC/Sniffer continue to work on providing practical adaptation advice for businesses and organisations based on the best available evidence. They are reaching out for example through the Adaptation Scotland Programme and Scotland's 2020 Climate Group and have worked with businesses such as Bright Green Business and the Mid and East Lothian Chamber of Commerce to promote new business guidance and increase awareness of adaptation. A main focus for research is how to make use of national level indicators in local decision making.	
SE9	The Green Arts Initiative (GAI)	Creative Carbon Scotland, Festivals Edinburgh, Green Arts Initiative members	Ongoing. The Green Arts Initiative has continued to develop and grow, with over 180 members across Scotland. Knowledge sharing activity between members keeps them informed about climate change issues. 2016 report published in March. 2017 reporting form will ask explicitly about member adaptation actions. They are also taking on adaptation more fully this year in their programme of work, and the 2017 Green Arts conference will have a part focus on adaptation plans of cultural SMEs.	
SE10 & SE11	PAS Training Programme - Engagement & Awareness and PAS planning advice helpline	Adaptation Scotland, Planning Aid Scotland (PAS), partners	Series of co-hosted adaptation training workshops held for PAS's network of specialist planning volunteers. Using Adaptation Scotland's Climate Ready Place resource volunteers were helped understand the challenges Scotland faces and how planners could help us move towards being a climate ready nation. Case study available.	
SE12 & SE13	Community Raingardens and community mentoring – Grow Wild Scotland	Grow Wild Scotland	Ongoing. Successful year for mentor programme. Activity undertaken through Grow Wild seed kit resource to get people started on planning and growing wildflower areas. Mentor away day held to equip people with the confidence to visit projects and advise on technical aspects. This year 4 community innovation projects ran and will continue until 2018. Initiatives creating new spaces for wildflowers/improving biodiversity in urban areas.	
SE14	Living Wall	Lymbus	Not progressed. No funding was secured for this.	

Society & Economy

Ref	Summary of Action	Partners	Progress 2016/17	Status
SE15	VisitScotland Quality Assurance Scheme [Scotland wide]	VisitScotland	In 2016/17 advice on sustainability was provided as relevant to 3135 tourism and hospitality businesses as part of VisitScotland Quality Assurance scheme. Overall awareness of 'adaptation' and related actions appears to be low. A Better Business Guide is available to businesses on visitscotland.org and a future update is planned. VisitScotland are working with Adaptation Scotland on an advice guide for small businesses.	
SE16	VisitScotland Taste Our Best [Scotland wide]	VisitScotland	By year end 2016/17 almost 1200 businesses had achieved the Taste Our Best accreditation, which highlights businesses that provide and promote Scottish sourced food and drink. These are Scotland wide, not just focused on Edinburgh.	
SE17	Adaptation showcase and information hub	RSPB, Schools, community groups, Edinburgh Living Landscapes, Community Councils, Friends of Parks Groups, tenant/ housing groups.	To be progressed.	
SE18	Royal Botanic Garden Edinburgh (RBGE) awareness raising	Royal Botanic Garden Edinburgh	Progressing. A range of public engagement and practical events held in 2017 including a garden tour and talk about the impacts of climate change, initial testing of site at RBGE for a raingarden with public engagement activities, engagement with two primary and one secondary school learning about climate change, sea level rise and coastal biodiversity as part of NERC funded public engagement pilot, awareness raising activities around Edinburgh's shoreline and a keynote presentation by RBGE on the Edinburgh Shoreline at the International Association for Landscape Ecology Coastal Symposium.	
SE19	'Are we ready' toolkit and workshops	Scottish Communities Climate Action Network (SCCAN), Adaptation Scotland	An 'Are we Ready?' package has been developed and is available on their website. This resource is designed to facilitate and start conversations about resilience and climate change adaptation amongst community groups in Scotland	
SE20	Community Adaptation Network	Edinburgh Adapts Steering Group, Adaptation Scotland, Community Adaptation Network	Early stages. Adaptation Scotland held a number of Community Adaptation Network events.	

Society & Economy

Ref	Summary of Action	Partners	Progress 2016/17	Status
SE21	2050 Climate Group	2050 Climate Group	First 2050 Climate Group Young Leaders Development Programme, which aims to Engage, Educate and Empower Scotland's Future Leaders to take action on climate change completed in November 2016. Over 100 Young Leaders took part and more than half were from Edinburgh. At the programme end the participants were more aware of the challenges posed by climate change and had an increased understanding of their role in creating a sustainable Scotland. The second Young Leaders Development Programme kicked off in April 2017, with 150 Young Leaders selected from over 300 applications, showing the rising interest among the 2050 Climate Group's target demographic of 18-35 year olds in this programme.	

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update

Item number	8.5
Report number	
Executive/routine	
Wards	Citywide
Council Commitments	

Executive summary

At a meeting on [1 November 2016](#), the Committee instructed officers to continue, for one year, the Council's Seafield Waste Water Treatment Works (WWTW) Odour Monitoring and Assessment programme. This report provides an interim update on the number of odour complaints received from 1 March 2017 to 30 June 2017.

The Committee also requested that proposals be brought forward to make it easier for residents to report odour incidents to the Council

The report provides an update on the outcome of Veolia Water's action plan, designed to identify the source and chemical compounds of a burning odour that emanated from Seafield WWTW and affected local residents during May and June 2016.

Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update

1. Recommendations

It is recommended that the Committee:

- 1.1 Notes the findings of the Council's monitoring and assessment programme over the period 1 March to 30 June 2017;
- 1.2 Notes the outcome and actions arising from an increase in odour complaints received by the Council during the period 17 April to 31 May 2017; and
- 1.3 Agrees that a leaflet will be designed for distribution to residents in the Leith Links area that will outline the importance of reporting odour release to the Council and will provide Council contact details to make it easier to register complaints.
- 1.4 Notes the Scottish Government has commissioned a review of Seafield WWTW

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.
- 2.3 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 Committee on 29 November 2011, 18 June 2012, 13 September 2012, 23 November 2012, 26 August 2014, 2 June 2015 and 1 November 2016.
- 2.4 This report provides an update on the findings of the Council's continuing odour monitoring and assessment programme from 1 March 2017 to 31 August 2017. It also includes information on the outcome of investigations by the Council and the Scottish Environmental Protection Agency (SEPA) into an increase of odour complaints from local residents during the period 17 April to 31 May 2017.

3. Main report

- 3.1 Table 1 (Appendix 1) provides the findings of the Council's Seafield Odour Monitoring and Assessment Programme, set out as six comparison periods

representing the warmer months of the year when residents are most likely to experience odour release.

- 3.2 Table 1 shows a significant increase in complaints from 17 April to 31 May 2017 with a total of 143 complaints received by the Council during that period. Table 2 (Appendix 2) further breaks this down. It shows the days between 7 March and 20 June 2017 on which complaints were received by the Council, and the numbers of complaints received on those days. The increased level of complaints can be attributed to two factors. During that period, the Council were notified by Veolia Water that a series of spillages of sludge between 30 April and 6 May 2017 had arisen from one of the six digesters on site (an area regulated by SEPA under a Waste Management Licence (WML)), and that steps were being taken by Veolia Water operations staff to clean the affected area and minimise any possible odour release.
- 3.3 As a result of the increased level of complaints, a number of visits to the WWTW by Council monitoring staff indicated that the extent of the spillage and the detection of associated offsite odours was likely to be a major contributory factor in the complaint surge. SEPA officers also attended the WWTW on 6 May 2017, noting the spillage. Their attending officer expressed an alternative opinion that the complaint surge related more to recent low flows of water into the sewerage network, with the result that any influent arriving at the WWTW would carry a far higher risk of odour due to length of time in the network.
- 3.4 As the increased complaint level continued after the digester spillage had been removed, it is likely that both the spillage and the low flows of influent combined, creating the levels of odour nuisance experienced by local residents during April/ May 2017.
- 3.5 The CoP recommends that where the odour source clearly falls within an area of the WWTW regulated under a WML, SEPA should assume the lead regulatory role. Accordingly, SEPA took enforcement action to address the digester spillage in the form of an Interim Compliance Assessment Report.
- 3.6 As a consequence of the impact of odour release on local residents in May 2017, Council Officers wrote to Veolia Water's Divisional Director (Appendix 3) expressing concerns and disappointment regarding the increase in odour complaints in May 2017 as a result of the spilled sludge from the digester. The letter also indicated to Veolia Water that, although an enforcement notice was not served on this occasion due to SEPA having primacy in this area, the Council would have no hesitation in taking enforcement action if steps were not taken to prevent further similar events.
- 3.7 At a Seafield WWTW stakeholder meeting on 19 May 2017, attended by elected members, local resident representatives, Council, Veolia Water and Scottish Water officials, the surge in complaints was discussed, aided by a presentation provided by Veolia's General Manager on the increased odour risk due to low influent flows during dry periods of weather.

- 3.8 Veolia Water have stated that it is statistically likely that such dry periods will occur in the future and therefore the Council is in discussion with Scottish Water on how they intend to minimise the risk of odour release at those times.
- 3.9 At a stakeholder meeting on 13 January 2017 Local Resident Representatives requested that the possibility of creating a single point of contact for registering complaints with the regulatory agencies should be explored. Discussions with SEPA, who have an existing free phone complaint service in place, indicated that the call flow system would be a barrier to complaints being received timeously by the Council and would lengthen the response times achieved by Council Scientific Services staff. It was agreed that the Council's main switchboard number would remain as the point of contact for local residents concerned about odour release from the WWTW, with any complaints relevant to SEPA being passed to them. In recognition of concerns raised at the stakeholder meeting on 19 May 2017 about reporting complaints, it was agreed that a leaflet would be distributed to approximately 4000 properties in the Leith Links area, designed to outline the importance of registering complaints with the Council and providing specific contact details to allow for easier reporting.

Previous Complaints-Burning odour 2016

- 3.10 In mid-April 2016, the Council began to receive complaints from local residents relating to what was described as a burning odour. Investigations by both SEPA and Council monitoring staff confirmed that the source originated in an area of the WWTW covered by a SEPA-enforced Waste Management Licence. As a result, Veolia Water drew up an action plan to address the issue and commissioned external consultants Odournet UK Ltd to carry out a comprehensive health impact assessment study in relation to the burning smell. The report, shared with the Council, SEPA and Health Protection Scotland, was finalised on 21 December 2016, and identified a siloxane filter that serves the WWTW biogas system within the WWTW. Odournet UK Ltd concluded in the report that although a number of potentially harmful compounds were identified within the emissions that occur during the siloxane filter purge cycle, the exposure levels that are predicted to occur around the site are well below the level which would pose a risk to the health of local residents.
- 3.11 On reviewing the Odournet report, Health Protection Scotland concluded that the predicted exposures at nearby residential areas were many orders of magnitude lower than health-based guidelines or environmental assessment levels, and this provided reassurance that the airborne chemical emissions from the process are unlikely to have an excessive additional direct impact on the health of local residents.
- 3.12 Intermediate actions taken by Veolia Water on the use of the siloxane filter have been successful, with very few complaints of burning odour being received by the Council since July 2016. Veolia Water have informed the Council that a permanent solution to the burning odour detected during the regeneration of the siloxane filter will be in place by August 2017.

Code of Practice Review 2016

- 3.13 Following representations from the Council to the Scottish Government asking for a review of the CoP to be undertaken, two odour control workshops were arranged jointly by the University of the West of Scotland and consultant firm Ricardo Energy and Environment, and were attended by the Council's WWTW lead regulatory officer, Scottish Water and Scottish WWTW operators. The report released on 7 February 2017 local residents have expressed disappointment that the review did not address the concerns voiced by local residents at Seafield Stakeholder meetings in relation to a review of the CoP.

Strategic Review 2017

- 3.14 At the Seafield Stakeholder meeting on 19 May 2017, as a result of the high levels of complaints in April and May 2017 and intervention by elected members it was noted that community representatives would meet with the relevant Scottish Government Minister. As a result of the meeting with the minister, the Scottish Government agreed to commission a full strategic review of Seafield WWTW and to look at 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.
- 3.15 Draft terms of reference for the review have already been shared with the Council and local representatives, with consultancy firm Amec Foster Wheeler and Cranfield University jointly commencing the consultation. Consultants have interviewed relevant council officials as part of this consultation. On 5 September 2017 consultants also had a session with ward councillors and the convenor of transport and environment committee to ensure that members experience of this issue and concerns are reflected in the review. It is expected that the review will report to Minister by the end of October 2017. Members will be updated when a date for wider publication is known.

4. Measures of success

- 4.1 A decrease in the number of major odour emission events from Seafield WWTW and a reduction in complaints from the local community.
- 4.2 That Scottish Water continue to minimise odour release from Seafield 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.

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 Scottish Water's Odour Improvement Plan is intended to reduce odour output from Seafeld WWTW to a level which will not constitute a sewerage nuisance, in accordance with the Sewerage Nuisance (Code of Practice) (Scotland) Order 2006.

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

- 10.1 [Seafeld Waste Water Treatment Works – November 2016](#)
- 10.2 [Seafeld Waste Water Treatment Works- Monitoring of Scottish Water Odour Improvement Plan- June 2015](#)
- 10.3 [Seafeld Waste Water Treatment Works-Monitoring of Scottish Water Odour Improvement Plan- August 2014](#)
- 10.4 [Seafeld Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - November 2012](#)
- 10.5 [Seafeld Waste Water Treatment Works - Monitoring of Scottish Water Odour Improvement Plan - September 2012](#)
- 10.6 [Seafeld Waste Water Treatment Works - Odour Improvement Plan Update - June 2012](#)
- 10.7 [Seafeld Waste Water Treatment Works - Odour Improvement Plan Update - November 2011](#)

- 10.8 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update November 2010](#)
- 10.9 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update - November 2009](#)
- 10.10 [Seafield Waste Water Treatment Works - Odour Improvement Plan Update May 2008](#)

Paul Lawrence

Executive Director of Place

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11. Appendices

Appendix 1 – Table 1 Complaints received 2012 to 2017

Appendix 2 – Table 2 Complaints received 1 March to 31 August 2017

Appendix 3 – Letter to Veolia Water Divisional Director

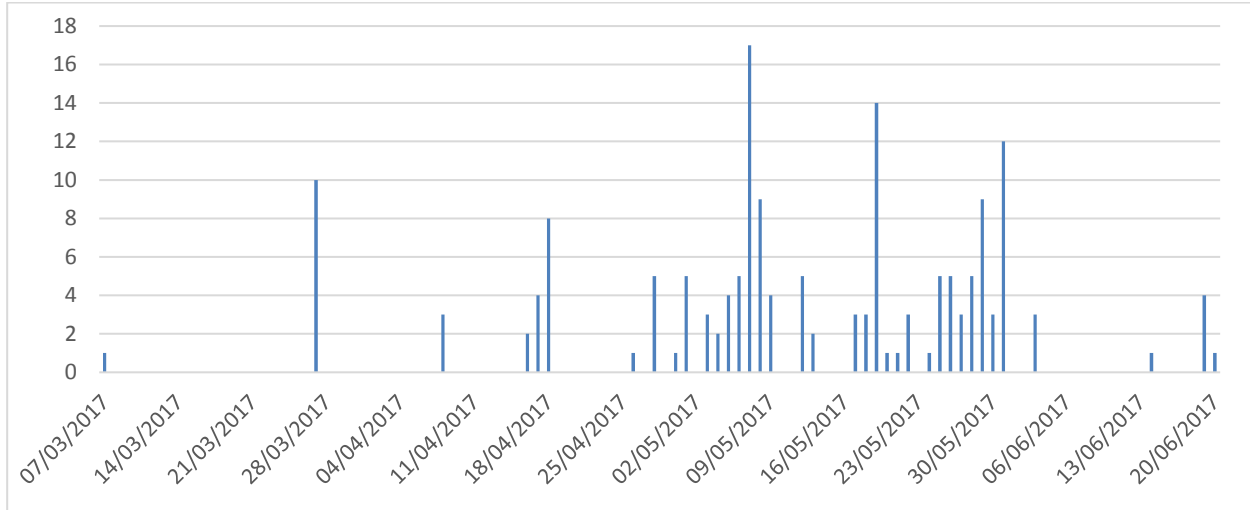
Appendix 1

Table 1: Complaints received 2012-2017

Monitoring Period	1 March 2012 to 31 Oct 2012	1 March 2013 to 31 Oct 2013	1 March 2014 to 31 Oct 2014	1 March 2015 to 31 Oct 2015	1 March 2016 to 31 Oct 2016	1 March 2017 to 31 August 2017
Complaints received	182	82	81	111	89	170
No. days where complaints were received	63	49	46	59	50	39
Complaint visits where Council staff detected moderate or strong odour	11	10	7	5	5	21
Days where 3+ complaints were received	16	6	8	12	12	26
No. individual households complaining	60	33	35	48	36	66
Major odour Incidents	4	0	1	1	1	1
Surveillance visits by Council staff to assess odours	452	124	93	73	83	42
Surveillance visits where Council staff detected moderate or strong odour	14	4	6	4	3	1

Appendix 2

Table 2- Daily total of complaints 7 March to 20 June 2017



Appendix 3

Date 18 May 2017

Your ref

Our ref SAW/EH/5/2017

Mark Wilson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr Wilson,

WATER SERVICES (SCOTLAND) ACT 2005

THE SEWERAGE NUISANCE (CODE OF PRACTICE) (SCOTLAND) ORDER 2006

I write to express concerns on behalf of the City of Edinburgh Council regarding a significant increase in odour complaints received by the Council in connection with Seafield Waste Water Treatment Works (WWTW) over the period 1 May 2017 to 8 May 2017.

During this period, the Council received 43 complaints from local residents, a number of which were verified by attending officers engaged in carrying out the Council's Monitoring and Assessment Programme over the period.

I note that through the daily odour review reports sent from Veolia Unit Controllers that mention was made of a spillage of sludge around the base of digester 2 on 30 April 2017 and that at that time, steps were being taken to resolve the cause.

With an awareness that there was a significant increase in complaint levels throughout the period referred to, the Council's Environmental Protection Team Leader, Stuart Graham visited the works at 13.00 on Friday 5 May 2017 in line with our regulatory duties under the above Act.

Mr Graham was accompanied by a duty controller and was shown what he considered to be a significant spillage which not only covered a large area at the base of digester 2 but had given rise to a quantity of sludge up the side of the digester to full height.

Mr Graham confirmed that he was of the opinion that the odour he had detected on Marine Esplanade off site was the same odour associated with the spilled material and that the complaints he had been investigating were in a direct line from the spill due to wind direction.

At the Seafield Liaison Group Meeting at Seafield WWTW on 11 May 2017, the general manager indicated that he felt it unlikely that the spillage was necessarily the source of the increased complaint but rather that it was due to dry weather conditions affecting the flow of influent into the works.

I must inform you that I am not willing to accept the latter explanation and that the Council feels that at the very least, the spillage was a major contributor to the odour release.

The legal standard for service of an enforcement notice is on the balance of probability and I would comment that, were this spillage not in an area where SEPA have primacy for enforcement action due to it being covered by a Waste Management Licence, it is likely that the Council would have served an enforcement notice.

Although the Code of Practice recommends that where the odour source falls within an area of the WWTW regulated by SEPA, it does not rule it out and I would have no hesitation in exercising our statutory enforcement powers should there be further such incidents and the following matters not be addressed.

Although I understand that some of these matters will be addressed in your response to SEPA's Interim Compliance Assessment Report of 15 May 2017, I would ask that you appraise the Council separately.

At the Liaison Group Meeting on 11 May 2017, it was clear that the cause of the repeated spillages from digester 2 were not known although attempts had been made to restart the process resulting in a number of spillages.

Can you please confirm in writing the steps that you propose to take, or have taken, to establish the cause and to prevent further, similar events?

Mr Graham noted that the area where the digester had spilled to was not impervious nor was there any visible bund to contain spilled sludge as required by the Code of Practice, therefore can you please advise me how you plan to address this matter at the base of all six digesters.

The Code of Practice requires that where cleaning operations are likely to lead to odour release, odour minimisation measures should be incorporated and therefore I would wish to have details of how any future digester spillages of this nature can be expediently addressed so that exposure of sludge to the air can be minimised?

I feel that the frequency, severity and extent of the spillage was not conveyed to the Council and that consideration must again be given to communicating levels of odour risks from operations or from unforeseen circumstances such as this event.

I note with disappointment that since the 1 March 2017 the Council has recorded 95 complaints and that it is highly likely that the statistics that will be presented to Committee in any end of year report will show significant increases in all areas and make it very difficult to argue that minimisation is being maintained.

In conclusion, whilst I accept that there may be disagreement about the relevant weighting of recent complaints from either the spillage or low flows, the number of complaints currently being received has all but eliminated the assertion that minimisation continues to be achieved and that the feeling of optimism in the past few years has greatly diminished.

Yours sincerely



Stephen Williamson
Environmental Health Manager

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Review of School Crossing Patrol Service

Item number	8.6
Report number	
Executive/routine	
Wards	All
Council Commitments	C16

Executive Summary

A review of the School Crossing Patrol (SCP) service is ongoing; the initial stage assessed current sites and gathered technical data using a common approach that enables sites to be compared.

The next stage in the review would be to consult with service users and service providers to seek their views about existing sites, as well as potential alternatives or additional new sites. This report seeks approval to undertake this consultation.

Following this, it is intended to develop a draft SCP Policy for this Committee to consider in late 2018.

Review of School Crossing Patrol Service

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the work that has been undertaken to date on the School Crossing Patrol (SCP) review;
 - 1.1.2 notes consultation will be taking place with service users and service providers to seek their views about existing sites, as well as potential alternatives or additional new sites; and
 - 1.1.3 notes that it is intended to develop a draft SCP Policy for this Committee to consider in late 2018.

2. Background

- 2.1 This report follows the initial 'Review of School Crossing Patrol Service' report, considered by the Transport and Environment Committee on 16 March 2016 (Item 7.11).
- 2.2 The SCP service is not a statutory function. A Local Authority may provide a SCP service as a discretionary service, however, doing so does not diminish a parent's/guardian's responsibility for ensuring their child's safety on the school journey. It remains their decision as to when their child is mature enough to undertake the journey to and from school without adult supervision.
- 2.3 A national standard for the provision of a SCP service is set out in the Road Safety GB School Crossing Patrol Service - Guidelines: revised November 2014.
- 2.4 While those guidelines are used in Edinburgh to assess requests that are received for new SCP sites to be established, the Council does not currently have a formal policy on the provision of a SCP service. No existing sites have ever been formally dis-established; operational decisions have, however, been taken to suspend some sites that exhibit little or no demand.
- 2.5 There are currently 243 established SCP sites, although only 205 are operational. At the time of the assessments (September 2016) there were 157 SCP Guides; the number of SCP Guides employed varies constantly due to a significant ongoing level of staff turnover.

3. Main report

- 3.1 The work completed so far undertook a technical analysis of all 243 sites. This assessed demand from children to cross the road, traffic levels and the local road environment at each site, to gather technical data using a common approach that enables sites to be compared.
- 3.2 This report seeks approval to now consult with key users and stakeholders of the SCP service, to seek their views about:
 - 3.2.1 existing sites (whether currently resourced or not);
 - 3.2.2 potential alternatives to replace existing sites; and
 - 3.2.3 possible additional new sites.
- 3.3 This will be undertaken via a wide ranging, clear consultation and engagement process using a variety of methods.
- 3.4 The feedback gathered will assist the Council to develop a draft SCP Policy for this Committee to consider in late 2018.

4. Measures of success

- 4.1 A wide ranging, clear consultation and engagement process that will inform the development of a draft SCP Policy.

5. Financial impact

- 5.1 Any potential budgetary or resource implications cannot be determined until a draft SCP Policy has been developed.

6. Risk, policy, compliance and governance impact

- 6.1 The development of a SCP Policy will enable the Council to ensure the service:
 - 6.1.1 aligns with its strategic transport objectives;
 - 6.1.2 represents best value; and
 - 6.1.3 reflects an assessed level of risk and considers the safety of all road users.

7. Equalities impact

- 7.1 The potential outcomes in relation to the rights and delivery of the three Public Sector Equality Duties (PSED) will be considered and referenced throughout the review and consultation processes.

8. Sustainability impact

- 8.1 Changes to the SCP service may affect the Climate Change (Scotland) Act 2009 in terms of altered travel habits.
- 8.2 Therefore, any potential changes will take into consideration the Council's responsibility to minimise any negative impacts whilst seeking to increase positive impacts.

9. Consultation and engagement

- 9.1 This report seeks support for consultation with the key users, Head teachers and parent councils.
- 9.2 This will be undertaken via a wide ranging, clear consultation and engagement process using a variety of methods.

10. Background reading/external references

- 10.1 Road Safety GB; [School Crossing Patrol Service - Guidelines](#): revised November 2014.

Paul Lawrence

Executive Director of Place

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11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Sustainable Scotland Network Conference 2017

Item number	8.7
Report number	
Executive/routine	
Wards	All
Council Commitments	

Executive Summary

This report outlines Council representation at the Sustainable Scotland Network Conference 2017 on 5 October 2017. This years' conference takes place amidst substantive developments in climate change policy and public sector professionals and stakeholders have a critical role in initiating, aligning and leading the demanding changes driven by the emerging climate change policy landscape.

Due to the need to confirm arrangements for attendance at the Sustainable Scotland Network Conference 2017, the Executive Director of Place and Convener of Transport and Environment Committee, in consultation with the Council Leader and Deputy Leader, approved attendance by Councillor Burgess under the urgency provisions set out at paragraph 4.1 of the Committee Terms of Reference.

Sustainable Scotland Network Conference 2017

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee note the action taken by the Executive Director of Place and Convener of Transport and Environment Committee, in consultation with the Council Leader and Deputy Leader, in approving attendance by Councillor Burgess at the Sustainable Scotland Network Conference in Edinburgh on 5 October 2017 under the urgency provisions set out at paragraph 4.1 of the Committee Terms of Reference.

2. Background

- 2.1 This report outlines Council representation at the Sustainable Scotland Network Conference in Edinburgh on 5 October 2017.
- 2.2 The Sustainable Scotland Network supports public sector action on sustainable development, including programmes on climate change and sustainable procurement. The Networks is ow widening its support to sustainability practitioners and advocates from throughout the public sector.

3. Main report

- 3.1 The Sustainability Scotland Network Conference is the annual event of the association and aims to encourage and enhance greater and more effective collaboration between local authorities and the wider public sector.
- 3.2 The conference provided delegates with a platform to exchange knowledge, experiences and issues through a variety of policy forums, working groups, projects and events.
- 3.3 The Sustainability Scotland Network is active in supporting public sector action on sustainable development including programmes on climate change and sustainable procurement.
- 3.4 The theme of the conference was “Talking Tactics” and provided a forum for public sector professionals and stakeholders to discuss meeting Scotland’s climate change targets and ambitions.
- 3.5 There were opportunities to:
- share experience and good practice with other public sector agencies;
 - promote the city and the expertise available in Edinburgh;
 - strengthen links with other public sector agencies for development and joint activities around sustainability.

4. Measures of success

- 4.1 Councillor Burgess' attendance at the Sustainable Scotland Network Conference in Edinburgh:
- Raised the city's profile
 - Prompted Edinburgh's expertise
 - Learned from other's good practice
 - Strengthened links with other stakeholders and found new partners.

5. Financial impact

- 5.1 The cost of attendance was £108. As the event was held in Edinburgh travel costs were negligible and there were no accommodation costs involved. The cost was met from the performance strategy and policy budget 2017/18.

6. Risk, policy, compliance and governance impact

- 6.1 There are no risk, policy, compliance and governance impacts as a consequence of Councillor Burgess attending the Sustainable Scotland Network Conference.

7. Equalities impact

- 7.1 There are no direct equalities impacts as a result of this report.

8. Sustainability impact

- 8.1 Travel arrangements were made in accordance with the Council's Sustainable Travel Plan.

9. Consultation and engagement

- 9.1 Attendance at the Sustainable Scotland Network Conference provided the Council with a channel for engaging with various key stakeholders including local and nationally elected member on climate change, sustainable procurement and sustainable development.

10. Background reading/external references

10.1 [Sustainable Scotland Network Website](#)

10.2 [Sustainable Scotland Network Conference 2017 website](#)

Paul Lawrence

Executive Director of Place

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11. Appendices

Nil