

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 27th January, 2022

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the webcast live on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

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1. Order of Business

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

2. Declaration of Interests

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

3. Deputations

- 3.1 If any.

4. Minutes

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| 4.1 | Minute of the Transport and Environment Committee of 11 November 2021 – submitted for approval as a correct record | 7 - 24 |
| 4.2 | Minute of the Transport and Environment Committee of 02 December 2021 – submitted for approval as a correct record | 25 - 26 |

5. Forward Planning

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6. Business Bulletin

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7. Executive Decisions

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| 7.1 | Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone – Report by the Executive Director of Place | 87 - 94 |
| 7.2 | West Edinburgh Link - Compulsory Purchase Order – Report by the Executive Director of Place | 95 - 112 |
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| 7.5 | Objections to TRO/20/20 - 40mph Speed Limit Review – Report by the Executive Director of Place | 159 - 174 |
| 7.6 | Kirkliston Junction Reconfiguration – Report by the Executive Director of Place | 175 - 182 |

8. Routine Decisions

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| 8.2 | National Litter and Fly-Tipping Strategy Consultation Response – Report by the Executive Director of Place | 199 - 216 |
| 8.3 | Revenue Monitoring Update - 2021/22 Month six position – Report by the Executive Director of Place | 217 - 222 |
| 8.4 | Internal Audit Overdue Findings and Key Performance Indicators as at 5 November 2021 – Report by the Executive Director of Corporate Services | 223 - 240 |

9. Motions

9.1 If any.

Deputations

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Eleanor Bird, Councillor Maureen Child, Councillor Graham Hutchison, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller, Councillor Stephanie Smith and Councillor Iain Whyte

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan or Taylor Ward, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283, email veronica.macmillan@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 11 November 2021

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Burgess, Child, Hutchison (Items 1 - 12), Key, Lang, Miller, Smith, Rose (substituting for Councillor Hutchison for Items 13, 14, 15 and 16) and Whyte.

1. Active Travel Measures – Travelling Safely Update

a) Deputation – Spokes South Scotland

Committee considered a deputation from Spokes South Scotland. The deputation stated that although they were encouraged that the Scottish Government and Edinburgh Council had challenging targets to develop plans for significant changes in sustainable travel, they wanted to see those targets reflected in the decisions Council made in the Committee. The deputation stated that they understood it took time for families to switch to more sustainable travel options, particularly within the ongoing Covid-19 pandemic, however they argued that the recommended changes would reduce safety and comfort for cyclists on Braid and Comiston Road, making families doubt that they had a safe route to school or work. The deputation asked Committee to consider re-opening Braid Road Northbound for use by local residents, delay changes to Braid Road until a more suitable design was made available for pedestrians and cyclists, and to consider not extending the bus lane if Braid Road were to be reopened.

b) Report by the Executive Director of Place

Committee considered a report providing an update on the Travelling Safely programme, which included details of the engagement undertaken on the Comiston Road and Braid Road schemes. The report also provided an update on the review of disabled parking measures at the Arboretum Road crossing point.

Motion

- 1) To note the updates in the report, including details on existing measures.
- 2) To consider feedback received on the Comiston Road and Braid Road schemes and agree the recommendations in paragraph 4.4 and in Appendix 2 of the report.
- 3) To note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8 of the report.
- 4) To note and to approve the approach described in paragraph 5.4 of the consultation, advertising and making of ETROs for Travelling Safely measures.

- 5) To recognise that a complete Active Travel Network was necessary for safe journeys for those who chose to travel by bike in the city and that the reintroduction of alternative road features such as loading facilities could effectively reduce the safety aspects of an active travel network and impact on its continuity and potentially on levels of use.
- 6) To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that included Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note updates in the report, including detail on the existing measures (as detailed in Appendix 1 of the report).
- 2) To consider feedback received on the Comiston Road and Braid Road schemes and to agree to remove in full the Comiston Road scheme and approved option 1 for Braid Road.
- 3) To welcome the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8 however, to consider that further improvements were required to fully address the clear equality issues with the flawed and temporary scheme. To further agree that officers should report to Committee within two cycles detailing the two previous designs for full Active Travel Schemes for this area, the outcomes of the public consultations on these designs, and a proposed plan and timescale to bring forward a permanent scheme that provided both the essential pedestrian crossing that had been the source of requests for over 10 years along with an approach to the use of the crescent areas that provided drop off and Blue Badge Holder parking to give access for those with mobility issues.

- moved by Councillor Hutchison, seconded by Councillor Whyte

Amendment 2

- 1) To delete recommendation 1.1.2 and insert;
 - To note the consultation feedback received on the Comiston Road and Braid Road schemes and to accordingly agree;
 - The recommendations in paragraph 4.4 and in Appendix 2 with respect to Comiston Road of the report.
 - To proceed with Option 1, so Braid Road was fully reopened in both directions, given this was by far the most popular choice in the local community.
 - To proceed swiftly to implement the Braidburn Terrace one-way scheme along with the planned road safety improvements at the junction of Braid Road and Hermitage Drive, including extended pavements, a raised table road surface and a toucan light-controlled crossing.

- To install effective speed reducing measures, such as high speed signs, raised tables, speed bumps and chicanes, on Braid Road, Hermitage Drive and Midmar Drive.
- In consultation with the local community, review the operation of the Greenbank to Meadows Quiet Connection, after Braid Road had been re-opened, to assess the need for changes to address the residents' concerns."

- moved by Councillor Lang, seconded by Councillor Bird

Amendment 3

- 1) To replace recommendation 1.1.2 with;
 - To consider the feedback received on the Comiston Road and Braid Road schemes and to agree:
 - a. To implement Option 1 for Braid Road as per officers' recommendations, however to further note the staged implementation of the improvements to Braidburn Terrace, 'Braidburn Valley Park to Hermitage of Braid', including the toucan crossing on Braid Road. To agree that to support residents to continue walking, wheeling and cycling, Braid Road should not be opened to traffic in both directions until the toucan crossing was operational.
 - b. To alter the measures on Comiston Road as per officers' recommendations, however to retain the maximum amount of 'cycle lane defenders' and provide a full-time bus lane with double yellow lines, in order to prioritise bus and bike users as per the sustainable transport hierarchy.

- moved by Councillor Miller, seconded by Councillor Burgess

In accordance with Standing Order 22(12), amendment 3 was accepted as an addendum to the motion.

Voting

The voting was as follows:

| | | |
|-----------------|---|---------|
| For the motion | - | 7 votes |
| For amendment 1 | - | 3 votes |
| For amendment 2 | - | 1 votes |

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

For amendment 1: Councillors Hutchison, Smith and Whyte

For amendment 2: Councillor Lang.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the updates in the report, including details on existing measures.

- 2) To consider feedback received on the Comiston Road and Braid Road schemes and agreed:
 - To implement Option 2 for Braid Road as per officers' recommendations, however further noted the staged implementation of the improvements to Braidburn Terrace, 'Braidburn Valley Park to Hermitage of Braid', including the toucan crossing on Braid Road. To agree that to support residents to continue walking, wheeling and cycling, Braid Road should not be opened to traffic in both directions until the toucan crossing was operational.
 - To alter the measures on Comiston Road as per officers' recommendations, however retaining the maximum amount of 'cycle lane defenders' and to provide a full-time bus lane with double yellow lines, in order to prioritise bus and bike users as per the sustainable transport hierarchy.
- 3) To note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8 of the report.
- 4) To note and to approve the approach described in paragraph 5.4 of the consultation, advertising and making of ETROs for Travelling Safely measures.
- 5) To recognise that a complete Active Travel Network was necessary for safe journeys for those who chose to travel by bike in the city and that the reintroduction of alternative road features such as loading facilities could effectively reduce the safety aspects of an active travel network and impact on its continuity and potentially on levels of use.
- 6) To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.

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

2. A71 Dalmahoy Junction Improvements

a) Deputation – St Mary's Church Residents Association

Committee considered a deputation from St Mary's Church Residents Association. The deputation was concerned over the lack of drainage in the area, potentially causing a hazard to motorists. The deputation was also concerned over the non-compliance of speed limits, and the lack of speed cameras in the area. The deputation also raised concerns over the lack of crossings in the area, causing safety issues for pedestrians, cyclists and road users. The deputation asked Committee to consider funding issues and to consider an affordable compromise in order to receive better signalling and adequate drainage in the area.

b) Deputation – Ratho and District Community Council

Committee considered a deputation from Ratho and District Community Council. The deputation was concerned that the proposed solution would not improve the safety of motorists, and that filters were needed in order to prevent blockings on the road. The

deputation argued that realignment and reduction in speed limits were not good enough options, and an introduction of enforcement was needed in order to prevent speeding and accidents happening in the area. The deputation asked Committee to consider installing a fully signalised junction in the area in order to improve safety.

c) Report by the Executive Director of Place

Committee considered a report which provided an update on the A71 Dalmahoy Junction Improvements project. The report also set out proposals delivering alternative road safety measures at the junction to improve road safety.

Motion

- 1) To note the work that had been done to date on the A71 Dalmahoy Junction Improvements project.
- 2) To note the current cost estimated for the introduction of a signalised junction was £962,000, which was significantly greater than the funding package of £455,000 approved by Committee in March 2017.
- 3) To note that a safety scheme was installed in April 2017 and a reduced 40mph speed limit was subsequently implemented In February 2018. Since these changes came into effect there had been significant reduction in personal injury collisions at the junction.
- 4) To note that as a result of the reduction in personal injury collisions, a preliminary design for alternative road safety measures at the junction had been developed (outlined in paragraph 4.10 and detailed in Appendix 2 of the report).
- 5) To approve proceeding with the alternative road safety measures proposed.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the work that had been done to date on the A71 Dalmahoy Junction Improvements project.
- 2) To note that the current cost estimated for the introduction of a signalised junction of £962,000 was significantly greater than the funding package of £455,000 approved by Committee in March 2017. However, to further note the alternative road safety measures proposed by officers costed at £625,000 also significantly exceeded the approved funding package.
- 3) To note with regret that decades of delays on improvements to the junction had led to inevitably increased costs.
- 4) To note that a fully signalised junction was the preferred option of local residents, the Ratho and District Community Council and ward Councillors.
- 5) To agree to proceed with the current plan for a fully signalised junction with the required funding of £507,000 to be included in the capital programme for roads for 2022/23 to be presented to Council at the budget setting meeting in February 2022.

- moved by Councillor Hutchison, seconded by Councillor Whyte

Voting

The voting was as follows:

For the motion - 7 votes

For amendment - 4 votes

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

For the amendment: Councillors Hutchison, Lang, Smith and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

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

3. City Mobility Plan - Mode Share Targets

a) Deputation – Spokes

Committee considered a deputation from Spokes. The deputation was concerned over the background assumptions that underpinned the targets, and the downgrading of targets for getting around by bike. The deputation was also concerned that the cycling mode share targets were ambitious and that such a big target would impact planned cycling budgets. The deputation asked Committee to remove the modal change targets or revise solely as a response to the car mileage reduction initiative.

b) Report by the Executive Director of Place

Committee received a report on the City Mobility Plan (CMP) mode share targets which helped set a level of measurable ambition for actions and decisions which would deliver a shift towards more sustainable travel. The report highlighted that this was in response to Edinburgh's ambitious agenda for change, including to be net zero carbon by 2030. The report sought approval of the mode share targets, which would form part of the suite of Key Performance Indicators supporting monitoring of the CMP and would be re-examined as part of the CMP's review cycle to ensure they remained realistic and ambitious. The report sought approval for these targets which were based on planning for a 30% reduction in kilometres travelled by car by Edinburgh residents to contribute to the Scottish Government's target of a national reduction of 20% in car kilometres by 2030.

Motion

- 1) To approve the mode share targets as set out in the appended Technical Note to the report.
- 2) To note that the mode share targets would continue to be reviewed as part of the City Mobility Plan review cycle to ensure they were realistic, deliverable and ambitious.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

To continue consideration of this item for a further report that:

- 1) Outlined how the potential targets in the Technical Note could be related in a realistic and deliverable way to the City Mobility Plan actions rather than simply an overall and stretched Scottish Government Target.
- 2) Committed to continue to measure trip data in addition to Km travelled data given the implications for the administration's "to not through" policy for public transport around the City Centre had likely implications for reduced numbers of longer public transport trips.
- 3) Attempted to set out how delivery trips would be measured given evidence that these had grown during the pandemic and that continued home working and reduced travel by residents in 20 minute neighbourhoods could potentially maintain these increases over the long term.

- moved by Councillor Whyte, seconded by Councillor Hutchison

Amendment 2

- 1) To approve the target of 30% reduction in car kms as set out in the appended Technical Note.
- 2) To recognise the complexity of establishing individual mode share targets and committed to working with key stakeholder groups such as Living Streets and Spokes to review and refine individual mode share targets which would support the shift towards sustainable transport. These were to be reported to Transport and Environment Committee by March 2021.

- moved by Councillor Miller, seconded by Councillor Burgess

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

Voting

The voting was as follows:

| | | |
|-------------------|---|---------|
| For the motion | - | 8 votes |
| For the amendment | - | 3 votes |

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

For amendment: Councillors Hutchison, Smith and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes;

- 1) To approve the target of 30% reduction in car kms as set out in the appended Technical Note.
- 2) To note that the mode share targets would continue to be reviewed as part of the City Mobility Plan review cycle to ensure they were realistic, deliverable and ambitious.
- 3) To recognise the complexity of establishing individual mode share targets and committed to working with key stakeholder groups such as Living Streets and Spokes to review and refine individual mode share targets which would support

the shift towards sustainable transport. These were to be reported to Transport and Environment Committee by March 2021.

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

4. Brunstane Road Closure (ETRO Progress Update)

Committee received a report highlighting the response to the statutory consultation for the Experimental Traffic Regulation Order (ETRO) at Brunstane Road.

The report indicated that Brunstane Road was a residential street to the east of Portobello which formed a route between Milton Road East to the south and Joppa Road to the north, and was an area that had been subjected to longstanding traffic problems south of the bridge over the railway line due to a combination of factors. The report explained how as a means to address the situation the Transport and Environment Committee agreed to trial the closure of Brunstane Road to motorised vehicles, together with complementary traffic management measures introduced within the Coillesdene area, through the introduction of an ETRO on the 28th of January 2021. The report highlighted that those who lived on Brunstane Road were generally supportive of the proposed ETRO, while those who indicated they did not live on Brunstane Road were opposed.

It was noted that two deputations were received for this Item from Portobello Amenity Society and Brightons and Rosefields Residents' Association, however due to the quasi-judicial nature of the ETRO process the deputations were refused by Committee.

Motion

- 1) To recall the previous Committee decision of 28 January 2021 instructing progress of this scheme.
- 2) To note the contents of the report and the responses from the statutory public consultation on the Experimental Traffic Regulation Order (ETRO).
- 3) To set aside objections, having considered the content of the 218 objections received, and to agree to proceed with the trialling of the proposed measures under the ETRO.
- 4) To approve the making of the ETRO as advertised.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To replace the recommendations in the report with:

Committee noted that the full ETRO public consultation showed an even higher proportion of the wider population being against the closure with 74% indicating their opposition with 211 lodging an objection. Committee therefore to agree to abandon the ETRO process and that officers should re-examine alternative measures for Brunstane Road such as parking controls and/or an HGV ban.

- moved by Councillor Whyte, seconded by Councillor Smith

Voting

The voting was as follows:

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

(For the motion: Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller
For amendment: Lang, Rose, Smith and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

Declaration of Interests

Councillor Child declared a non-financial interest in this item as founder and member of Brightons and Rosefields Residents' Association and as founder of the Portobello Amenity Society.

Councillor Doran declared a non-financial interest in this item as a resident in the Joppa area.

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

5. Motion by the Liberal Democrat Group – Edinburgh Recycling Centres

a) Deputation – Unite the Union and Unison

Committee considered a deputation from Unite the Union and Unison. The deputation explained how since the booking system was introduced into Edinburgh recycling centres, staff have experienced less abuse from customers, the recycling centres were more accessible, and the booking system made workers more efficient and safer at their work. The deputation asked Committee not to scrap the booking system, and to retain it instead.

b) Motion by Councillor Lang

The following motion by Councillor Lang was submitted in terms of Standing Order 17:
“Committee:

- 1) Notes that an online booking system was introduced for Edinburgh recycling centres in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
- 2) Notes the comments from the Transport & Environment Convener at the September 2020 meeting of the Council where she confirmed it would be for the Transport & Environment Committee to decide whether to maintain the booking system on a long term basis.
- 3) Notes that neither Glasgow City Council, Dundee City Council nor Perth & Kinross Council have booking systems for accessing recycling centres and that Aberdeen City Council's booking system relates only to a small number of limited circumstances depending on vehicle type and the waste to be recycled.
- 4) Therefore agrees that, taking into account national COVID guidance and requirements, the need for users to book a slot in advance of accessing a

recycling centre in Edinburgh has now passed and resolves that the current booking system should cease from 1 January 2022.”

Motion

To approve the motion by Councillor Lang

- moved by Councillor Lang, seconded by Councillor Bird

Amendment

- 1) To note that an online booking system was introduced for Edinburgh recycling centres in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
- 2) To note the comments from the Transport and Environment Convener at the September 2020 meeting of the Council where she confirmed it would be for the Transport and Environment Committee to decide whether to maintain the booking system on a long-term basis.
- 3) To recognise that the appointment booking system had been warmly welcomed by staff who had experienced calmer, better working conditions as a result with reduced instances of aggression; that the system appeared to work very well, reducing queuing time for residents and ensuring a more even use of the recycling sites throughout the day. The social distancing that this system more easily provided was also still considered important for the ease of both staff and residents.
- 4) To note that initial concerns from residents during the early period of implementation had abated considerably over time and that onsite staff reported plentiful positive comments from the public focussing on a preference for the new system, that they could have access sites more easily without queuing and that they could complete visits faster than previously
- 5) To note that it had helped prevent the use of recycling centres by non-Edinburgh residents or businesses which had previously been an operational concern and cost.
- 6) To note that the cost of implementing the system was only £7,500 and recognised the long term value of this Covid response to longer term waste operations.
- 7) To note that since the appointments system was adopted over 740,000 bookings had taken place to date.
- 8) To note that it would maybe be possible to expand some capacity using the appointments system at some or all three recycling sites and requested a report to the Transport and Environment Committee in March 2021 which would outline this and describe operational impacts of the new method of working.
- 9) To request that the report also provided officer recommendations on whether the system should be retained for Committee decision.

- moved by Councillor Macinnes, seconded by Councillor Doran

Voting

The voting was as follows:

For the motion - 4 votes

For the amendment - 7 votes

(For the motion: Councillors Hutchison, Lang, Smith and Whyte

For Amendment: Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller.)

Decision

To approve the amendment by Councillor Macinnes.

6. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 14 October 2021 as a correct record.

To approve the minute of the Transport and Environment Committee of 26 October 2021 as a correct record.

7. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) To provide Committee with an update on the reports and report authors ahead of January's Committee.
- 2) To otherwise note the Work Programme.

(Reference – Work Programme, submitted.)

8. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for November 2021 was presented.

Decision

- 1) To agree to close the following actions:

Action 15(1) – Motion by Councillor Miller – Safe Cycle Journeys to School – Agenda – Transport and Environment Committee – 11.10.19

Action 21 – 40mph Speed Limit Review

Action 23 – Waste and Cleansing Service Policy Assurance Statement

Action 27(2) – Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area

Action 31(6) – Working in Partnership with Police Scotland to Deliver Innovative Approaches to Road Safety for Vulnerable Road Users – Operation Close Pass

Action 36(5&8) – Potential Retention of Spaces for People Measures

Action 38 – Winter Maintenance Review – 2020/21

Action 39 – A71 Dalmahoy Junction Improvements

Action 44(4&5) – Active Travel Measures – Travelling Safely (Formerly Spaces for People)

Action 46 – Emergency Motion by Councillor Macinnes – Spaces for People – Internal Audit – Agenda – 19.08.21

Action 47 – Emergency Motion by Councillor Macinnes – Edinburgh Cycle Hire Scheme – Agenda – 19.08.21

Action 49(3) – City Mobility Plan and City Plan

Action 50 – Place Service Internal Audit – Actions Update

- 2) To explore what opportunities there were to keep dialogue open between safety partners on the use of camera footage.
- 3) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

9. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for November 2021 was presented.

Decision

- 1) To agree that officers would carry out an inspection and fix the broken step at Golden Acre Steps as appropriate.
- 2) To provide an update on road crossings and when they would be completed at a future Committee.
- 3) To provide an update on the Wardie Bay and assurance that the date of completion would be upheld.
- 4) To provide an update after consultation with the Scottish Government on the ETRO process.
- 5) To provide an update on the Low Emission Zone.
- 6) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

10. Spaces for People – Internal Audit

Committee considered a report responding to a motion approved at the Transport and Environment Committee on 9 September 2021 on the Spaces for People (SfP) Internal Audit.

The motion required a report to be brought to the November 2021 Transport and Environment Committee outlining in detail management responses and what lessons were learned and could be used for forward implementation. Committee were asked to note the management responses and lessons learned from the SfP Audit as were detailed in Appendix 1 of the report.

Decision

To note the report.

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

11. Edinburgh Cycle Hire Scheme – Future Delivery and Interim Community Initiatives

Committee considered a report addressing the Future Delivery and Interim Community Initiatives of Edinburgh's Cycle Hire Scheme. The report addressed the motion from the Transport and Environment Committee held on 19 August 2021 that called for a report in November 2021 outlining options for a new scheme.

The report addressed the motion as it considered merits of the former Serco scheme; outlined proposed objectives for new schemes; and proposed the establishment of a project team who would prepare detailed options for the medium and longer term. The report also proposed short-term, mitigating actions that could be implemented with longer-term options being developed for approval and subsequently implemented if Committee approved.

Motion

- 1) To note the current position on the Edinburgh Cycle Hire Scheme (ECHS) and the proposed short and medium-term mitigating measures set out in the report.
- 2) To agree to the establishment of a project team to take forward a detailed assessment of proposed objectives for a new scheme in the medium to long term, with the outcome being reported to Committee as early as possible.
- 3) To approve funding to support the short-term mitigating measures, as detailed in paragraph 4.14 of the report.
 - moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note with regret the abrupt end of the Edinburgh Cycle Hire Scheme (ECHS) in September and the failure of the SNP/Labour Administration to ensure continuity of service for the users of this long-awaited scheme despite a considerable budget allocation being available and this to be considered a failure of leadership, delivery and commercial ability by the Administration.
- 2) To note with considerable frustration that any re-procurement would take a minimum of 18 months to two years and called for a review of alternative procurement models to reduce the excessively lengthy timescale.
- 3) To note the current position on the ECHS and the proposed short and medium-term mitigating measures set out in the report but to agree that spend on these should be reviewed by Committee on an annual basis in order that the budgeted funds could be mitigated for the original use of a replacement, mass use cycle hire scheme.
- 4) To agree to the establishment of a project team to take forward a detailed assessment of proposed objectives for a new scheme but time limited this work to six months recognising the considerable knowledge already available in the field both within Transport for Edinburgh and cities across the UK, with the outcome being reported to Committee as early as possible.

- 5) To approve funding to support the short-term mitigating measures for 2021/22 only at this stage.
- moved by Councillor Whyte, seconded by Councillor Hutchison

Voting

The voting was as follows:

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

(For the motion: Councillors Bird, Burgess, Child, Doran, Key, Macinnes and Miller
For the amendment: Councillors Hutchison, Lang, Smith and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

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

12. Healthcare Worker and Carer (Parking) Permits

Committee received a report updating points raised in a motion that requested a review of the Healthcare Workers' Permit (HWP) scheme. The report outlined that the current scheme did not include carers registered with the Scottish Social Services Council, unregistered home care workers and personal assistants, and recognised that unpaid carers could incur substantial parking costs when caring for vulnerable people who lived within the Controlled Parking Zone.

The report provided Committee with an update on the points raised within the motion and set out proposals to revise the HWP and sought authority to commence the necessary legal proceedings. The report also provided a progress update on benchmarking exercises and subsequent investigations into enhancing parking opportunities for other healthcare professionals and carers, both paid and unpaid. The report also set out key principles for two new potential carer parking permit schemes and sought authority to engage and consult with key stakeholders to further refine the details of these new permit proposals.

Motion

- 1) To note the current arrangement for Healthcare Workers' Permits (HWP) and the recent review of these.
 - 2) To approve the proposed changes to the Healthcare Workers' Permits (HWP) as set out in paragraph 4.4 of the report.
 - 3) To approve the start of the legal Traffic Regulation Order (TRO) process to make the above changes to HWPs.
 - 4) To note the conclusion that there were opportunities for introducing Carer's parking permits and the proposals set out for this and approved further engagement with key stakeholders to further refine proposals for carer permit schemes.
 - 5) To discharge the motion approved by Council on 10 December 2020.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the current arrangement for Healthcare Workers' Permits (HWP) and the recent review of these.
- 2) To approve the proposed changes to the Healthcare Workers' Permits (HWP) as set out in paragraph 4.4 of the report.
- 3) To approve the start of the legal Traffic Regulation Order (TRO) process to make the above changes to HWPs.
- 4) To agree to the principle of introducing a new Carer's parking permit scheme, welcomed the proposals set out in the report to achieve this, approved further engagement with key stakeholders to further refine the proposals so a report could return to Committee within six months.
- 5) To discharge the motion approved by Council on 10 December 2020 noting that outstanding actions would be logged in the Committee rolling actions log.

- moved by Councillor Lang, seconded by Councillor Bird

Amendment 2

Add one additional recommendation:

To note that the majority of care home staff walked or used public transport, and therefore to also agree to include discussion of walking and public transport in the further engagement with key stakeholders.

- moved by Councillor Miller, seconded by Councillor Burgess

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

Voting

The voting was as follows:

- For the motion (as adjusted) - 7 votes
For the amendment - 3 votes

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

For the amendment: Councillors Lang, Smith and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes;

- 1) To note the current arrangement for Healthcare Workers' Permits (HWP) and the recent review of these.
- 2) To approve the proposed changes to the Healthcare Workers' Permits (HWP) as set out in paragraph 4.4 of the report.
- 3) To approve the start of the legal Traffic Regulation Order (TRO) process to make the above changes to HWPs.
- 4) To note the conclusion that there were opportunities for introducing Carer's parking permits and the proposals set out for this and approved further

engagement with key stakeholders to further refine proposals for carer permit schemes.

- 5) To discharge the motion approved by Council on 10 December 2020.
- 6) To note the majority of home care staff walked or used public transport, and therefore also agreed to include discussion of walking and public transport in the further engagement with key stakeholders.

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

13. Waste and Cleansing Services Performance Update

Committee considered a report updating Committee on the Waste and Cleansing Services performance for the first two quarters of 2021/22 (April-September 2021). The report highlighted the continued impact on Covid-19 had on the service, and the impact on household waste arisings due to residents spending significantly more time at home, and the continues impact of increased online deliveries.

Motion

To note the contents of the report including the activities and dependencies outlined within the report and the progress made towards these.

– moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the contents of the report including the activities and dependencies outlined within the report and the progress made towards these.
- 2) To note that tipping and dumping in Edinburgh had increased year-on-year since 2017, and that this was selfish and anti-social behaviour blighted many communities, as it did in local authority areas across Scotland.
- 3) To note that dealing with tipping and dumping consumed significant council resources, and that this money could be better invested elsewhere.
- 4) To request a report within three cycles which detailed the extent of the problem, identifying hotspots and to make clear what options were available to deal with this problem, including the bulky household uplift service.

- moved by Councillor Macinnes, seconded by Councillor Doran

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

Decision

To approve the following adjusted motion By Councillor Macinnes:

- 1) To note the contents of the report including the activities and dependencies outlined within the report and the progress made towards these.
- 2) To note that tipping and dumping in Edinburgh had increased year-on-year since 2017, and that this was selfish and anti-social behaviour blighted many communities, as it did in local authority areas across Scotland.
- 3) To note that dealing with tipping and dumping consumed significant council resources, and that this money could be better invested elsewhere.

- 4) To request a report within three cycles which detailed the extent of the problem, identifying hotspots and to make clear what options were available to deal with this problem, including the bulky household uplift service.

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

14. Waste and Cleansing Services Policy Assurance Statement

Committee considered a report reviewing the Waste and Cleansing Services' customer facing policies in line with the Council's policy assurance procedures to ensure that they remained accurate and relevant, and that they could continue to support the efficient and equitable delivery of the front-line services.

Decision

To note the report.

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

15. Public Utility Company Performance and Road Work Co-ordination April 2020 – March 2021

Committee considered a report summarising the performance of the Public Utility Companies during 2020/21. The report also reviewed major issues encountered during the period and the actions taken to address road works co-ordination issues.

Decision

To note the report.

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

16. North Bridge Refurbishment Scope and Funding Update

The Committee, in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting during consideration of the following item of business for the reason that it involved the likely disclosure of exempt information as defined in Paragraph 8 Part 1 of Schedule 7(A) of the Act.

Committee received a report providing additional detail of the further emerging scope and consequent costs relating to the North Bridge Refurbishment, together with details of mitigation measures being processed on the project.

Decision

To note the report.

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

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Minutes

Additional Transport and Environment Committee

4.00pm, Thursday 2 December 2021

Present

Councillors Macinnes (Convener), Bird, Burgess, Dixon (substituting for Councillor Key), Henderson (substituting for Councillor Child), Hutchison, Lang, Perry (substituting for Councillor Doran), Miller, Rose (substituting for Councillor Smith) and Whyte.

1. Brunstane Road Closure (ETRO Progress Update)

The Convener ruled in terms of Standing Order 30.1(a) that this item, which included a recommendation which, if accepted, would require a change to the Transport and Environment Committee item 4 of 11 November 2021, should be considered due to a material change in circumstances.

The report noted that Brunstane Road was a residential street to the east of Portobello which formed a route between Milton Road East to the south and Joppa Road to the north, and had been subject to longstanding traffic problems south of the bridge over the railway line due to a combination of narrow road width, traffic volumes and parking, which resulted in traffic congestion, damage to parked vehicles and instances of anti-social behaviour from drivers. The report noted that to address this, on the 28 January 2021 the Transport and Environment Committee agreed to the trial closure of Brunstane Road to motorised vehicles, together with complimentary traffic management measures which were introduced within the Coillesdene area, through the introduction of an ETRO.

The report highlighted the response to the statutory consultation for the ETRO, which showed that those who lived on Brunstane Road were generally supportive of the proposed ETRO, and those who indicated that they did not live on Brunstane Road were opposed.

Motion

- 1) To recall the previous Committee decision of 28 January 2021 instructing progress of this scheme.
- 2) To note the contents of the report and the responses from the statutory public consultation on the Experimental Traffic Regulation Order (ETRO)
- 3) To set aside objections, having considered the content of the 218 objections received, and to agree to proceed with the trialling of the proposed measures under the ETRO.
- 4) To approve the making of the ETRO as advertised.

- moved by Councillor Macinnes, seconded by Councillor Perry

Amendment

- 1) To note the full ETRO public consultation showed an even higher proportion of the wider population being against the closure with 74% indicating their opposition with 211 lodging an objection.
- 2) To agree to abandon the ETRO process and that officers would re-examine alternative measures for Brunstane Road such as parking controls and/or an HGV ban.

- moved by Councillor Hutchison, seconded by Councillor Whyte

Voting

The voting was as follows:

For the motion - 7 votes

For the amendment - 4 votes

(For the motion: Councillors Bird, Burgess, Dixon, Henderson, Macinnes, Perry and Miller

For the amendment: Lang, Hutchison, Rose and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

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

Work Programme

Transport and Environment Committee

27 January 2022

| | Title / description | Purpose/Reason | Executive/Routine | Directorate/Lead Officer | Expected Reporting Date |
|----|---|------------------|-------------------|--|-------------------------|
| 1. | Waste and Cleansing Services Performance Update | Quarterly report | | Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk | March 2022 |
| 2. | Transport Infrastructure Investment – Capital Delivery Priorities | Annual Report | | Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk | Summer 2022 |
| 3. | Public Utility Company Performance and Road Work Co-ordination | Annual Report | | Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk | November 2022 |

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Agenda Item 5.1

Transport and Environment Committee Upcoming Updates

Appendix 1

| Title | Directorate | Lead Officer |
|---|-------------|-----------------|
| 31 March 2021 | | |
| Electric Vehicle Programme Update | Place | Gavin Brown |
| Petition to Pedestrianise Elm Row | Place | Gavin Brown |
| Motion by Councillor Webber – Pavements Clear of Signs | Place | Gavin Brown |
| Motion by Councillor Bird - Wardie Bay and Beach Update | Place | Steven Cuthill |
| Motion by Councillor Howie - Cameron Toll Bridge Strikes | Place | Cliff Hutt |
| Road Safety Action Plan | Place | Daisy Narayanan |
| Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets | Place | Daisy Narayanan |
| Motion by Councillor Macinnes - Health and Inequalities in relation to Active Travel Provision in Edinburgh | Place | Daisy Narayanan |
| City wide Mode Share Targets | Place | Daisy Narayanan |
| Waste and Cleansing Performance Update | Place | Andy Williams |

| | | |
|--|-------|---------------|
| Motion by Councillor Lang - Edinburgh Recycling Centres | Place | Andy Williams |
| Motion by Councillor Burgess – Recycling Household Charter | Place | Andy Williams |

| Title | Directorate | Lead Officer |
|--|--------------------|---------------------|
| Future Work Programme | | |
| Strategic Review of Parking Future Updates | Place | Gavin Brown |
| Review of Pedestrian Waiting Times | Place | Gavin Brown |
| Public Transport Priority Action Plan | Place | Daisy Narayanan |
| Active Travel Action Plan | Place | Daisy Narayanan |
| Review of City Mobility Plan | Place | Daisy Narayanan |
| Medium and Long term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction to Improve Safety for Cyclists | Place | Daisy Narayanan |
| Motion by Councillor Howie – Street Furniture | Place | Daisy Narayanan |
| Waste and Cleansing Update on Tipping and Dumping | Place | Andy Williams |
| Bring Sites | Place | Andy Williams |

Rolling Actions Log

Transport and Environment Committee

27 January 2022

| No | Date | Report Title | Action | Action Owner | Expected Completion date | Actual Completion Date | Comments |
|---------|-----------------|---|--|--|--------------------------|------------------------|--|
| Page 31 | 17 January 2017 | Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019 | To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | March 2022 | | An update on the Council's Transport Arms Length organisations is due in March 2022. |
| 2 | 9 March 2018 | Special Uplifts Service | To agree that the Head of Place Management would confirm to members of the committee the area that had been procured for the pilot collection. | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | By March 2022 | | Recommended for closure This action is now complete. |
| 3 | 9 August 2018 | Public Transport Priority Action Plan | To approve the recommendation of a desired spacing of 400 metres between bus stops | Executive Director of Place Lead Officer: Daisy Narayanan | Summer 2022 | | |

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| | | | and that existing corridors were reviewed to determine how this spacing could be achieved, whilst recognising equalities issues raised by this and that a full public consultation would be carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations. | daisy.narayanan@edinburgh.gov.uk | | | | |
| Page 32 | 4 | 4 October 2018 | Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking | 1. Agrees to arrange a detailed briefing for those councillors who would like it on the details, including the financing, of the scheme as soon as possible. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | December 2019 | December 2019 | Closed 1 October 2020 This briefing was circulated December 2019. |
| | | | | 2. Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which will examine potential changes to the scheme including the | | Spring/Summer 2022 | | The roll-out has commenced. A report will be provided to committee once this has been operational for 12 months. |

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| | | | potential to price the scheme at less than the cost of a residents parking permit | | | | |
| 5 | 6 December 2018 | Transport and Environment Committee Rolling Actions Log | To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced | Chief Executive Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk | Summer 2022 | | An update for members is currently being prepared. |
| Page 33 | 6 December 2018 | Transport Asset Management Plan (TAMP) | To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update. | Executive Director of Place Lead Officer: Sean Gilchrist Sean.gilchrist@edinburgh.gov.uk | Summer 2022 | | See note below on item 48. |
| 7 | 6 December 2018 | Annual Air Quality Update | To agree that a revised NO2 Air Quality Action Plan should be presented to committee in August 2019 | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | By December 2022 | | This action plan is currently being updated. An update on this is included in the 2021 Air Quality Annual Progress Report to Committee on 27 January |

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| | | | | | | | 2022. |
| 8 | 5 March 2019 | Electric Vehicle Business Case: Implementation Plan | Note that further progress reports will be submitted to Committee. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | March 2022 | | A programme update was included in the Business Bulletin for Committee on 14 October 2021 . Previous update 22 April 2021 |
| 9 | 18 March 2019 | Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee) | To agree that the Executive Director of Place would revisit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations. | Executive Director of Place Lead Officer: David Wilson david.wilson@edinburgh.gov.uk | Summer 2022 | | |
| 10 | 28 March 2019 | Motion by Councillor Jim Campbell – Strategic Transport | To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | On-going | | This action is being progressed with other activities in the area. |

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| | | Analysis North West Locality (referral from the North West Locality Committee) | of the North West Locality area. | gh.gov.uk | | | Engagement with the local Community Councils is planned to begin in late November 2021. |
| Page 35 | 20 June 2019 | Public Transport Priority Action Plan Update | 1. Recognises the unsatisfactory nature of the current report's conclusions and requests a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinbur.gh.gov.uk | February 2020 | | Closed 1 October 2020 An update on the A90 was included in the Business Bulletin on 27 February 2020 . |

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| | | | <p>3. Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval</p> | | Summer 2022 | | |
| | | | <p>4. Notes that a consultation on amending bus lane operational hours will be held between September and October 2019 and agrees to receive a consultation report at the first TEC of 2020.</p> | | October 2020 | October 2020 | <p>Closed 1 October 2020</p> <p>This was raised in the draft City Mobility Plan. The consultation results are included on the agenda for Committee on 1</p> |

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| | | | | | | | October 2020. |
| 12 | 20 June 2019 | Presentation by Lothian Buses | To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available. | Executive Director of Place Lead Officer: Vicki Baillie victoria.baillie@edinburgh.gov.uk | January 2022 | | Recommended for closure. This information is due to be circulated in advance of Committee on 27 January 2022. |
| 13 | 12 September 2019 | Strategic Review of Parking – Review Results | 1. Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | By December 2022 | | This action links to City Mobility Plan and City Plan 2030. |

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| | | for Areas 4 and 5 and Proposed Implementation Strategy | Mobility Plan and City Plan 2030 impact on that. | | | | |
| | | | 2. Committee does not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructs officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on the possible introduction of priority parking further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles | | January 2021 | | <u>Closed 29 January 2021</u> An update on Strategic Review of Parking was included on the agenda on 28 January 2021. |

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| | | <p>1. To note that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject will be brought to first meeting of this Committee in 2020.</p> | | February 2020 | 27 February 2020 | <p>Closed 1 October 2020</p> <p>This report was considered by Committee on 27 February 2020.</p> |
| 11 October 2019 | <p>Evaluation of the 20mph Speed Limit Roll Out</p> | <p>2. To note that a further report on the analysis of road casualties and vehicle speeds will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.</p> | <p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | By December 2022 | | <p>An update on plans to consult on a further extension of the 20mph network is included in the Business Bulletin for Committee on 27 January 2022. The information requested in this action will be incorporated into the final report on the consultation.</p> |

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| | | | 3. To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures | | | 27 February 2020 | Closed 1 October 2020 This report was considered by Committee on 27 February 2020 . |
| Page 40 15 | 11 October 2019 | Motion by Councillor Miller – Safe Cycle Journeys to School | 1. To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | November 2021 | | Closed 11 November 2021 This has been incorporated into the Travelling Safely programme |
| | | | 2. To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the committee and the local ward councillors. | | | | January 2022 |
| 16 | 5 December 2019 | Transport and Environment | 1. To agree to discuss development plans for the Lothianburn Park and | Executive Director of Place Lead Officer: Stuart Lowrie | October 2020 | | Closed 1 October 2020 These |

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|--|--|---|--|--|------------------|-------------|---|
| | | Committee Business Bulletin | Ride with planning officers. | Stuart.Lowrie@edinburgh.gov.uk | | | discussions are on-going |
| | | | 2. To agree to a Business Bulletin update in six months on the progress of the Energy Efficient Street Lighting Programme. | Lead Officer: Alan Simpson Alan.Simpson@edinburgh.gov.uk | August 2020 | August 2020 | Closed 1 October 2020 A briefing note was circulated in August 2020. |
| | | | 3. To agree to bring back an update to the Working in Partnership with Police Scotland with the inclusion of the outcome of discussions with Police Scotland on the lessons learned from the actions taken by the West Midland Police on Operation Close Pass. | Lead Officer: Stacey Monteith-Skelton Stacey.Monteith-Skelton@edinburgh.gov.uk | April 2021 | | Closed 22 April 2021 This was included in the Business Bulletin on 22 April 2021. |
| | | | 4. To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | By December 2022 | | This links to City Mobility Plan and will be considered as part of this work. |

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| | | | 5. To agree to consider options for a simplified road signage guide for members of public. This would include notification that the removal or displacement of signage was an offence. | Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | April 2021 | | Closed 22 April 2021 This was provided in the Business Bulletin on 22 April 2021. |
| 17 | 5 December 2019 | Progress Update on Edinburgh St James' GAM Works | Agrees that a report be brought back to Committee providing the results of the consultation exercise and seeking approval to proceed with a preferred option for the Central Island. | Executive Director of Place Lead Officer: David Cooper david.cooper@edinburgh.gov.uk | By December 2022 | | An update on this is included in the Business Bulletin on 22 April 2021 . |
| 18 | 5 December 2019 | Kirkliston and Queensferry Traffic and Active Travel Study | To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report. | Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk | March 2022 | | An update on the Kirkliston Signal Upgrade was included in the Business Bulletin on 14 October 2021 . A review of the active travel elements will follow the approval of the Active Travel Investment |

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|-------------------|------------------------|---|--|--|------------------|--|--|
| | | | | | | | Programme (October 2021). |
| 19 | 5 December 2019 | Gilmore Place Driveway Parking Overhanging Footway – Response to Motion | Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | March 2022 | | |
| Page 43 20 | 27 February 2020 | Edinburgh Low Emission Zone - regulations and guidance consultation response and programme update | 1. To agree that officers would provide an interim briefing partway through the development process and any questions would be sent to the Convener. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | June 2021 | | Closed 19 August 2021 This was reported to Committee in June 2021. |
| | | | 2. To agree that Action Plan on air quality would be updated and to agree that details of the contents of the report would be embedded in the update. | | By December 2022 | This action plan is currently being updated. An update on this is included in the 2021 Air Quality Annual Progress Report to Committee on 27 January 2022. | |

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|----|------------------|--|---|---|------------|--|---|
| 21 | 12 November 2020 | <p>Motion by Councillor Miller – Cyclist Fatality</p> <p>Agenda – Transport and Environment Committee – 12.11.20</p> | <p>Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.</p> <p>Recognises that this is the second fatality of a cyclist at this junction within two years.</p> <p>Asks officers to review the provision of safe routes for people travelling by bike through this junction.</p> | <p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | March 2023 | | <p>An update on the implementation of short term measures is included in the Business Bulletin for Committee on 27 January 2022.</p> <p>Previous updates to Committee on 22 April 2021 and 14 October 2021.</p> |
| 22 | 28 January 2021 | <p>Spaces for People Update - January 2021</p> | <p>1) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princes Street.</p> | <p>Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk</p> | April 2021 | | <p>Closed 22 April 2021</p> <p>The overhead narrow hoarding at this location has now been removed and grater space is available for safer pedestrian movement over this limited restriction.</p> |

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| | | | <p>2) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs</p> | | | | <p>Recommended for closure</p> <p>Funding for measures to have a positive impact on walking, wheeling and cycling (e.g. dropped kerbs) was included in the Active Travel Investment Programme approved by Committee on 14 October 2021.</p> |
| | | | <p>3) Officers are asked to consider ways in which Silverknowes Road designs could take account of the desire for a direct and intuitive route</p> | | | | <p>Closed 22 April 2021</p> <p>As discussed at Committee in January 2021, unfortunately, there is not adequate road width available over the southern section of Silverknowes Road to</p> |

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| | | | | | | | introduce protected cycle lanes. The new route on Silverknowes Place is only 100m longer and directs less able cyclists to a safer Zebra crossing point, avoiding the roundabout. Confident cyclists can still use the main road if appropriate. |
| 23 | 28 January 2021 | Strategic Review of Parking – Results Phase 1 Consultation and General Update | 1) To request that officers explore the issue of a key workers permit and report back to Committee with a written response. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | November 2021 | | Recommended for closure This was reported to Committee on 11 November 2021 . |
| | | | 2) Agrees that prior to TROs being issued for feedback, relevant ward councillors will be issued with detailed plans of | | November 2021 | | Closed 14 October 2021 This has now been completed. |

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| | | | changes in the phase 1 areas for comment and review. | | | | |
| | | | 3) Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking | | | June 2023 | |
| Page 47 | 28 January 2021 | 2020 Air Quality Annual Progress Report | <p>1) Calls for an update to committee within two cycles outlining:</p> <p>1 - Estimates of the impact for actions that have not yet been quantified, and an estimate of when these actions will result in the air quality targets being achieved</p> <p>2 - Options of additional actions that would deliver clean air for committee to consider</p> <p>3 - Resource requirements within the council to deliver</p> | <p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | January 2022 | | <p>Recommended for closure</p> <p>An update is included in the Business Bulletin on 17 June 2021</p> |

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| | | | the actions and to write a new plan as previously agreed by committee | | | | |
| | | | 2) To agree to contact bus operators in Edinburgh to suggest they discuss with Lothian Buses about the way they are trialling the use of electric buses to explore if there are similar commercial opportunities. | | June 2021 | | Closed 17 June 2021 A report on the Low Emission Zone Preferred Scheme was included on the agenda for Committee on 17 June 2021. |
| Page 25 48 | 19 February 2021 | City Mobility Plan | 1) Asks that Officers liaise with Transport Scotland and Network Rail, and report to Committee within 2 cycles on the possibilities surrounding the South Suburban Line being considered for use. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | June 2021 | | Closed 17 June 2021 This information was included in the Business Bulletin on June 2021. |
| | | | 2) Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan | | Summer 2022 | | |
| 26 | 22 April 2021 | Business Bulletin | 1) To agree that the Head of Place Management | Executive Director of Place | June 2021 | | Closed 17 June 2021 |

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| | | would assess whether a report could be brought to the next meeting of the Transport and Environment Committee on the Cammo Road Trial Closure. | Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk | | | Report included on the agenda for Committee on 17 June 2021 |
| | | 2) To agree to provide a briefing note how on well the Council are to undertake the climate risk assessment. | Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk | Summer 2022 | | This is currently being progressed |
| | | 3) To agree to provide a briefing note detailing discussions that have taken place with other Local Authorities on the bus partnership fund. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | August 2021 | | Closed 14 October 2021 This briefing note was circulated in August 2021. |
| | | 4) To agree to provide a briefing note providing further details on the George Street and First New Town (GNT) Public Realm Project. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | August 2021 | | Closed 19 August 2021 An update report on this is included on the agenda for Committee in August 2021. |
| | | 5) To agree to brief ward members and relevant stakeholders on the | Executive Director of Place Lead Officer: Gavin Brown | October 2021 | | Recommended for closure This briefing |

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| | | | <p>outcomes of the results of the junction turning counts, pedestrian counts and speed counts at the Liberton Brae and Kirk Brae junction.</p> | <p>Gavin.brown@edinburgh.gov.uk</p> | | | <p>note was circulated to relevant stakeholders and ward Councillors.</p> |
| | | | <p>6) To agree to clarify whether the online reporting of close passes was a legislative matter or a matter of funding</p> | <p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | <p>November 2021</p> | | <p>Closed 11 November 2021</p> <p>The Safety Camera Partnership can report speeding offences to the Procurator Fiscal and the evidence required for this has been agreed. Other incidents can be reported by the Partnership to Police Scotland but need the same standard of evidence and the offences would then be investigated and reported to the Procurator Fiscal</p> |

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| | | | | | | by either Divisional Police or Road Policing officers, as there is not an agreement on this to come directly from the partnership. Therefore, it is a legislative reason why close passes are not progressed in this way, as the arrangement between Police Scotland and the Partnership does not cover this. |
| | | | 7) To agree to refer to grit bins in the forthcoming report of the Transport and Environment Committee in June 2021. | Executive Director of Place Lead Officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk | June 2021 | Closed 17 June 2021 This was included in the Winter Weather report on 17 June 2021. |
| | | | 8) To agree to provide an update report on the Roseburn to Union Canal | Executive Director of Place Lead Officer: Daisy Narayanan | October 2021 | Closed 14 October 2021 An update was |

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| | | | project. | daisy.narayanan@edinburgh.gov.uk | | | included in the Business Bulletin for Committee on 14 October 2021. |
| 27 | 22 April 2021 | Delivery of the Road Safety Improvements Programme | Agrees that a status update on the speed reduction measures delivered under 4.11 should be provided by way of a members' briefing within the next six months. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | March 2022 | | |
| 28 | 22 April 2021 | Wardie Bay and Beach - Response to Motion | Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a management agreement, lease, or similar agreement enabling the Council to take on responsibility for the management and development required to support the bathing designation of Wardie Bay. The outcome of these discussions should be reported back to Committee within three cycles | Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk | March 2022 | | An update is scheduled for Committee in March 2022. Previous update: 11 November 2021 . |
| 29 | 22 April 2021 | Communal Bin Review Update | 1) A clear expectation from Committee that the | Executive Director of Place | January 2022 | | Recommended for closure |

engagement that has been asked for is undertaken as rapidly as possible. That the information is put out as quickly as possible to allow a degree of feedback into that across all the Community Councils referenced incorporating the New Town and Broughton Community Council. To look at some kind of augmentation with the communication plan that was already planned. To make clear that there was limited time, Committee expects residents to have an opportunity to feedback directly in to the service and if there were any requirements for change after that period of engagement that the service would move to explain what it can accommodate and what it cannot accommodate. A reference would be made back to committee on the outcome of that

Lead Officer: Andy Williams
andy.williams@edinburgh.gov.uk

An update is included in the Business Bulletin on 27 January 2022.

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| | | | engagement. | | | | |
| | | | 2) Note the intention to review 'Bring Sites' and agrees that any proposal to remove specific bring sites should be subject to a decision by the committee | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | Summer / Autumn 2022 | | |
| 30 | 17 June 2021 | Potential Retention of Spaces for People Measures | 1) Asks officers to engage with Lanark Road local residents and the Community Council to achieve cycle speed mitigation measures as well as to reconsider parking provision where parking spaces sit outside protected cycle lanes, with a view to mitigating potential conflict and safety concerns as soon as practicable on the ground – and that these measures are reported to Transport and Environment Committee in September. | Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk | October 2021 | | Closed 14 October 2021 This was included in the Active Travel Measures – Travelling Safely report for Committee on 14 October 2021. |
| | | | 2) Asks in addition that consideration should also be given to measures to reduce conflict for all Water of Leith path users and to | | October 2021 | | |

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| | | | <p>improve winter travelling conditions in this location. Ask officers to re-examine the Lanark Road scheme and bring a report to Transport and Environment Committee in September with cross-modal counter data to demonstrate usage for a final decision on removal of the temporary scheme or use of an ETRO, while retaining the 30mph speed limit.</p> | | | | Active Travel Measures – Travelling Safely report for Committee on 14 October 2021. |
| | | | <p>3) Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor.</p> | | October 2021 | | <p>Closed 14 October 2021</p> <p>This was included in the Active Travel Measures – Travelling Safely report for Committee on 14 October 2021.</p> |
| | | | <p>4) Bring a report to the September Transport and Environment Committee on options for modifications to Silverknowes Road South,</p> | | October 2021 | | <p>Closed 14 October 2021</p> <p>This was included in the Active Travel</p> |

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| | | | including possible removal of the scheme. | | | Measures – Travelling Safely report for Committee on 14 October 2021. |
| | | | 5) Bring a report to the August Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents. | | November 2021 | Closed 11 November 2021 A report is included on the agenda for Committee on 11 November 2021. |
| | | | 6) Bring a report to the August Transport and Environment Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement. | | August 2021 | Closed 19 August 2021 This is included in a report to Committee in August 2021. |
| | | | 7) Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the | | August 2021 | Closed 14 October 2021 This was included in the Travelling Safely report for Transport and |

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| | | | permanent scheme can be implemented- including options to accelerate the delivery of those schemes. | | | Environment Committee in August 2021 . |
| | | | 8) Bring a report to the August Transport and Environment Committee on Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling. | | November 2021 | Closed 11 November 2021 A report is included on the agenda for Committee on 11 November 2021. |
| | | | 9) Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and increase disabled parking bays at the closed point to improve disabled access. | | October 2021 | Closed 14 October 2021 Additional signage has been introduced at the West Harbour Road and Waterfront Avenue junction. Additional disabled bays will be included as part of the ETRO proposal |

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| | | | 10) Requests that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures | | | | Officers continue to be in dialogue with Transport Scotland throughout the Pandemic. Following the most recent statement from the First Minister, officers will continue to progress Committee decisions and consider any further information provided by Transport Scotland. |
| 31 | 17 June 2021 | Petitions for consideration - Pedestrianise Elm Row | To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | March 2022 | | |
| 32 | 17 June 2021 | City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and | 1) To agree that a briefing would be given to members on value engineering and the parking issues on Melville Crescent and Melville Street before the summer recess and that | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | August 2021 | | Closed 19 August 2021 A briefing note was circulated to Committee in August 2021. |

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| | | Statutory Orders Update | any issues not covered by the briefing would be raised by members to officers. | | | | |
| | | | 2) Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme | | | Summer 2022 | It is proposed to report back to Committee on this project as part of a review of active travel investment to be conducted as part of, or following, the adoption of a new Active Travel Action Plan in the summer of 2022 |
| 33 | 17 June 2021 | Cammo Road – Trial Vehicle Prohibition (Road Closure) – | Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021. | Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk | | March 2022 | The Traffic Order is currently being prepared and implementation is currently expected by March 2022. |

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| 34 | 17 June 2021 | Funding Third Sector Delivery Partner: Changeworks Resources for Life | 1) To agree officers would share the KPIs with members of the Committee. | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | March 2022 | | Recommended for closure This information was shared with Committee on 16 December 2021. |
| | | | 2) To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out. | | March 2022 | | |
| 35 | 17 June 2021 | Motion by Councillor Miller - Vision Zero Agenda – Transport and Environment Committee – 27.06.21 | 1) Notes that there have been 74 fatalities and 1,433 serious injuries within this authority area due to collisions during the last decade 2) Notes the decision agreed unanimously at a meeting of full council on 25 August 2020: “requests that all reasonable action is taken to continue to improve road safety for cyclists including that a new Edinburgh 'Vision Zero' Road Safety | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | March 2022 | | An update on this is included in the Business Bulletin on 27 January 2022. Previous update: 11 November 2021 . |

Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads - is developed to replace the existing plan and is reported to the Transport & Environment Committee.

3) Recognises that there should be a two-step process to creating a new Vision Zero Road Safety Plan for Edinburgh and requests that officers return to the November Transport and Environment Committee with an updated draft plan or overview following partnership working with stakeholders and elected members. This to be followed by the finalised Road Safety Plan in spring 2022.

4) Welcomes the opportunity that this process will give to reaffirm Edinburgh's commitment to making our roads a safer environment for all those

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| | | | who use them, irrespective of how they get around our city. | | | | |
| 36 | 19 August 2021 | Active Travel Measures - Travelling Safely (Formerly Spaces for People) | 1) To ask officers to provide an update to members on the 'drop-kerb' reporting process. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | November 2021 | | Recommended for closure A new online reporting form has been developed and will be published shortly. While this is outstanding, requests can be submitted to roadsoperations@edinburgh.gov.uk . |
| | | | 2) To ask for a briefing to Transport spokespersons and Councillor Cameron on actions being taken on regard to cycle training | | January 2022 | | This is being progressed at present. |
| | | | 3) To provide more detail to members on the risk assessment which was carried out for the Drum Brae North Scheme. | | January 2022 | | Recommended for closure This action has been completed |

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| | | | 4) To ask officers to discuss with Cllr Corbett concerns regarding the clarity of the Canonmills Road layout configuration and to involve Better Broughton in any discussions. | | November 2021 | | Closed 11 November 2021 This action is now complete. |
| | | | 5) To ask officers to look at accelerating the permanent crossing at Seafield Road East and Fillyside into 2022. | | November 2021 | | Closed 11 November 2021 This was reviewed as part of the Active Travel Investment Programme review (reported to Committee on 14 October 2021) and this concluded that design and construction would be completed in 2022/23. |
| 37 | 19 August 2021 | George Street and First New Town - Final Concept Design | To agree that details of the consultants who had been engaged by the Council | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | March 2022 | | This action is currently being reviewed to ensure it was |

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| | | and Operational Plan Update | would be shared with members. | | | | completed. |
| 38 | 14 October 2021 | Rolling Actions Log Council Minutes 15 October 2020 | <p>1) To include the actions from the Green Amendment in the RAL that was referred from Council to Transport and Environment Committee on maintenance of cycle and foot paths (see below, motion by Cllr Webber approved with Green Amendment at Council on 15 October 2020):</p> <p>'To therefore agree that council officers would consult with key stakeholders such as Lothian Buses, the Edinburgh Access Panel, Sustrans, Spokes and Living Streets and would present a draft maintenance plan for the council's footpaths, off-road paths and on-street cycle lanes to Transport and Environment Committee within two cycles; this plan to include,</p> | Executive Director of Place Lead Officer: Andy Williams Andy.williams@edinburgh.gov.uk | By December 2022 | | An update is included in the Business Bulletin for Committee on 27 January 2022. |

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| | | | <p>but not be limited to, the following:</p> <p>a) an inspection regime for routes and all physical assets associated with them, including structures, drainage, signage, interpretation panels, benches, access barriers and any artwork, and including any trees or other vegetation in the immediate vicinity of the path;</p> <p>b) a timetable for proactive winter gritting and autumn leaf sweeping;</p> <p>c) a timetable for proactive vegetation management, including verges and any overhanging vegetation.'</p> <p>3) To engage with Edinburgh Buses on items 3 and 13.3 prior to the release of the bus timetables for next summer.</p> | | | | |
| 39 | 14 October 2021 | Business Bulletin | <p>1) To agree to add an addendum or change the online text of the Mobility Plan to reflect the clarifications that have been set out and</p> | <p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p> | November 2021 | | |

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| | | | to circulate these to Committee. | | | | |
| | | | 2) To acknowledge receipt of the photographs sent by Councillor Lang regarding the Newbridge Parking Restrictions and that officers would continue to work with local residents to resolve the issues raised. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | November 2021 | | Recommended for closure An acknowledgment has been provided. |
| | | | 3) To agree that officers would look at tightening links between the City Mobility Plan and the City Plan and would include an update in relevant reports. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | | | Closed 11 November 2021 This action has been noted for future reports. |
| 40 | 14 October 2021 | Motion by the Green Group | Motion by the Green Group - Zero waste hierarchy for Edinburgh world heritage sites "Committee: 1. Notes the UNESCO world heritage site status of the Old and New Towns of Edinburgh [https://whc.unesco.org/en/list/728] and recognises | Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk | January 2022 | | Recommended for closure An update on this is included in the Business Bulletin for Committee on 27 January 2022. |

the value of this designation;

2. Notes correspondence from residents in the New Town to the council raising concerns regarding the communal bin review project which will change arrangements for domestic waste in this area and in particular the effect on heritage;
3. Notes that a reduction in the volume of waste presented would require fewer and/or smaller bins as well as being environmentally beneficial;
4. Agrees that, in tandem with the communal bin review, residents should be supported and empowered to embrace the zero waste hierarchy in

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| | | | answer to their call for lower impact of waste on the world heritage site.” | | | | |
| 41 | 14 October 2021 | Petition for consideration: Resurfacing particularly noisy cobbled streets - Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue – report by the Executive Director of Corporate Services | <ol style="list-style-type: none"> 1) To agree to request a report on the issues raised by the petitioner and the Committee. 2) To agree to take any other appropriate action. | Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk | Summer 2022 | | Noise monitoring arrangements are underway. |
| 42 | 11 November 2021 | Work Programme | To provide details of lead officers next to forthcoming reports in the Work Programme that are missing for the next meeting of TEC. | Committee Services Lead Officer: Veronica MacMillan/Taylor Ward 0131 529 4283 veronica.macmillan@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk | January 2022 | | Recommended for closure This is now included in the Work Programme. |
| 43 | 11 November 2021 | Rolling Actions Log | To explore opportunities to keep dialogue open between safety partners on the use of camera footage. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | Summer 2022 | | |

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| 44 | 11 November 2021 | Business Bulletin | 1) To agree that officers would carry out an inspection and fix the broken step at Golden Acre Steps as appropriate. | Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk | February 2022 | | This action is currently being followed up to ensure it has been completed. |
| | | | 2) To provide an update on road crossings and when they will be completed to a future Committee. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | Summer 2022 | | |
| Page 69 | | | 3) To provide an update on the Wardie Bay and assurance that the date of completion will be upheld. | Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk | March 2022 | | |
| | | | 4) To provide an update after consultation with the Scottish Government on the ETRO process. | Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk | Summer 2022 | | |
| | | | 5) To provide and update on the Low Emission Zone. | Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk | Summer 2022 | | |

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Business bulletin

Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

| Convener: | Members: | Contact: |
|---|---|---|
| <p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p>  | <p>Councillor Eleanor Bird Councillor Steve Burgess Councillor Maureen Child Councillor Graham Hutchison Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Iain Whyte</p> | <p>Alison Coburn Operations Manager</p> <p>Veronica MacMillan Committee Services</p> <p>Taylor Ward Committee Services</p> |

| Recent news | Background |
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| <p>Roseburn to Union Canal – Update</p> <p>The Roseburn to Union Canal Active Travel Route and Greenspace Improvements is a multi-million pound project that will transform the quality of walking and cycling connections from the Roseburn Path to the Telfer Subway.</p> <p>An update was prepared for Committee on 14 October 2021. Since then, there have been the following updates:</p> <ul style="list-style-type: none"> • Site investigation works have led to the redesign of the new Dalry Road bridge, its associated substructure and adjoining ground stabilisation works have been completed and validated; | <p>For further information contact:</p> <p>Daisy Narayanan Head of Placemaking and Mobility</p> <p>Wards Affected: Corstorphine/Murrayfield; Sighthill/Gorgie; and City Centre</p> |

- Updated ecology and tree survey reports have been completed, in line with the Planning Consent. A required bat survey is scheduled for May 2022. The Planning condition for an archaeology report has been discharged through redesign;
- Draft NEC 4 Contract Data has been issued to the Contractor as part of the market testing exercise underway currently;
- Bridge surveys along the West Approach Road have been completed and weight restrictions and temporary traffic management requirements for the construction works have been determined;
- A Redetermination Order (RSO) was advertised in July 2021, with one objection received. Subsequent attempts to mitigate the concerns raised, to allow the objector to withdraw their objection, have proved unsuccessful. The objection has therefore been referred to Scottish Ministers for determination. If Ministers choose to hold a Public Hearing to consider the objection, this could delay the delivery of the sections of the route to which the RSO relates. However the impacts of this could be managed by scheduling delivery of these sections for later in the construction programme; and
- The timing of the main construction works is determined largely by the need to avoid tree felling works during the bird nesting season. The previously reported programme was based on commencing these works in January/February 2022, before the start of the season. However, the redesign process arising from the ground investigation, and the consequent delay to market testing, means that this work has had to be rescheduled for September 2022, following the end of the season.

The project programme is constantly reviewed to reflect progress on the above matters and, at present, the high level programme for delivery is as follows:

- Market testing and tender agreement – March 2022
- Contract award – June 2022
- Main works commence – September 2022
- Main works complete – October 2023

The construction works will be undertaken by main contractor, Balfour Beatty, through the SCAPE Civil Engineering Framework Agreement.

Consultation Update on Further Extension of 20mph Network

On [22 April 2021](#) Transport and Environment Committee approved a consultation process to seek views on levels of support for extending the 20mph network and for identifying further streets for inclusion.

The 20mph network supports the aims of [Edinburgh's City Centre Transformation](#) (ECCT) Strategy and the [City Mobility Plan](#) (CMP) by improving the way the city's residents and visitors can move about and enjoy its spaces and places. In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit.

The implementation of 20mph limits offers an opportunity to make streets safer and more liveable and fits with wider Council policies around Active Travel, the Vision Zero approach to road safety and the Climate Change agenda.

Rather than adopting a reactive, street by street approach to extending the network, officers have undertaken a wider review of all roads that currently retain a 30mph speed limit.

Key criteria considered when assessing further streets for inclusion in the network have been:

- Existing function and character of the street, taking account of factors such retail presence, type of housing, road/pavement widths, proximity to schools and road user types; and
- Planned developments or other proposals that will change the nature of the street.

Consultation start date

The consultation will run for a period of 12 weeks, in line with the Council's new Consultation Policy. To avoid the festive period, the earliest start date would have been mid-January 2022. However, further discussion with Police Scotland and Lothian Buses is also required prior to presenting the proposals to the public. It is therefore planned to begin the consultation in Summer 2022. This will also allow time for findings from the outcome of the statutory process for the [40mph speed limit review](#) to be taken into account when finalising the consultation proposals.

For further information contact:

[Eileen Hewitt](#)

Transport Officer

Wards Affected: All

Development of new Road Safety Plan for Edinburgh

Following the publication of Scotland's Road Safety Framework to 2030, the Council is required to refresh its Road Safety Plan for Edinburgh to meet the new national objectives contained within the Framework.

The Committee was initially notified that this work was underway in a report on the Delivery of the Road Safety Improvement Programme on [22 April 2021](#). An update was subsequently provided in the Business Bulletin on [11 November 2021](#).

The first meeting of the Local Partnership Forum, involving Transport Scotland and other road safety partners, took place in late November 2021 to discuss the delivery plan for Scotland's Road Safety Framework to 2030.

Analysis work is currently underway to assist in the development of a new Road Safety Plan for Edinburgh to 2030.

Workshops are scheduled with Elected Members and partners throughout January and February 2022 to inform the new Plan and it is intended to present the draft Plan to Committee in March 2022 for approval.

The new Plan will continue to build on the success of the [Road Safety Plan for Edinburgh to 2020](#), which has delivered some of the groundwork in working towards Vision Zero. The new plan will be aligned with the Safe Systems approach set out in Scotland's Road Safety Framework to 2030.

For further information contact:

[Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected: All

Short Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction - Update

On [14 October 2021](#), the Committee approved the implementation of short short term improvements to safety for vulnerable road users at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.

Following this, the detailed design for these improvements was finalised and tenders were issued under the Council's Transport Infrastructure Framework, with a view to works commencing on site in early February 2022.

The tender period closed on 21 December 2021, with no tender responses received. This is symptomatic of a wider

For further information Contact:

[Andrew Easson](#), Road Safety and Active Travel Manager

Wards Affected: 14 – Craiginny/Duddingston.
17 – Portobello/Craigmillar

issue that is currently being experienced across various Council work programmes, where contractors are being extremely selective when tendering for small to medium sized construction contracts, due to various nationwide issues and uncertainties, including shortages of labour and some construction materials, high construction inflation and the potential for further impacts from the Covid-19 pandemic.

The Council's Roads Operations service is not currently able to deliver these improvements.

It is therefore now intended to seek to procure a contractor using an alternative Council framework contract, under which access is available to new contractors, and work is underway to produce the necessary contract documentation for this.

The need to re-tender means that the work is now unlikely to be able to commence before mid-March 2022.

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

Temporary public conveniences

At the Transport and Environment Committee on [14 October 2021](#) an update on the Future provision of Public Conveniences was approved. An approved addendum by the Liberal Democrat Group requested information in the first quarter of 2022 covering a) the costs of reproviding temporary toilets next summer and b) the options available to secure the necessary funding to cover these costs, recognising that the fact that the temporary provision has been funded by Scottish Government Covid-related funding.

In 2021, the temporary toilets were procured by a contract waiver to the Council's Contract Standing Orders in recognition of the tie restraints associated with carrying out a full procurement exercise.

For further information contact:

[Karen Reeves](#)

Waste and Cleansing
Technical Manager

Wards Affected:

5 – Inverleith;
11 – City Centre;
13 – Leith; and
15 – Southside/Newington

If facilities are to be provided in the future, a procurement exercise will be required and will be dependent on budget available.

The estimated costs for future provision are based on the costs in year this year for the hire of toilet units, staffing, services and vandalism and the assumption that the toilets will be installed in the same locations as last year (Leith Links, Inverleith Park and the Meadows). On this basis, it is estimated that the cost of reprovision would be circa. £0.175m for six months.

This cannot be contained within the current public convenience budget so additional funding will be required. It is not yet known if Scottish Government Covid-related funding will be extended. However, if it was then funding could be allocated to provide temporary toilets in 2022.

Communal Bin Project

The Council has been successful in obtaining £7.7m from Zero Waste Scotland's [Recycling Improvement Fund](#) for the communal bin project. Funding has been granted for the following capital items:

- Refurbishment and purchase of bins, which will allow a complete refresh of the on street communal bins across the city, including new bin housings for food waste bins.
- Corraling and associated road works, which will mean the bins are arranged so they are surrounded by bin housings and railings to keep them in the right place. Residents and collection crews will have an easier and safer access to all waste and recycling bins. Further they will prevent bins being moved, which prevents them from obstructing crossing points, dropped kerbs and pavements and allows better and safer access to the public realm for pedestrians, wheelchair users, prams, cyclists and other road users.
- Funding for five electric refuse vehicles, which will reduce carbon emissions from waste collections and reduce noise.
- 30 additional In-cab devices, which will improve consistency of communal collections for all residents, increase route efficiency and optimisation around tipping infrastructure, increase intelligence being returned by frontline staff and increase certainty of

For further information contact:

[Erica Manfroi](#)

Project Delivery Manager

Wards affected: All

data that allows more first-time resolution of customer enquiries/complaints.

- 5,500 bin fill sensors, which will support the monitoring of the project progress to ensure bins are not overfilled and help identify whether scheduling of collection of specific bins requires increased. They will support future decisions around service changes which may be needed to reflect upcoming legislative changes, i.e. Deposit Return Scheme (DRS) and Extended producer Responsibility (EPR) for packaging waste.
- Digital communication technology using near-field communication (NFC) tags which will allow service users to have the ability to scan a tag using their smartphone and potentially be directed to the website providing details on what materials can go in which bin, how to book a bulky uplift, book a Household Waste Recycling Centre (HWRC) slot, report an overflowing bin etc.

Following a commitment made by the Transport and Environment Committee on [22 April 2021](#) the team have undertaken further engagement with residents in the Edinburgh World Heritage (EWH) area, including the 2300 properties currently served by the gull proof sack service. They have met with the New Town and Broughton Community Council, Inverleith and Stockbridge Community Council and the West End Community Council. Five engagement sessions have been held in November. Over 7,000 residents were contacted to inform them of the events and circa. 300 residents took the opportunity to attend and provide feedback to the team. A large number of those attending raised concerns about the project and the impact on the world heritage status.

The team have been in detailed discussions with EWH and Historic Environment Scotland (HES) to look at possible mitigation measures to reduce the impact of the bins in the Edinburgh World Heritage area. Some of the measures, such as changing the tone of the green lids on the recycling bins, can be accepted and implemented across the city. Others, such as increasing the collections to daily to reduce the number of bins on the street, cannot be taken forward as they are not economically viable.

In the streets with gull proof sacks there have been detailed discussions following feedback from residents and

EWH about the possibility of placing the bins on the opposite side of the road, on the garden-side, to reduce the visual impact on the streetscape. Measures such as these create a noteworthy challenge to the team as residents, including potentially disabled residents, are asked to cross the road to dispose of their waste. The Access Panel have been consulted on this mitigation and they had significant concerns about it, especially for those citizens with visual impairments. It has been agreed that a blanket approach cannot be taken as the siting of bins on the garden side/other side of the street as, in the majority locations this is not supported by the agreed parameters and the criteria to site bins across the city. However, it is recognised that there are some locations where this is possible and further assessment needs to be carried out. The EWH also has asked that consideration was given to the current food waste and glass collections being retained to reduce the number of communal bins required. This has also been discussed with the Access Panel and Living Streets Edinburgh. It has been agreed that any additional street clutter should be avoided and where the opportunity is available to introduce communal bins they should be taken so the current services will not be retained. A uniform approach to collections in this area would allow for a more efficient service than maintaining both communal and kerbside collections.

The Transport and Environment Committee of [14 October](#) agreed that, in tandem with the communal bin review, residents should be supported and empowered to embrace the zero waste hierarchy in answer to their call for lower impact of waste on the world heritage site. A comprehensive communication campaign is planned at the time that the communal bin changes are implemented on the ground. As part of this, the emphasis on the reduction of waste and reuse projects will be highlighted.

Low Traffic Neighbourhoods Update

The proposed changes to the Experimental Traffic Regulation Order (ETRO) process, as reported in the 11 November 2021 [business bulletin](#), passed into law on 26 November 2021 and are now in operation. The Low Traffic Neighbourhood (LTN) project teams are currently reviewing the programmes for consultation and delivery of

For further information contact:

[Martyn Lings](#)

Active Travel Officer

Wards Affected:

6 –
Corstorphine/Murrayfield

the Leith Connections and Corstorphine Connections LTNs to reflect the new process.

The new ETRO regulations require public consultation to be carried out for 6 months upon the commencement of the Orders.

In preparation for implementation, the project teams have been undertaking early contractor engagement. Due to factors about the scale, type and timing of the works, concerns have arisen around whether it will be possible to secure sufficient contractor interest in tendering at this time. This issue has been encountered on a number of Council transport projects of a similar scale recently, as a result of current national and international uncertainties around materials supply, labour shortages and construction cost inflation.

The above scenario could result in a lack of competitive tenders and/or not achieving best value for the Council. Consequently, a decision has been taken to reschedule the programme for the delivery of the Corstorphine LTN by aligning it with the Leith LTN and, potentially, other smaller Council schemes. This will allow these projects to be consolidated into a single, higher value contract, which will be more attractive to potential tenderers and is therefore more likely to achieve better value for the Council.

Letters will be issued to local residents of Corstorphine LTN informing them of the new ETRO consultation process and the revised implementation programme.

A summary of the Corstorphine LTN placemaking engagement and the LTN monitoring plan has been shared via the project [webpage](#). A similar plan will be shared for the Leith LTN in the near future.

For the Leith Connections project, the TRO for the Phase 1 main route will be advertised this year. This incorporates aspects which will support the wider Leith LTN proposal.

13 – Leith

Smarter Choices, Smarter Places

The Council has been running annual programmes of behaviour change initiatives to encourage the uptake of active and sustainable travel and to reduce single car occupancy trips each year since 2015. These are externally funded by the Smarter Choices, Smarter Places

For further information contact:

[Daisy Narayanan](#)

Head of Placemaking and Mobility

Wards Affected: All

(SCSP) grant, which is a Paths for All active and sustainable travel behaviour change programme.

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

Information on the 2021/22 programme was provided on [28 January 2021](#), and an update on project outcomes will be presented in June 2022.

Revenue funding for SCSP, which is allocated to Local Authorities across Scotland, is based on population size. The Council has been invited to bid for £0.455m of funding for 2022/23. The Council is required to provide 50% match funding for this grant. It is intended to provide this from the Capital footways renewal programme (as in previous years).

Funding bids are due to be submitted by 31 January 2022, with the programme running through financial year 2022/23.

The key strands of the SCSP programme in 2022-23 are:

- Co-ordinating behaviour change initiatives with infrastructure upgrades being taken forward via the active travel investment programme (ATINP), making effective use of partner relationships with Sustrans and Paths for All;
- The City Centre West to East Link (CCWEL) will be the largest infrastructure project being promoted, with pre-construction communications already in progress;
- Working alongside the cycle hire/community-led cycling, wheeling and walking initiatives to again complement these;
- Continuing to support community initiatives (especially in areas of multiple deprivation) relevant to where we are in the pandemic, continuing to make links where we can with wider community health and wellbeing;
- Noting the increased focus for more people on “where you live” as opposed to “where you travel to”. Both are still important but there is an increased home-base in

our lives nowadays and the programme will look to acknowledge that change; and

- Supporting development of the Council's staff travel plan and staff engagement in line with "Our Future Work" programme.

The Council's programme will be strategically aligned to relevant objectives and initiatives within the City Mobility Plan (e.g. 20 minute neighbourhoods and women's safety in public places).

Maintenance of the Paths and Cycle Lanes

On 15 October 2020, the Council approved a motion requesting a draft maintenance plan for the Council's footpaths, off-road paths and on-street cycle lanes to include:

- An inspection regime for routes and all physical assets associated with them;
- A timetable for proactive winter gritting and autumn leaf sweeping; and
- A timetable for proactive vegetation management.

Below is a short update on the current arrangements in place for maintenance:

- Officers have had on-going engagement with key stakeholders over the past 12 months, most specifically as part of the Spaces for People/Travelling Safely programme but also on other issues including maintenance of roads, footpaths and cycle lanes. Any issues raised in these discussions are being addressed proactively where it is possible to do so. This will continue as part of our regular work programmes;
- Structures are generally inspected every 24 months, with maintenance arrangements put in place as required. The Council does not inspect artwork on structures but will arrange for the removal of offensive graffiti from structures when required;
- Lighting on footpaths is subject to routine electrical testing and structural inspection, based on the current guidance;
- Signs on footpaths, and the condition of the surfaces, are included in our inspection schedule, using the risk based approach to Road Asset Safety Inspections;

For further information contact:

[Andy Williams](#)

Head of Neighbourhood Environment Services

[Cliff Hutt](#)

Head of Roads and Infrastructure

[Gavin Brown](#)

Head of Network Management and Enforcement

Wards Affected: All

- Tree maintenance is prioritised based on the risk to public health and safety, with the programme of review being regularly reviewed to take account of new reports and changing conditions. An additional Lead Arborist and Assistant Tree and Woodlands Officers are currently being recruited to support the Council's inspection and maintenance arrangements for trees;
- Maintenance arrangements for chocked drains and road gully clearance were reported to Transport and Environment Committee on [12 September 2019](#);
- A review of street furniture was carried out as part of the Spaces for People/Travelling Safely programmes to remove unnecessary furniture and barriers; and
- Drainage maintenance is already in place for adopted footpaths and cycle paths and is undertaken on a two yearly cyclical basis.

A review is underway of all of the footpaths and cycle paths in the city which do not meet the criteria of an adopted road or which were never formally adopted in order to agree a maintenance regime for these locations. It is expected that this work will take up to 12 months to complete (and is expected to be completed by November 2022). And, the current Transport Asset Management Plan (TAMP) includes a maintenance plan for footpaths and cycle paths.

In terms of Winter Maintenance, the approach is preventative and reactive rather than proactive, taking account of the most up to date weather information available. Following a review of the 2020/21 winter period Transport and Environment Committee approved a new approach to maintenance of Priority 1 footpaths across the city on [17 June 2021](#). This new approach is being led by the Cleansing service in 2021/22 and will be reviewed at the end of the season to identify if the expected benefits have been realised and to address any issues (if these arise).

The Cleansing team also lead the Council's response to leaf sweeping. In 2021/22 the team have developed a proactive work schedule however this is prioritised regularly to take account of volume of leaves and health and safety. The team have indicated that this means that cycleways are generally prioritised.

A proactive plan for management of vegetation is overdue and it is expected that this is something which will be prioritised in 2022/23. The plan will define the areas which need to be maintained and the standards required. It is expected that a cut 1m either side of the pathways will take place during the growing season and then a wider tidy / cut back will take place in the winter to deal with the higher vegetation growth which is likely to be required for the majority of the network.

Once complete, the management of vegetation plan will sit alongside the TAMP and the Winter Maintenance Plan to provide a comprehensive approach to the maintenance of footpaths, off-road paths and on-street cycle lanes.

Safe Cycle Journeys to School – Duddingston Primary

Duddingston Primary School's Parent Council submitted a deputation to Committee in October 2019 highlighting various concerns regarding the safety of children walking, cycling and scooting to school.

The deputation requested:

- The implementation of double yellow lines to address immediate safety concerns;
- A segregated cycle path on Duddingston Road; and
- A joined up cycle network between Duddingston Primary and feeder schools Portobello High and Holyrood High.

As part of the introduction of the Spaces for People schemes on Duddingston Road and Duddingston Road West, most of the Parent Council's requests have been fulfilled.

Duddingston Road and significant parts of Duddingston Road West now have segregated cycle lanes and double yellow lines that prevent people from parking and waiting near the schools. Officers are working with the Parking Enforcement team to make sure that the restrictions are adhered to. The Spaces for People schemes do not include Southfield Place, so future consideration will need to be given to improving this link to Stanley Street and Portobello High School.

For further information contact:

Gert Rijdsdijk

gert.rijdsdijk@edinburgh.gov.uk

Wards Affected:

14 –

Craigentiny/Duddingston

17 –

Portobello/Craigmillar

Forthcoming activities:

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Transport and Environment Committee

10.00am, Thursday 27 January 2022

Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

| | |
|---|--------------------------|
| Executive/routine Wards Council Commitments | Executive Morningside |
|---|--------------------------|

1. Recommendations

- 1.1 To consider the terms of the petition 'Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone' as set out in Appendix 1.

Stephen S. Moir
Executive Director of Corporate Services

Contact: Natalie Le Couteur, Committee Services
Legal and Assurance Division, Corporate Services Directorate
Email: natalie.le.couteur@edinburgh.gov.uk | Tel: 0131 529 6160

Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

2. Executive Summary

- 2.1 The Transport and Environment Committee is asked to consider a petition at this meeting.

3. Background

- 3.1 Petitions are sent to the relevant executive committee for consideration. At the meeting, the committee can:
- a) request a report on the issues raised by the petitioner and the Committee;
 - b) agree that the issues raised do not merit further action and/or
 - c) agree to take any other appropriate action.

4. Main report

- 4.1 A valid petition entitled 'Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone' has been received. The petition received 225 signatures.
- 4.2 The petition calls on the Council to install a Pedestrian Safety Crossing and traffic calming measures to ensure the school zone speed limit is adhered to at site and to note that the Edinburgh Steiner School is willing to fundraise to help meet the costs.
- 4.3 The petition also calls on the Council to introduce speed reduction measures to bring down the speed of the traffic on these roads.
- 4.4 To assist the Committee with the consideration of this petition, officers considered any immediate implications of this proposal.
- 4.5 To ensure that the Road Safety team's resources are targeted at areas where there is the greatest need and that a fair and consistent approach is adopted across the city's communities, it utilises various evidence-led assessment and prioritisation processes that have been approved for this purpose by the Committee.

- 4.6 In order to manage requests for pedestrian crossing facilities, a priority system has been developed to evaluate locations and the crossing type most suitable for each location. This priority system was approved by the Committee on [28 July 2009](#).
- 4.7 The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a weekday, from 7am to 10am and 3pm to 6pm, and avoiding school holidays or any other factors which might cause an abnormal result.
- 4.8 This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby trip attractors such as schools, doctors' surgeries, shops etc.
- 4.9 A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, refuge island or pavement build-outs. If a very low PV2 value is achieved, no additional crossing facilities may be recommended.
- 4.10 A crossing assessment was undertaken on Spylaw Road at the Edinburgh Steiner School in October 2021, resulting in an adjusted PV2 value of 0.274. This location does not therefore meet the required criteria for a pedestrian crossing to be provided under the Pedestrian Crossing Prioritisation Programme.
- 4.11 The Road Safety team also undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. Traffic data allows resources to be directed to the locations where there is significant speed limit non-compliance.
- 4.12 The Council's current approach to the installation of speed reduction measures, including physical traffic calming measures, was set out in a report to the Committee on [11 October 2019](#), titled Evaluation of the 20mph Speed Limit Roll Out. Further details were provided within a subsequent report on [27 February 2020](#), titled Approach to Extension of 20mph Limits.
- 4.13 As outlined in the October 2019 report, the Road Safety team will investigate the suitability of further speed reduction measures at locations where average speeds are measured above normal tolerance.
- 4.14 The use of physical traffic calming measures will generally only now be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.
- 4.15 In the latest available three year period (to the end of September 2021), there were no personal injury collisions reported to the Police at Spylaw Road, between Gray's Loan and the junction with Gillsland Road/Mid Gillsland Road.

- 4.16 It is currently anticipated that the next batch of traffic surveys will be undertaken in Spring 2022 and a speed survey will be carried out at Spylaw Road, at the Edinburgh Steiner School, as part of this batch.
- 4.17 In addition, the Road Safety team is currently progressing a School Travel Plan Review across all schools in the city by cluster. This piece of work will be carried out over the next 24 months. The aim of the review is to develop an Action Plan of measures to be delivered over a five year period for each school, in consultation with parents, children and the schools, to make the routes and streets surrounding each school safer and to encourage more active travel to school. This process could potentially enable measures to be implemented at locations where the above criteria have not been met but where there are issues of serious concern to school communities.
- 4.18 As temporary Spaces for People measures are in place at the Edinburgh Steiner School, its School Travel Plan Review is being prioritised and the survey for this is currently underway. The deadline for survey responses has been extended to January 2022 at the request of the school. The information arising from the survey will enable further conversations to take place to establish what the school staff, pupils and parents would like to see provided on a permanent basis, both in relation to the temporary measures at the school frontage and also on the wider routes to school.
- 4.19 Following agreement of the Action Plan, design work will commence on those actions prioritised most highly. This process of design, consultation and delivery for a signalised pedestrian crossing facility is normally expected to take around 18 months to complete. This can however vary, depending on the complexity of the design and the local environment.
- 4.20 As part of this process, consideration would also be given to whether a signalised pedestrian and cycle Toucan crossing should be provided at this location and, if so, what other new cycle infrastructure might be required to support this.

5. Next Steps

- 5.1 The committee will determine next steps at this meeting.

6. Financial impact

- 6.1 Any proposals would be required to be fully costed, including any legal implications and agreed through the annual budget process.

7. Stakeholder/Community Impact

- 7.1 Any proposals would require full community consultation.

8. Background reading/external references

- 8.1 [Minute of the City of Edinburgh Council 22 June 2017.](#)

9. Appendices

- 9.1 Appendix 1 – Petition - Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

Appendix 1 - Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone

| Date made available for signatures | Date closed for signatures | Petitions Title and Petitions Statement | Wards affected |
|------------------------------------|----------------------------|--|----------------|
| 30 November 2021 | 1 December 2021 | <p>Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone</p> <p>Edinburgh Steiner School (roll 280+) has its main entrance at 60 Spylaw Road, EH10 5PQ, with no PSC anywhere along 587m length of road (9.6m wide).</p> <p>Only Steiner Waldorf school around. 38% pupils dropped off/picked up by car, 2-in-5 walk/cycle/scoot (Sustrans).</p> <p>70+ enrolled pupils aged 2-5 too young to learn Green Cross Code; 97 aged 6 - 11 too young to independently cross; 54 aged 12-15 are most vulnerable pedestrians (highest all severities pedestrian casualty rates, Transport Scotland, 2019).</p> <p>Significantly increased traffic volume every morning: school drop-off area, commuting, rat-running to nearby 2,500-roll school on Colinton Road.</p> <p>Updated Highway Code regarding pedestrian crossing rights ignored by motorists. 20-mph zone not enforced. Regular close-calls endanger our children.</p> <p>Indicative study at site yielded PV^2 value of 0.61×10^3 at peak hour 8am - 9am above benchmark for Zebra Crossing consideration. Calculations relied on conservative ESS pedestrian-use only. Nearby church, care home, school and nursery would substantially increase PV^2</p> | Morningside |

| | | | |
|--|--|--|--|
| | | <p>value.</p> <p>No traffic warden for 9 weeks, and 4+ more confirmed. The Council communicated staff shortages mean no replacement possible. Daylight low. Visibility poor.</p> <p>School activities finish at different times over the afternoon (after school clubs, wraparound), when no traffic warden is on duty.</p> <p>Parents and teachers legally not allowed to provide relief.</p> <p>Proposal:</p> <p>Install a Pedestrian Safety Crossing and traffic calming measures to ensure school zone speed limit is adhered to at site. The school is willing to fundraise to help meet the costs.</p> | |
|--|--|--|--|

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Transport and Environment Committee

10.00am, Thursday, 27 January 2022

West Edinburgh Link - Compulsory Purchase Order

| | |
|-----------------------------|--|
| Executive/ Routine: | Executive |
| Wards: | 3 - Drum Brae/Gyle 7 - Sighthill/Gorgie |
| Council Commitments: | 16,17,27 |

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Agrees to pursue a Compulsory Purchase Order (CPO) for the land noted in Appendix 1 and instructs the Head of Legal, Risk and Compliance to commence proceedings;
 - 1.1.2 Notes that it is intended to submit a draft CPO to the next appropriate meeting of the City of Edinburgh Council for authority to exercise compulsory purchase powers; and
 - 1.1.3 Notes that the Council will continue to seek a negotiated purchase of, or servitude access to, the land noted in Appendix 1 in parallel with the CPO process.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

West Edinburgh Link - Compulsory Purchase Order

2. Executive Summary

- 2.1 West Edinburgh Link (WEL) is one of the winners of Sustrans Scotland's 2017 Community Links PLUS competition, now known as Places for Everyone. Places for Everyone is an opportunity to conceptualise, design and deliver exemplary and inspirational walking, cycling and placemaking projects in Scotland.
- 2.2 The WEL project aims to transform the quality of cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, along a 10km route in the west of Edinburgh.
- 2.3 This report seeks approval to serve a Compulsory Purchase Order (CPO) in respect of the plots of privately-owned land detailed in Appendix 1. The acquisition of these plots by the Council is required to enable the construction of the project.

3. Background

- 3.1 The WEL will connect South Gyle, Edinburgh Park and nearby local neighbourhoods through high quality walking and cycling routes and new public spaces. This will provide a viable option to travel in sustainable ways which help enhance the area as a place for people.
- 3.2 The 10km project route has been divided into three geographic areas to assist in the dialogue and consultation undertaken since project inception. Details of these sections and their benefits to the local communities are available from the project [website](#).
- 3.3 The project is being delivered in a phased way, with the central and southern sections of the route delivered first. The proposed CPO covers only the areas of land required for the delivery of these two sections.
- 3.4 It is anticipated that the northern section will follow, post 2025/26. A further CPO will also be required at that time to acquire land to deliver this section.

4. Main report

- 4.1 In order to deliver the project, there is a requirement to acquire ownership rights or servitude access to land not currently in the ownership of the Council.
- 4.2 The acquisition of 15 privately owned plots of land across the central and southern sections of the route is required, which are currently in the possession of 11 separate landowners.
- 4.3 All landowners have been contacted on at least two occasions by recorded delivery letter and the Council will continue to seek engagement with all landowners with a view to negotiating a voluntary acquisition or servitude right of access for the project works.
- 4.4 Discussions with landowners have, to date, been largely positive and it is hoped that amicable agreements can be reached in all cases. However, CPO action requires to be commenced now to ensure that titles can be timeously acquired to ensure the contractual programme is not delayed. The CPO will only be implemented if title or access has not been able to be acquired by agreement, to maintain both funding and construction programmes.

5. Next Steps

- 5.1 The procedure for making and, where appropriate, confirming most CPOs is contained in The Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 (the “1947 Act”). Specific Acts of Parliament provide the Council with powers to acquire land by CPO in specific circumstances.
- 5.2 Acquiring title by CPO is a complex process, with the 1947 Act putting mechanisms in place to ensure an objecting affected party has a right to be heard and that all affected parties are fairly compensated.
- 5.3 Where a CPO is not objected to, it may be confirmed by Scottish Ministers within months, however if there are valid objections it may take significantly longer.
- 5.4 If negotiations were to fail in respect of any of the required acquisitions, without a CPO being commenced now, there is a significant risk to delivery of some aspects of the programme.
- 5.5 The Council has CPO powers to enable delivery of this redevelopment project in terms of Section 189 (1) of the Town and Country Planning (Scotland) Act 1997. Section 189 (1) allows a local authority, on being authorised by Scottish Ministers, the power to acquire compulsorily any land in their area which is:
 - 5.5.1 Suitable for and is required in order to secure the carrying out of development, redevelopment or improvement; and
 - 5.5.2 Required for a purpose which it is necessary to achieve in the interests of the proper planning of an area in which the land is situated.

- 5.6 If approved by this Committee, a draft CPO will be prepared. The draft CPO and this report will be referred to the Council for approval. If approved, the Order will be advertised with an opportunity for any objections to be made. If any objections cannot be resolved, Scottish Ministers will appoint a Reporter and arrange for a Hearing or Inquiry in respect of the CPO. Subject to the Ministers' satisfaction the Order will be confirmed, modified or rejected.
- 5.7 If the CPO is confirmed by Scottish Ministers, it will be for the Council to determine whether it is necessary to implement it.
- 5.8 The Council will, at all times, continue to seek a negotiated purchase of or servitude access to the land noted in Appendix 1, in parallel with the CPO process.

6. Financial impact

- 6.1 The estimated overall project cost for the whole route is £19.97m.
- 6.2 In line with the revised Active Travel Investment Programme 2021-26, as approved by the Committee on [14 October 2021](#), the project budget to 2025/26 is £8.882m; of which £4.979m relates to construction costs. This budget will deliver the central and southern sections of the route, with delivery of the northern section to follow, post 2025/26. The Places for Everyone grant scheme provides for all pre-construction costs to be met by Sustrans, up to the value of 10% of the total construction cost. Construction costs are match funded, 70% through Sustrans and 30% through Council capital expenditure.
- 6.3 The revised Active Travel Investment Programme 2021-26 has been agreed with Sustrans.

7. Stakeholder/Community Impact

- 7.1 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's cycling and walking infrastructure, and making it more attractive, safer and accessible for less confident cyclists and people on foot and wheeling, including children and older people.
- 7.2 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling, and through promoting healthier forms of travel and development of landscaping and place.
- 7.3 The proposals set out in this report 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.
- 7.4 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.

- 7.5 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

8. Background reading/external references

- 8.1 [October 2017 Transport and Environment Committee Business Bulletin](#)
- 8.2 [August 2018 Transport and Environment Committee Business Bulletin](#)
- 8.3 [October 2019 Transport and Environment Committee Business Bulletin](#)
- 8.4 [October 2020 Transport and Environment Committee Report - Priority Parking Area](#)
- 8.5 [October 2021 Transport and Environment Committee Report - ATInP Update](#)

9. Appendices

- 9.1 Appendix 1 - Land Acquisition requirements and route

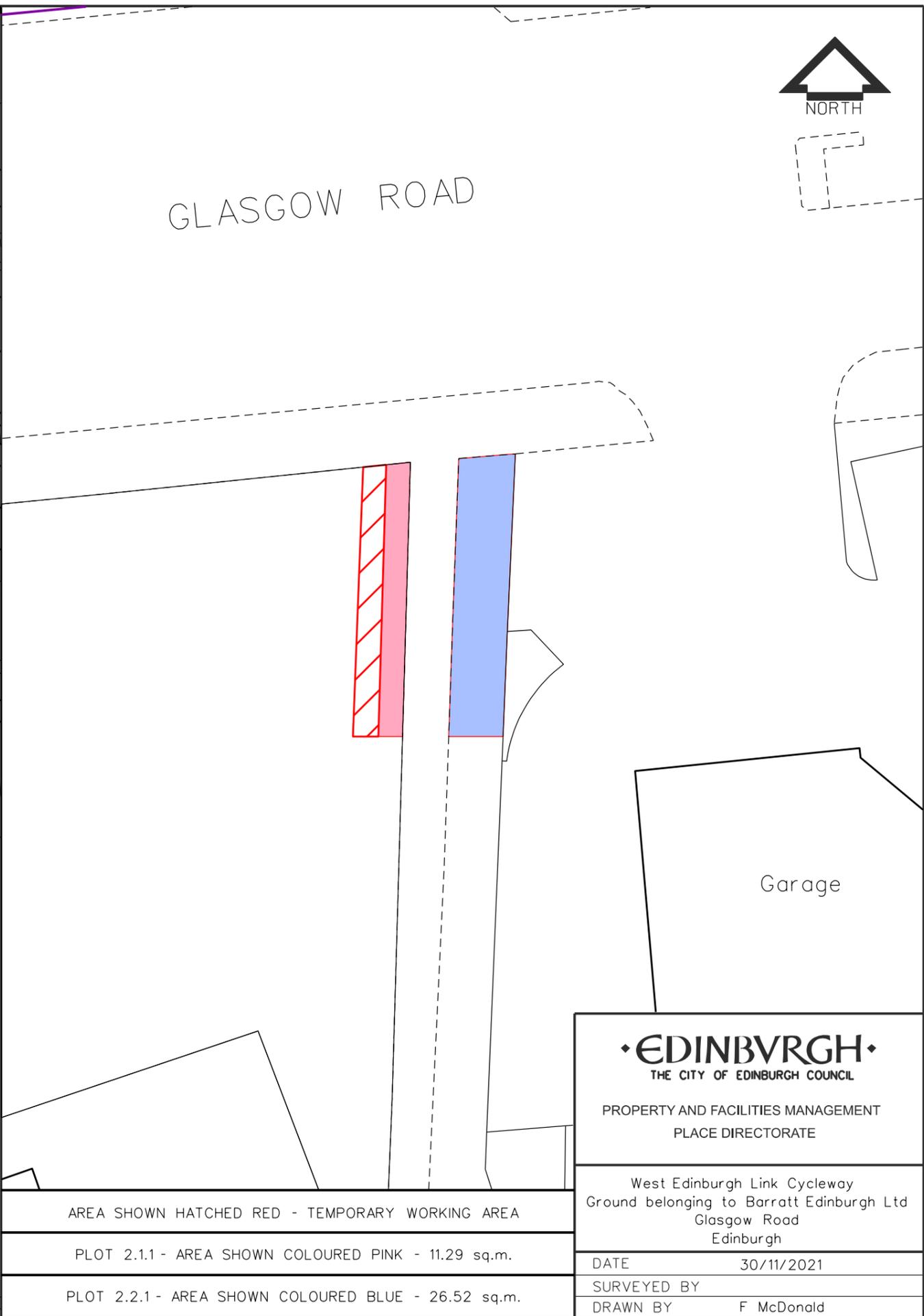
Appendix 1 - Land Acquisition requirements and route

| Reference | Landowner |
|-----------|---|
| 2.1.1 | Barratt Edinburgh Ltd |
| 2.2.1 | Barratt Edinburgh Ltd |
| 3.1.1 | Gyle Shopping Centre Trustees Ltd. |
| 3.2.1 | Taylor Wimpey UK Ltd |
| 3.4.1 | Riverland No 2 Limited |
| 3.5 | South Gyle Park Property Management Ltd |
| 3.7.1 | Parabola Edinburgh Park Hermiston Ltd. |
| 3.7.2 | Parabola Edinburgh Park Hermiston Ltd. |
| 3.8.1 | South Gyle Property Management Ltd |
| 5.4.1 | Glenbervie (Edinburgh) Ltd |
| 5.4.2 | Glenbervie (Edinburgh) Ltd |
| 5.5.1 | WW Partnership LLP |
| 5.6.1 | Big Yellow Shelf Storage |
| 5.7 | Honda Motor Europe Limited |
| 5.8.1 | Church of Scotland General Trustees |



LOCATION PLAN

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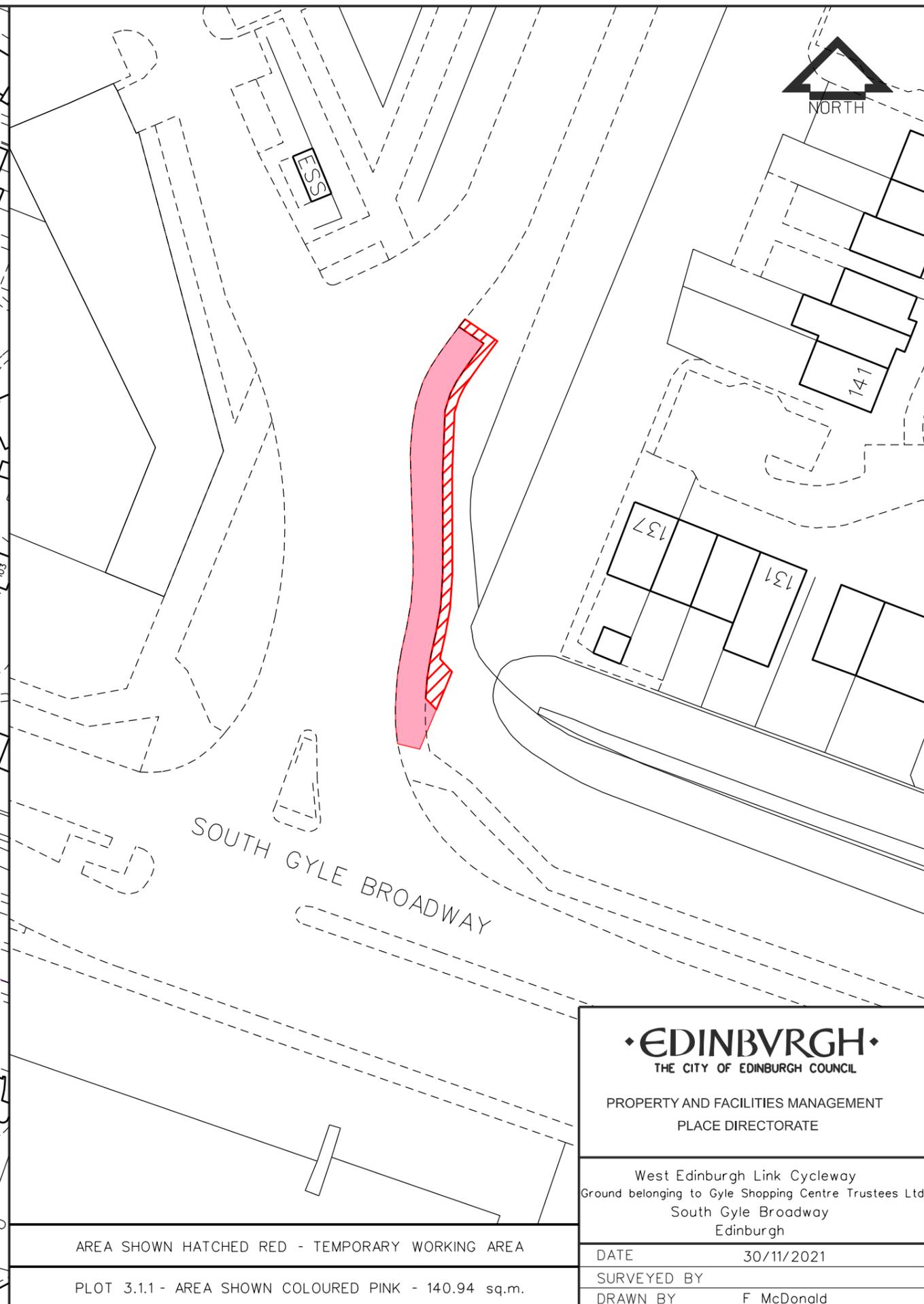
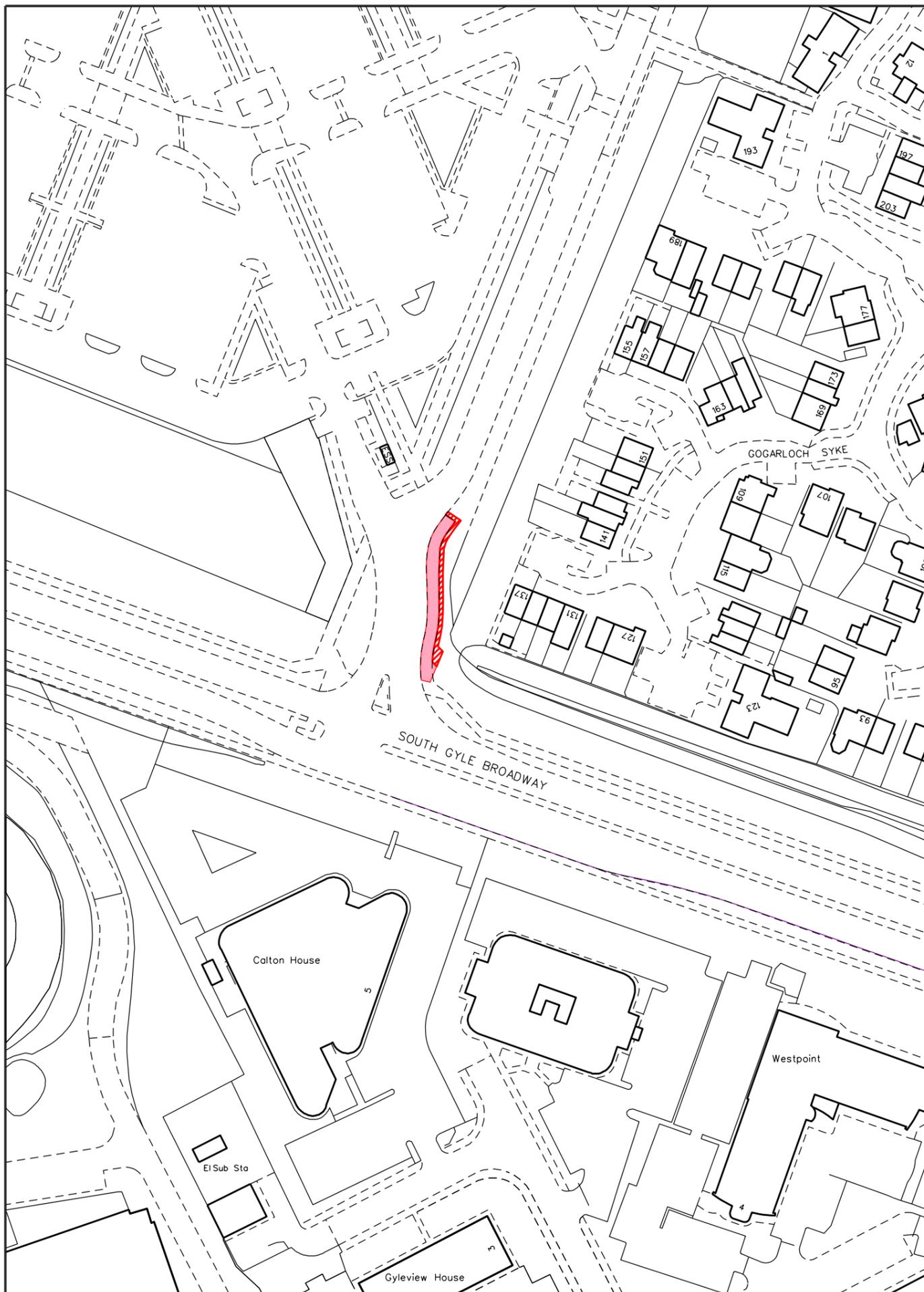


SITE PLAN

SCALE 1:200

| | |
|--|-----------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to Barratt Edinburgh Ltd Glasgow Road Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plots 2.1.1 and 2.2.1 |

| |
|---|
| AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA |
| PLOT 2.1.1 - AREA SHOWN COLOURED PINK - 11.29 sq.m. |
| PLOT 2.2.1 - AREA SHOWN COLOURED BLUE - 26.52 sq.m. |



LOCATION PLAN

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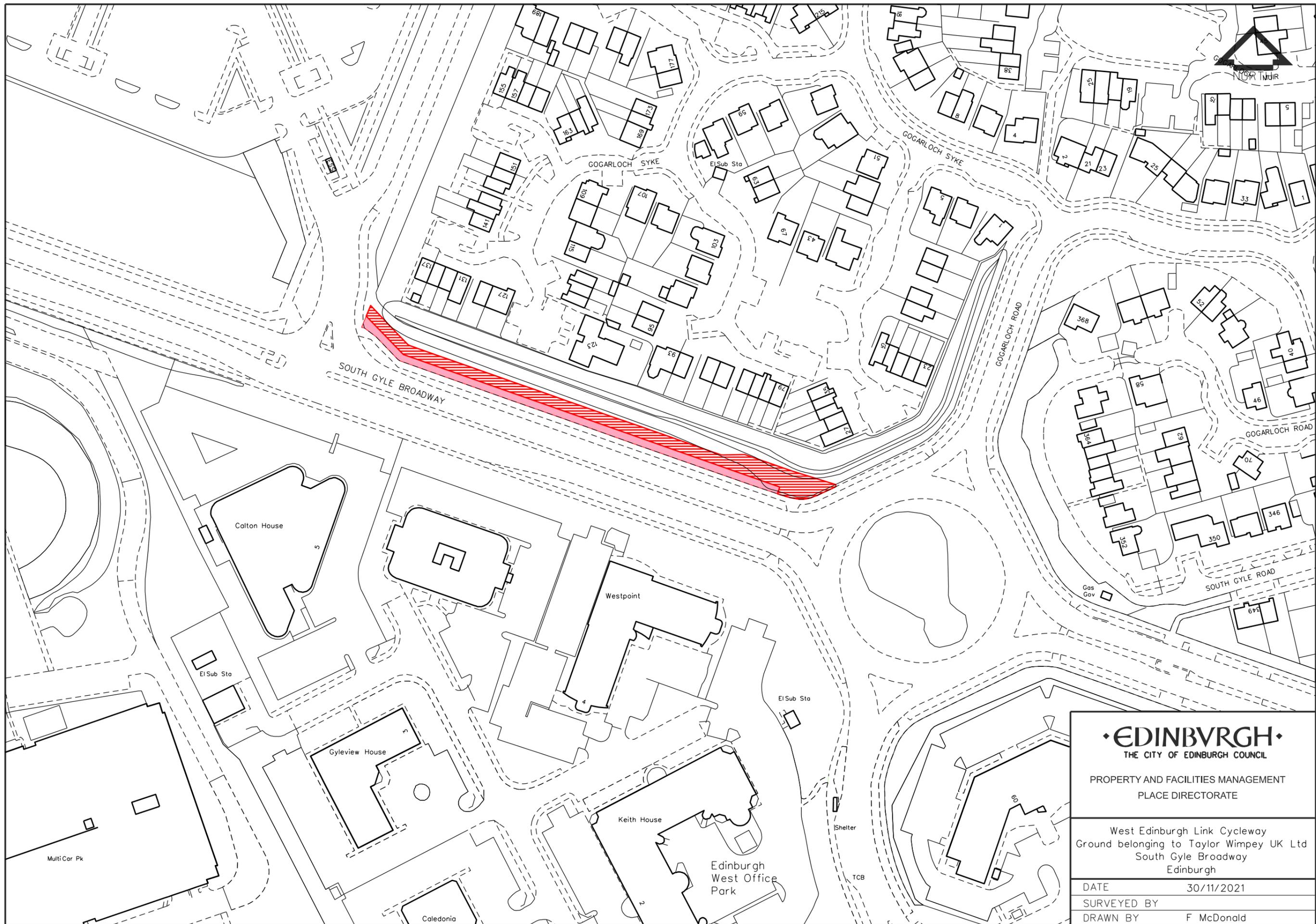
SITE PLAN

SCALE 1:500

| | |
|---|--------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to Gyle Shopping Centre Trustees Ltd South Gyle Broadway Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plot 3.1.1 |

AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA

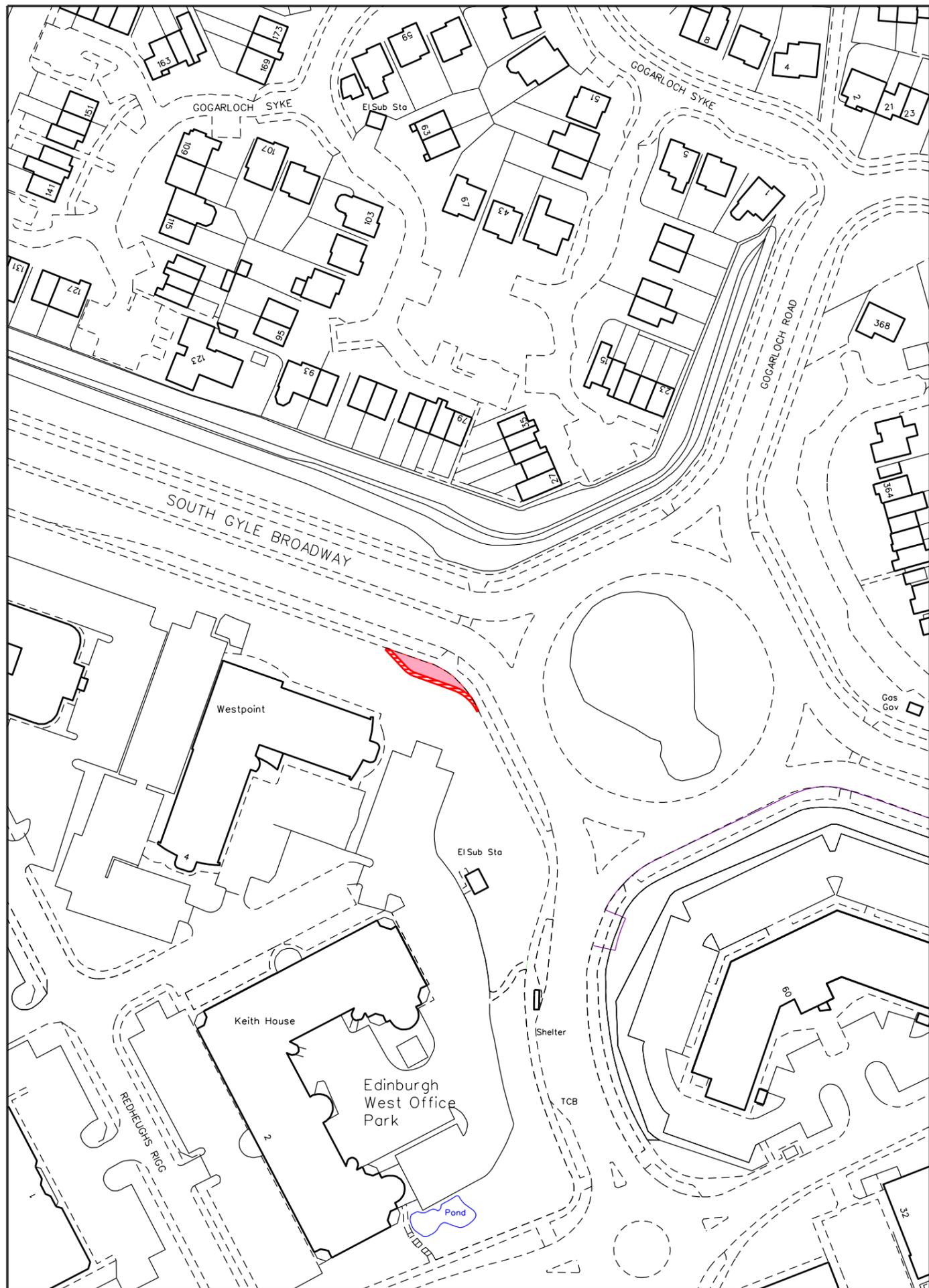
PLOT 3.1.1 - AREA SHOWN COLOURED PINK - 140.94 sq.m.



AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA

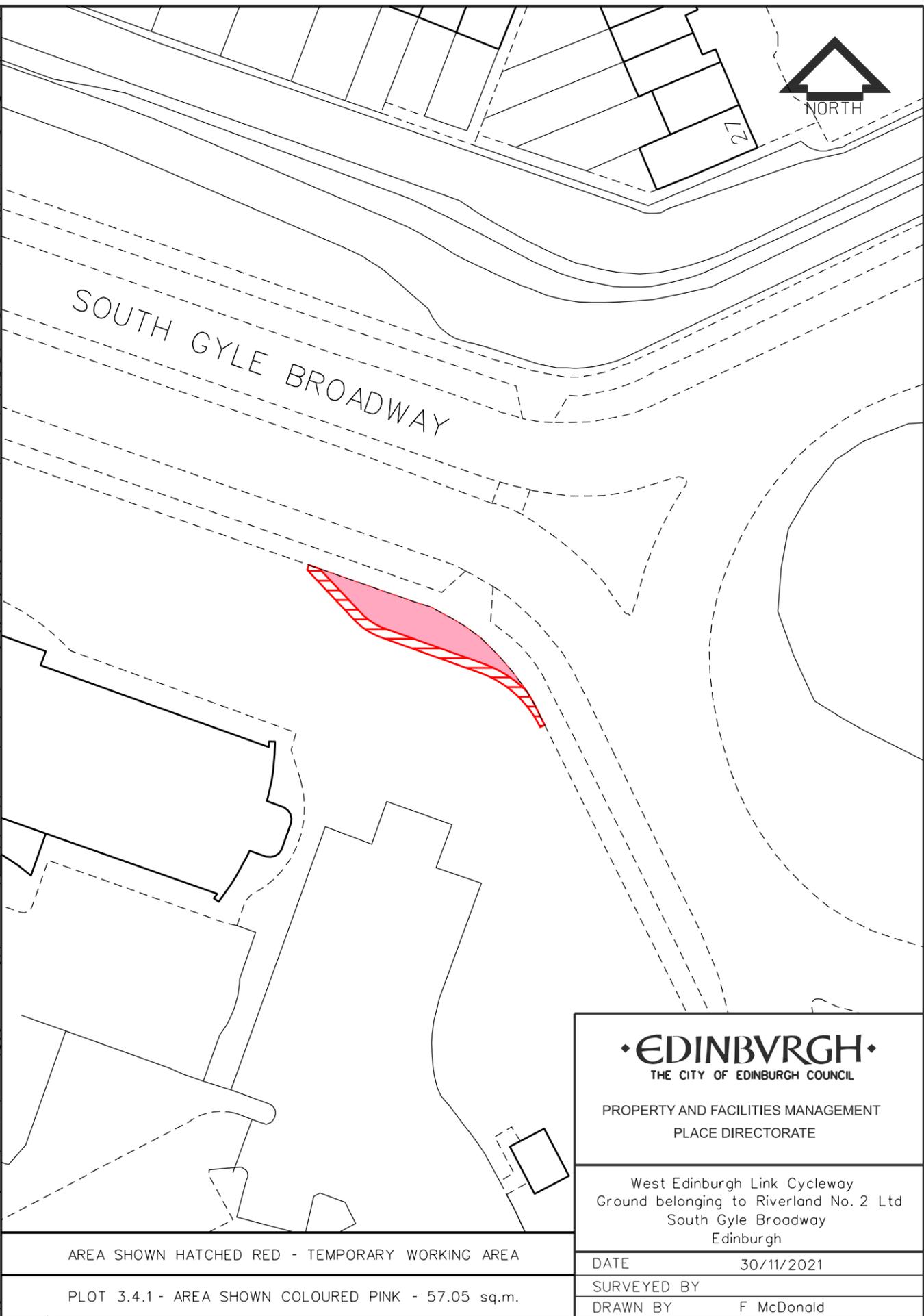
PLOT 3.2.1 - AREA SHOWN COLOURED PINK - 458.39 sq.m.

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| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to Taylor Wimpey UK Ltd South Gyle Broadway Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | 1:1250 @ A3 |
| PLAN. NO. | Plot 3.2.1 |



LOCATION PLAN

SCALE 1:1250

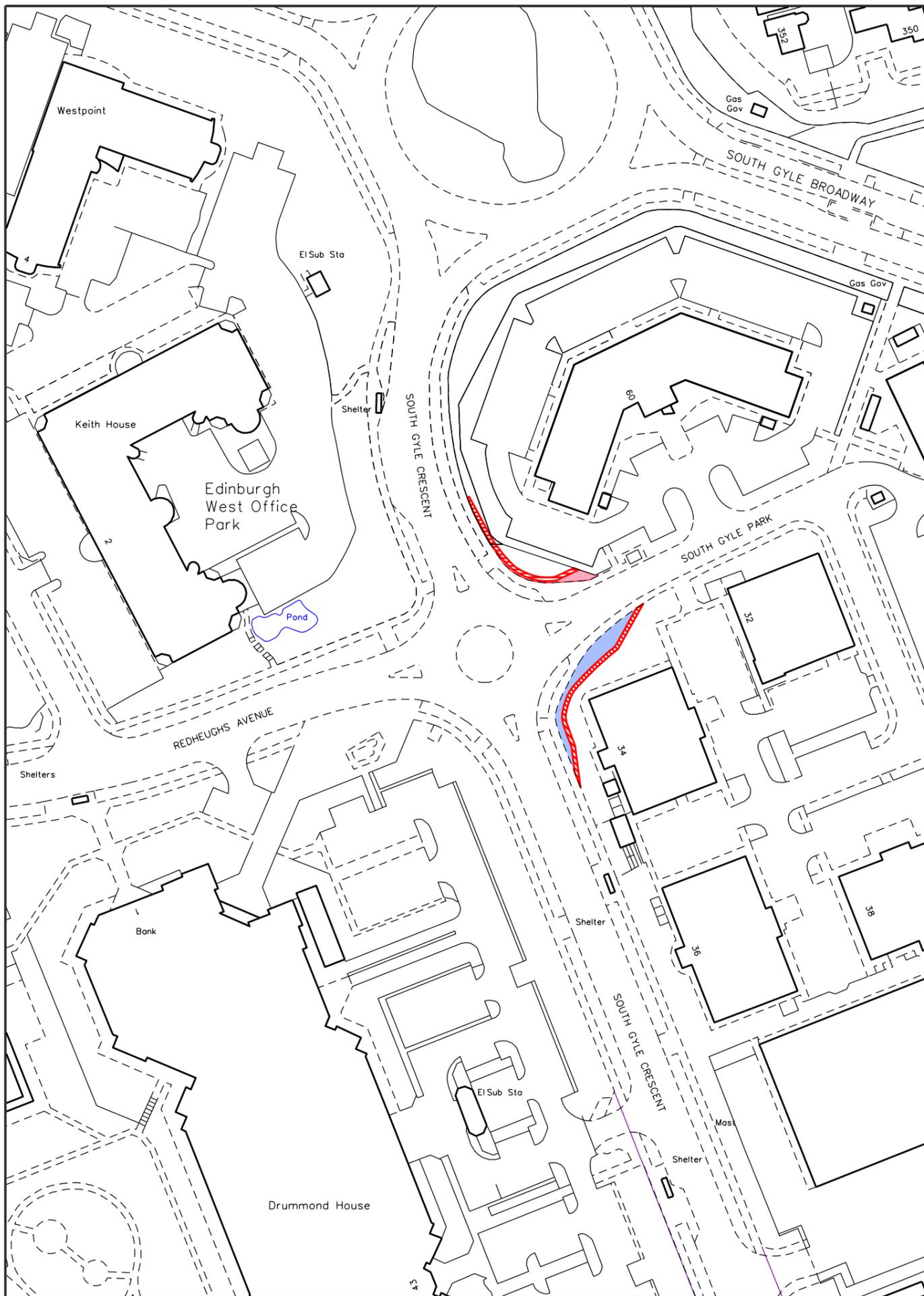


SITE PLAN

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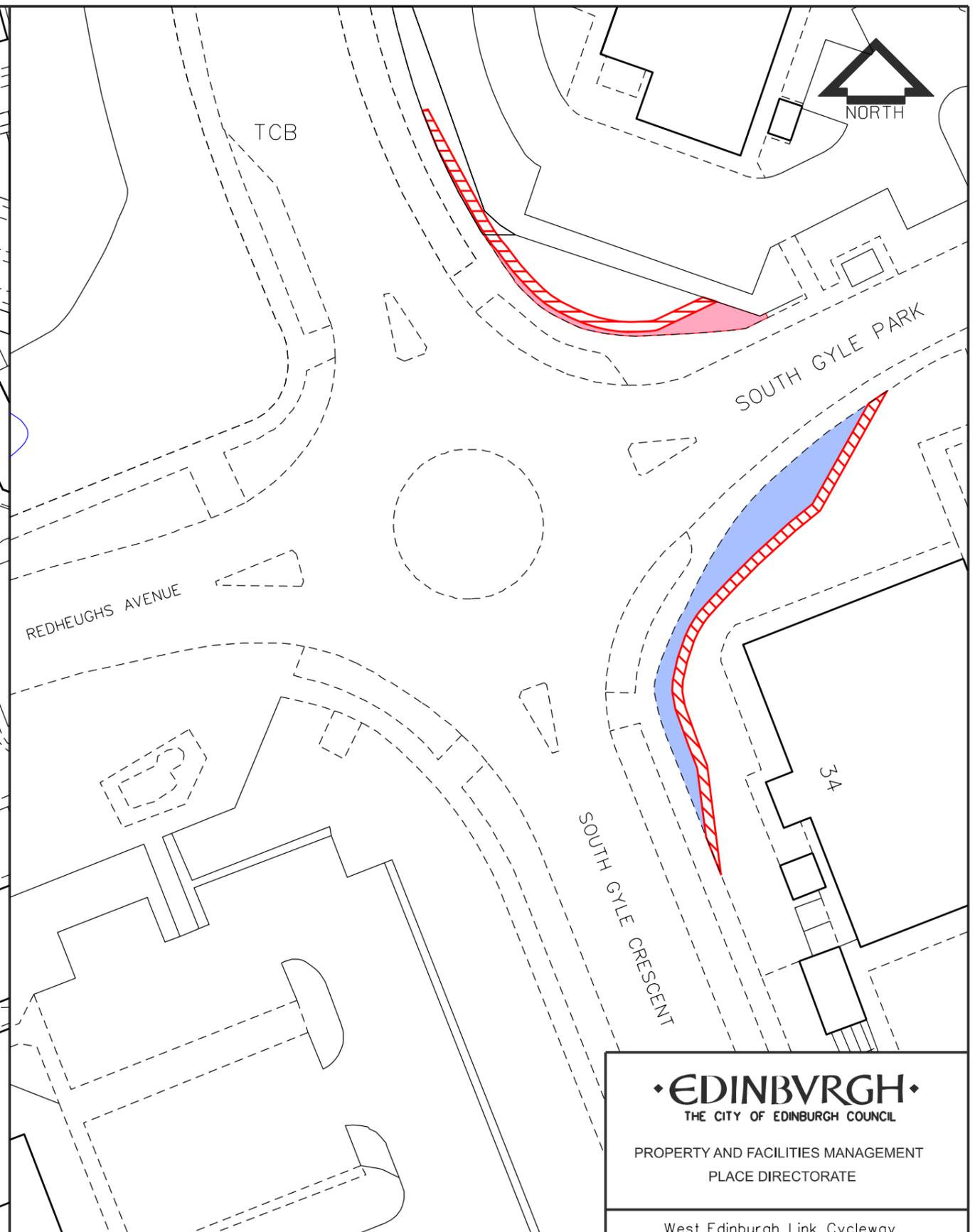
| | |
|---|--------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to Riverland No. 2 Ltd South Gyle Broadway Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plot 3.4.1 |

AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA
 PLOT 3.4.1 - AREA SHOWN COLOURED PINK - 57.05 sq.m.



LOCATION PLAN

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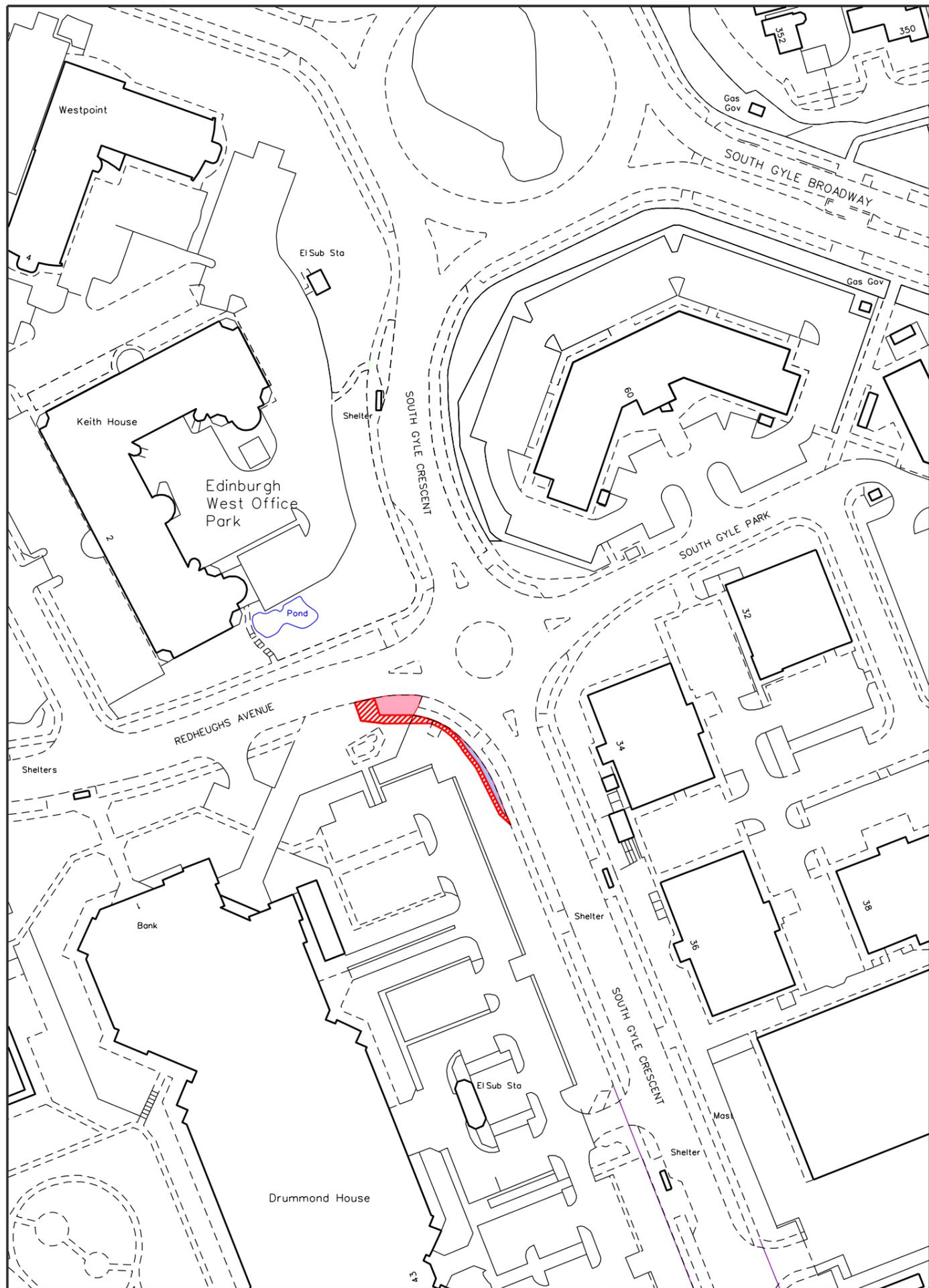


SITE PLAN

SCALE 1:500

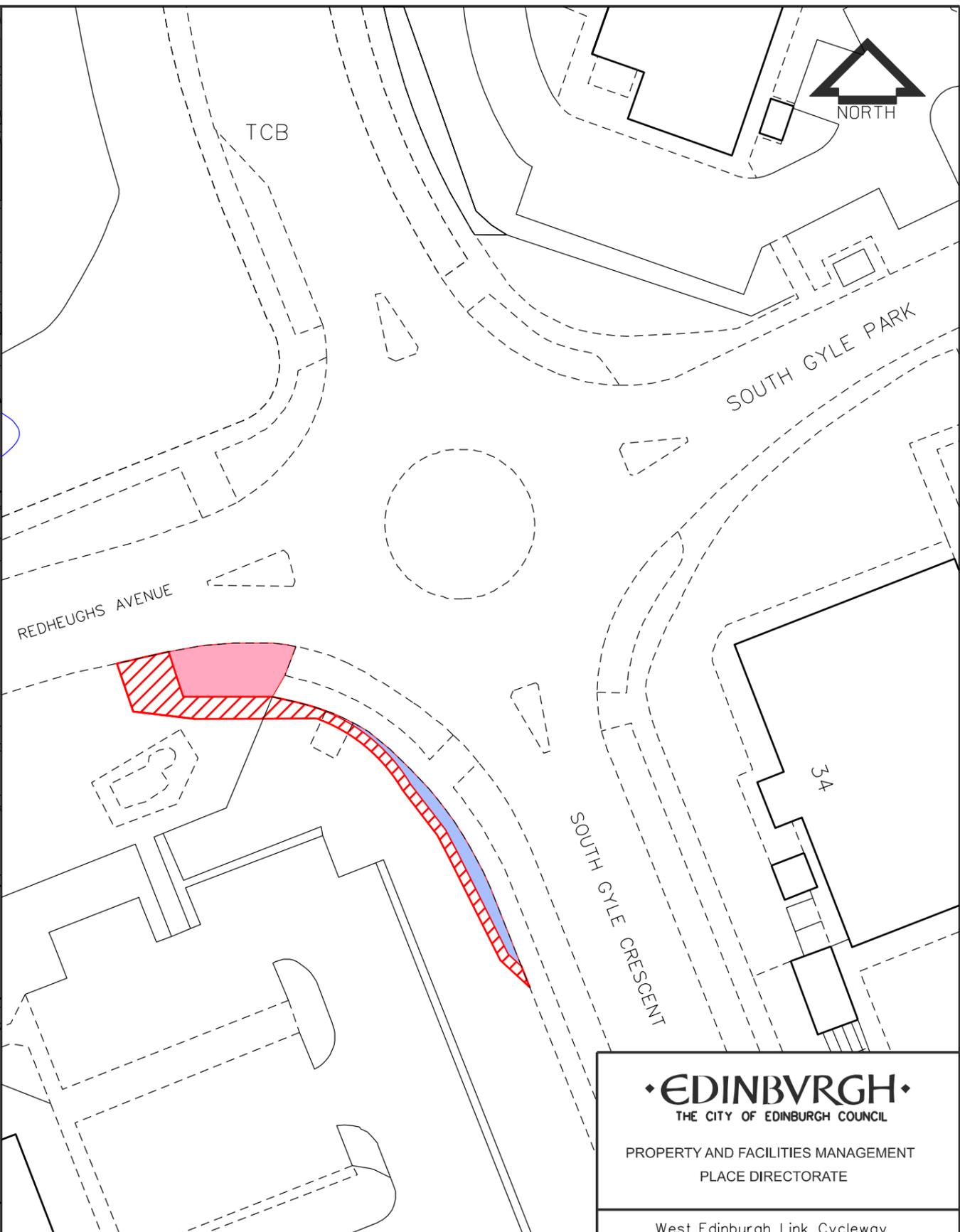
| |
|--|
| AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA |
| PLOT 3.5 - AREA SHOWN COLOURED PINK - 29.88 sq.m. |
| PLOT 3.8.1 - AREA SHOWN COLOURED BLUE - 112.85 sq.m. |

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|---|---------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to South Gyle Park Property Management Ltd South Gyle Park Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plots 3.5 and 3.8.1 |



LOCATION PLAN

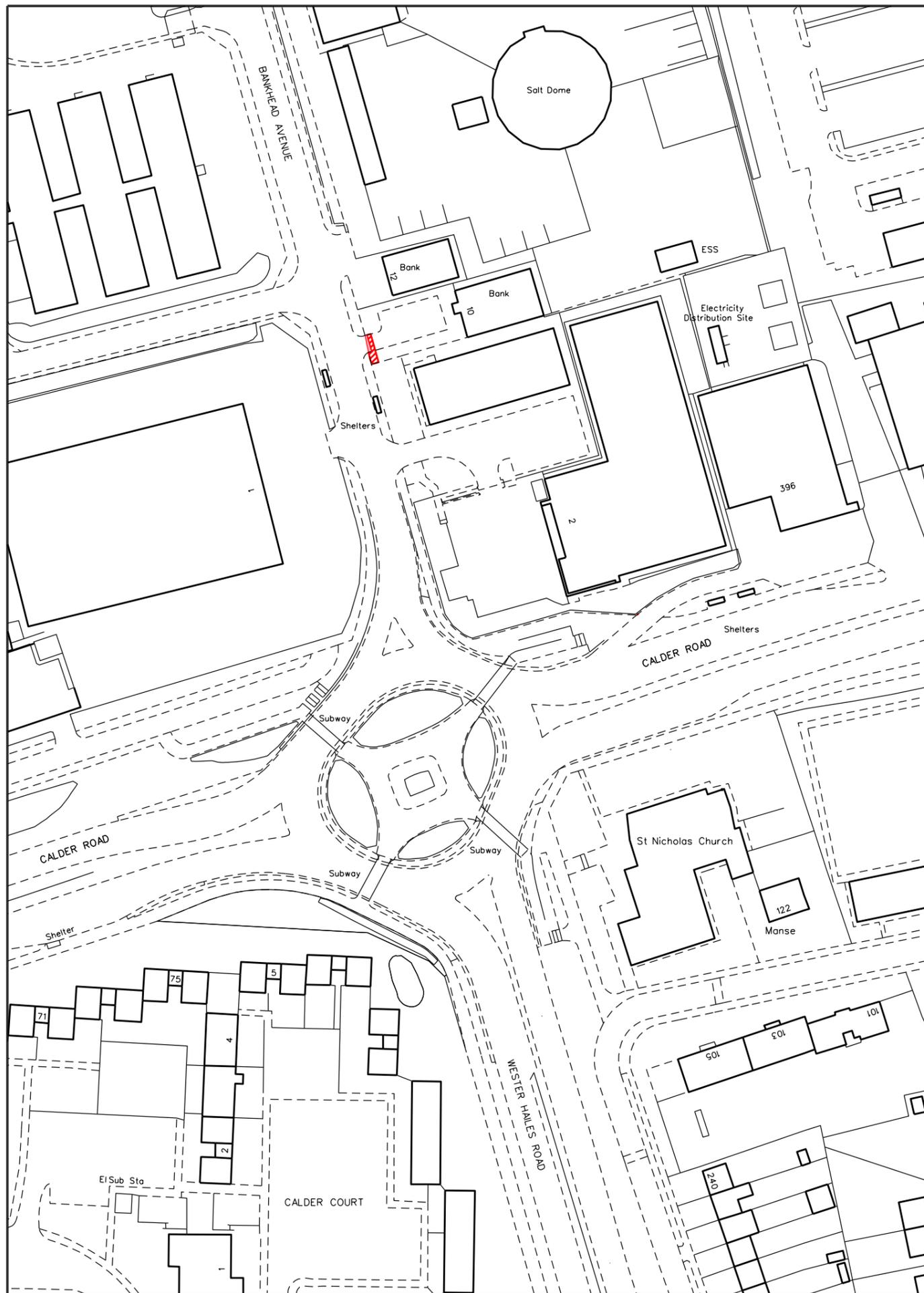
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SITE PLAN

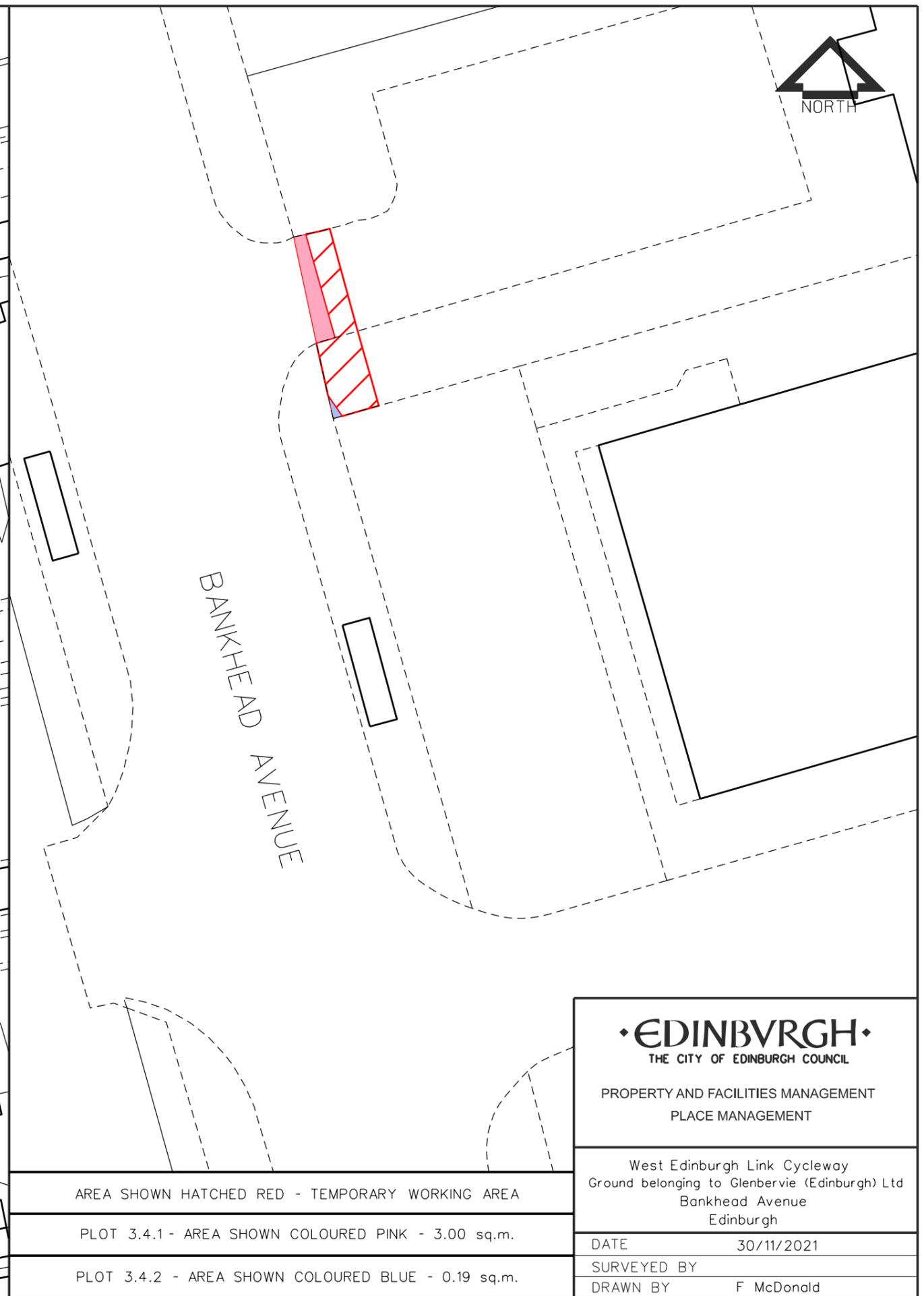
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| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE DIRECTORATE | |
| West Edinburgh Link Cycleway Ground belonging to Parabola Edinburgh Park Hermiston Ltd Redheughs Avenue / South Gyle Crescent Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plots 3.7.1 and 3.7.2 |



LOCATION PLAN

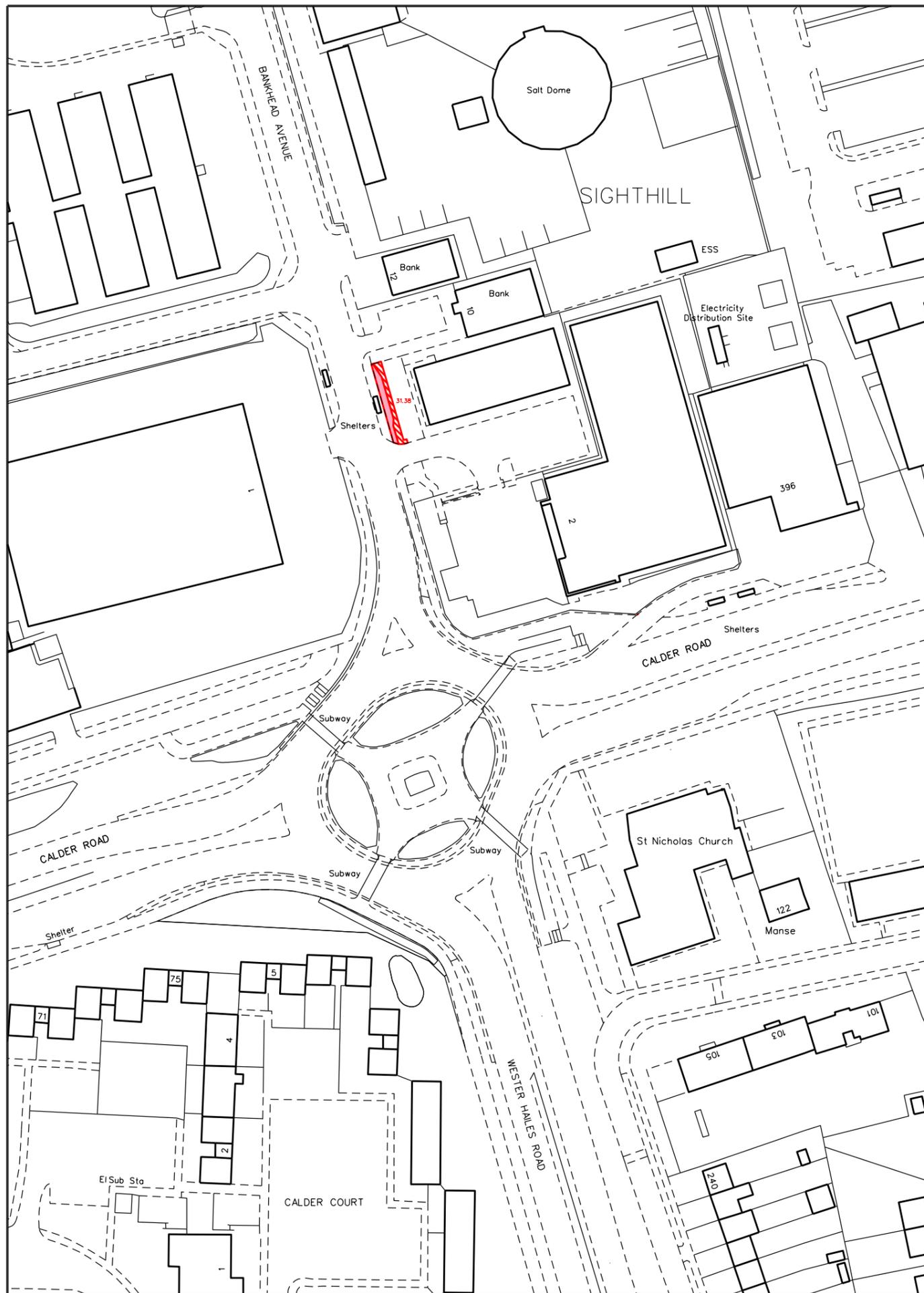
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SITE PLAN

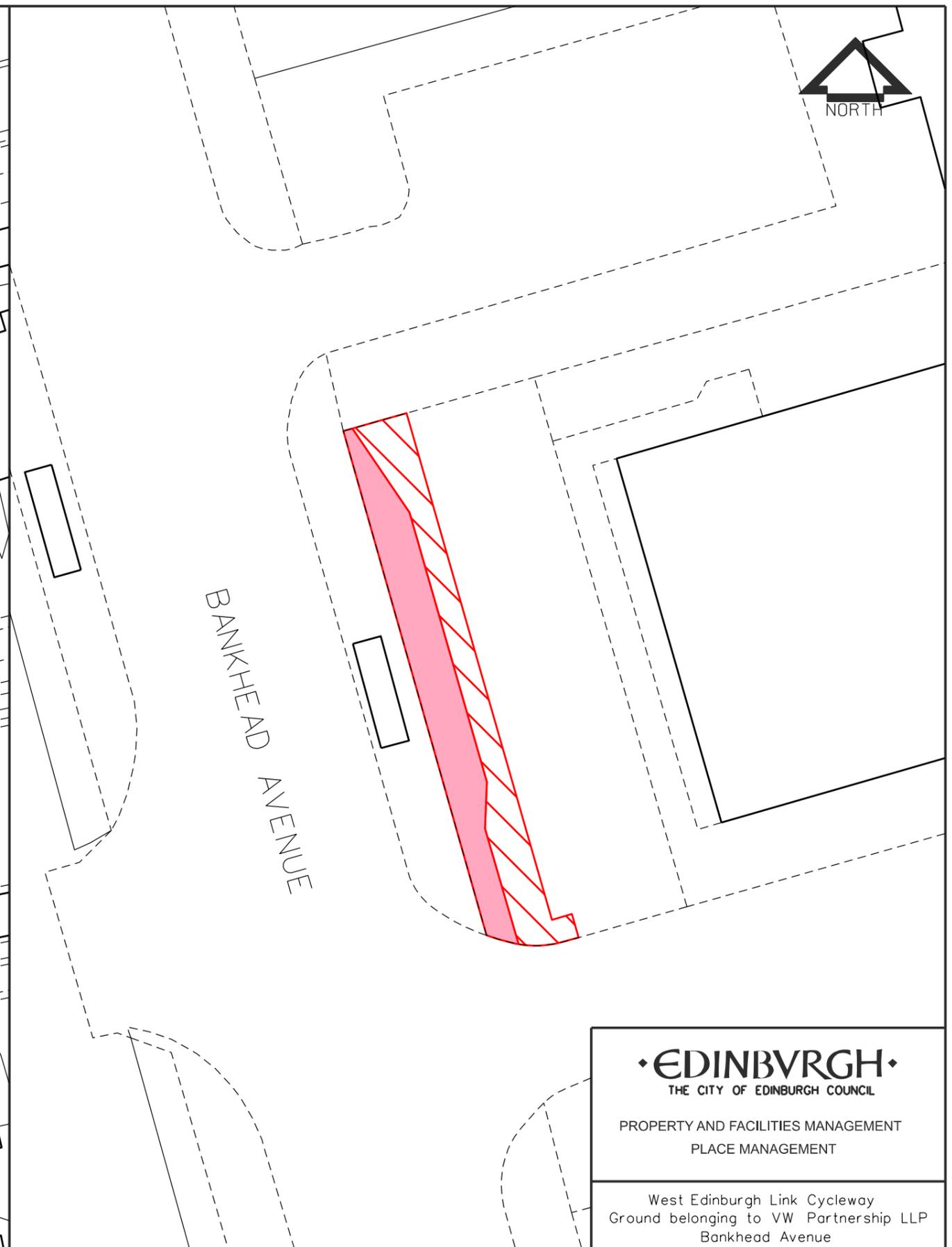
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| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE MANAGEMENT | |
| West Edinburgh Link Cycleway Ground belonging to Glenbervie (Edinburgh) Ltd Bankhead Avenue Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plots 5.4.1 and 5.4.2 |



LOCATION PLAN

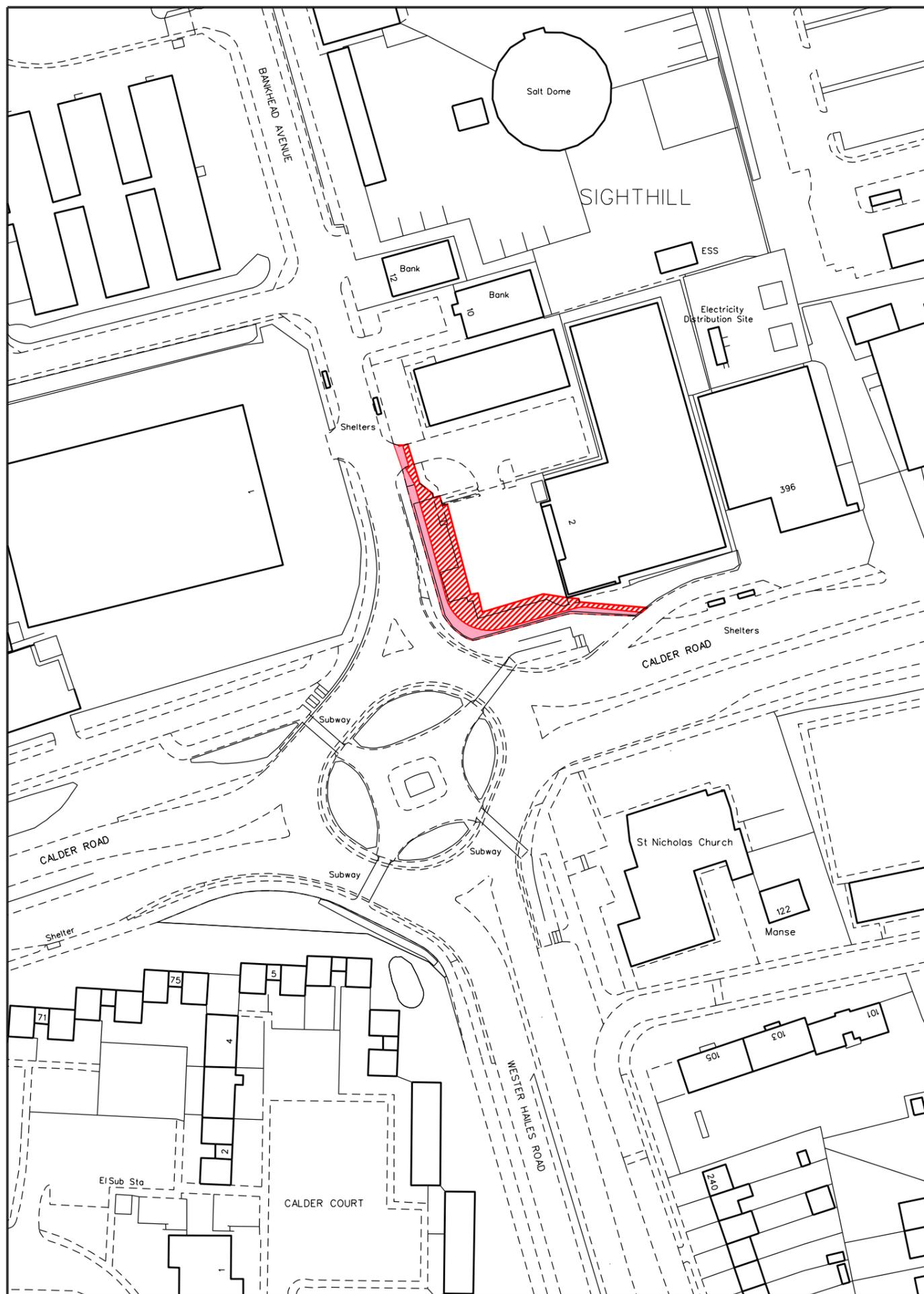
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SITE PLAN

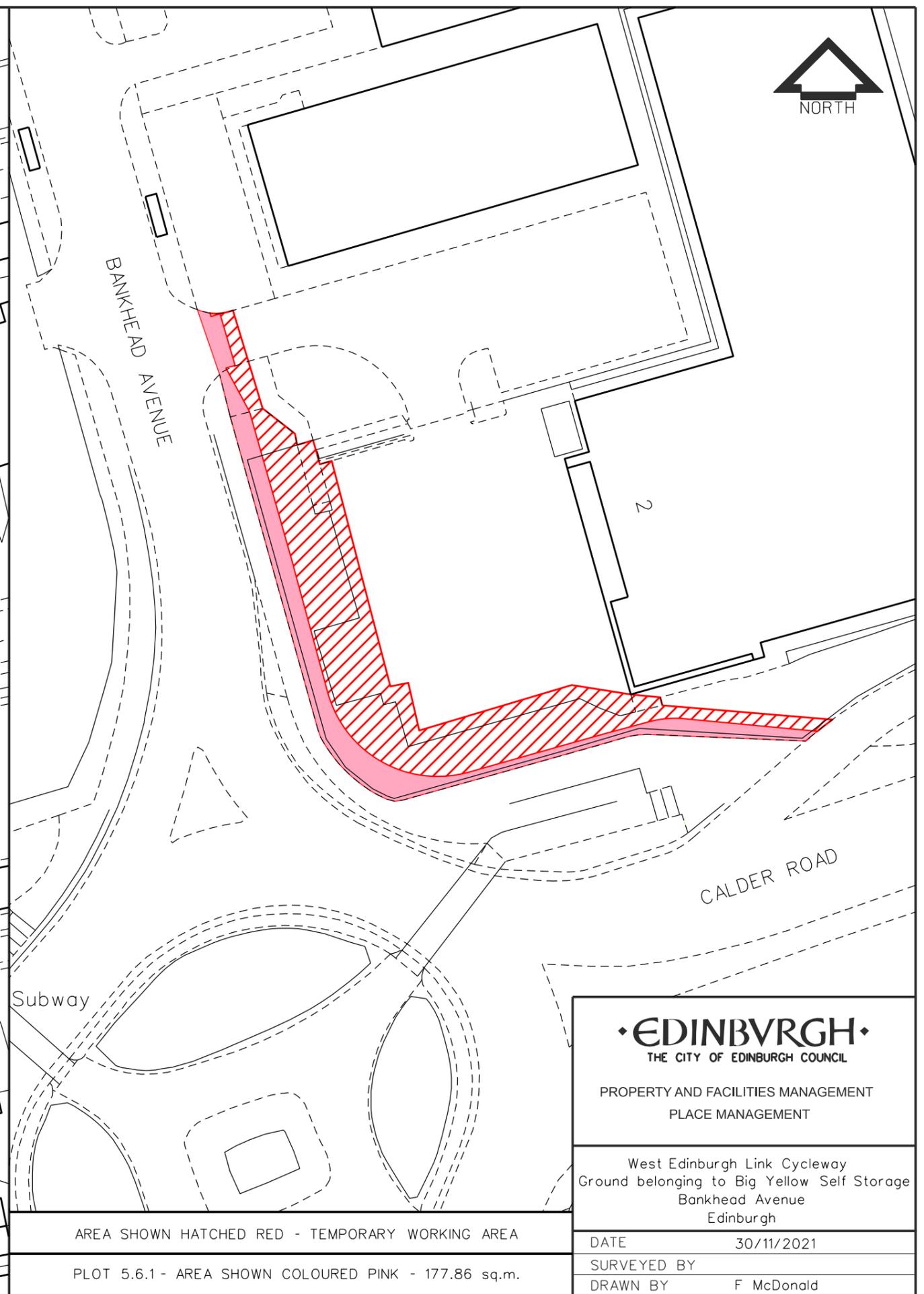
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| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE MANAGEMENT | |
| West Edinburgh Link Cycleway Ground belonging to VW Partnership LLP Bankhead Avenue Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plots 5.4.1 and 5.4.2 |



LOCATION PLAN

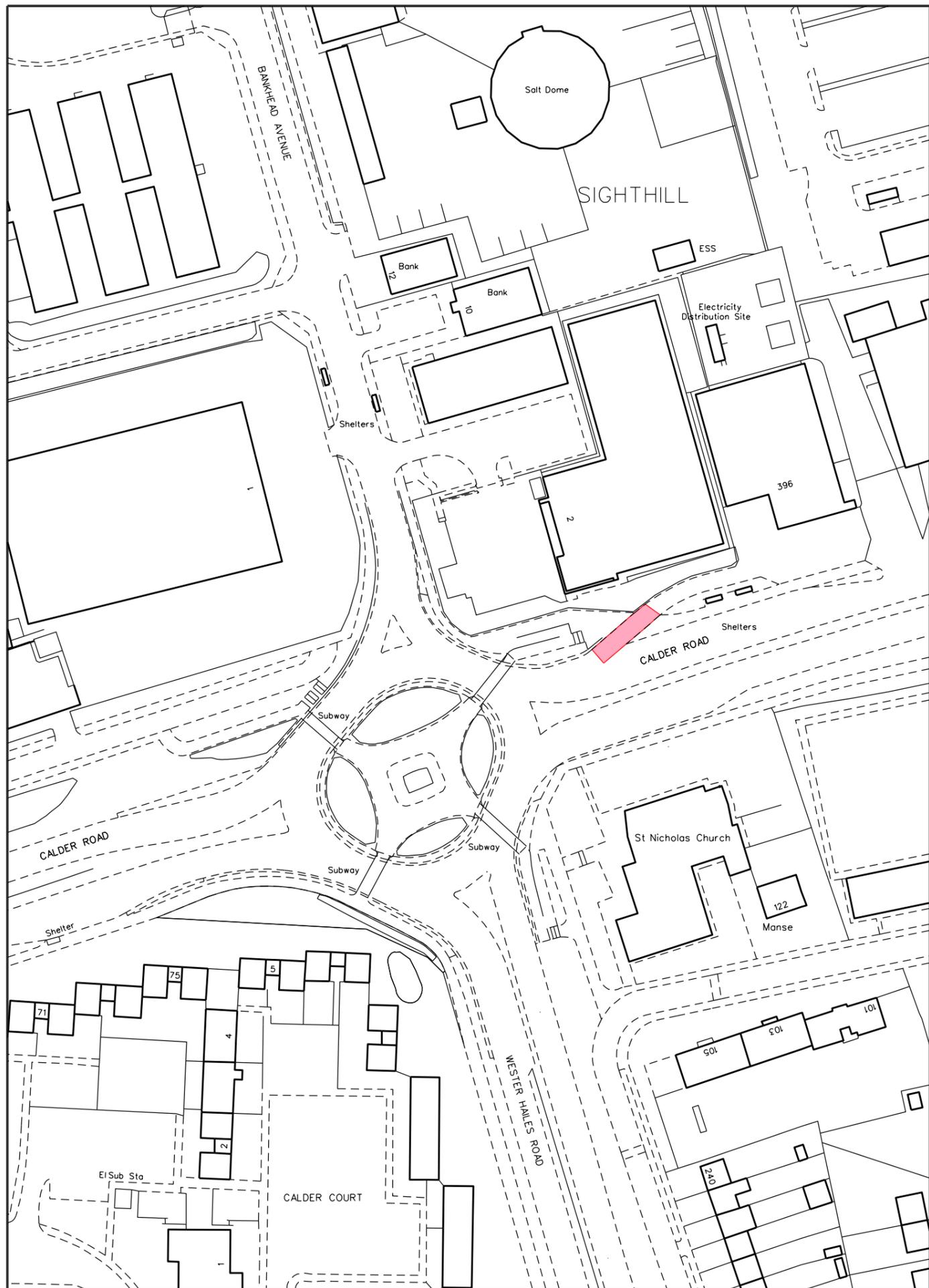
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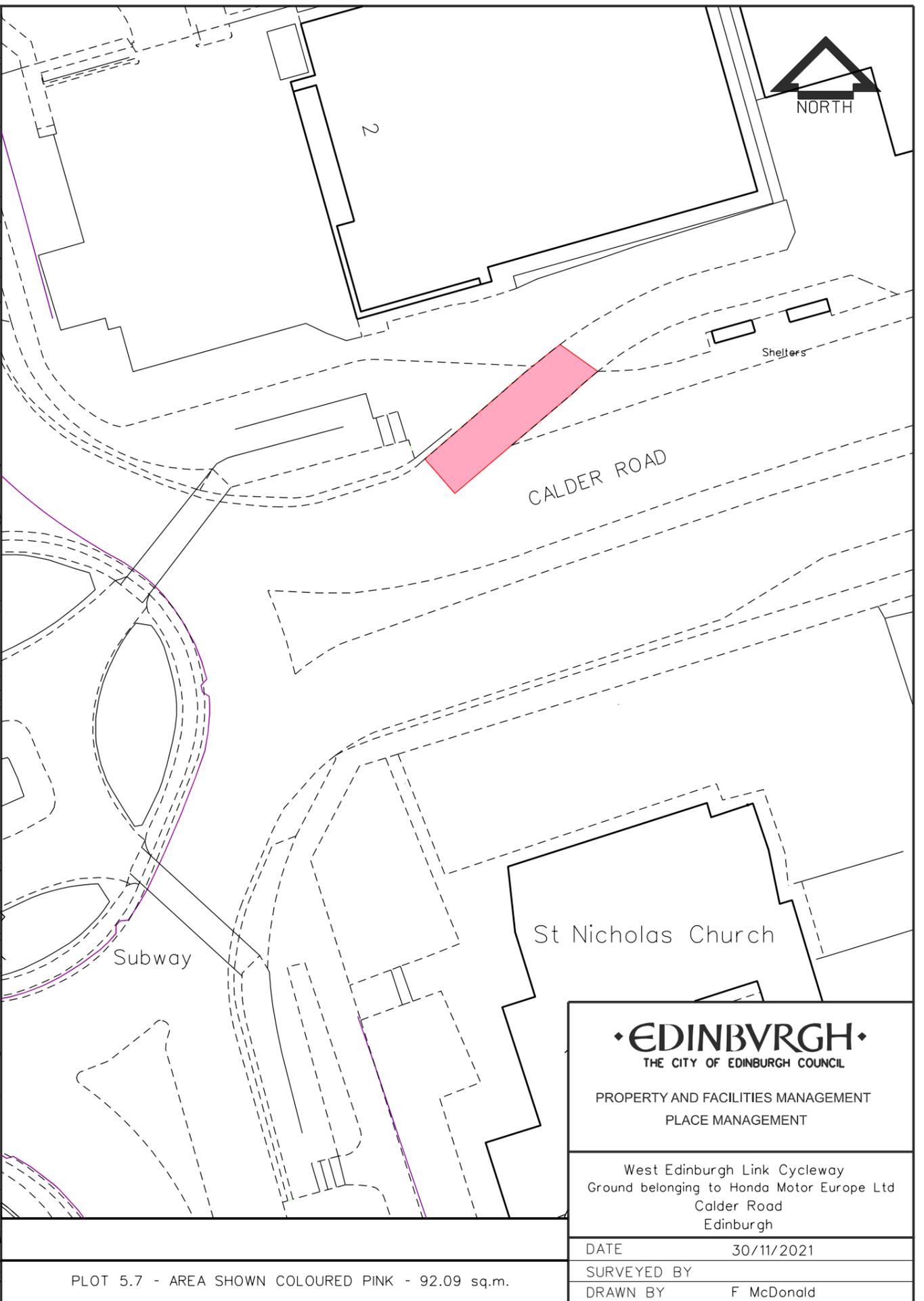
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|---|--------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE MANAGEMENT | |
| West Edinburgh Link Cycleway Ground belonging to Big Yellow Self Storage Bankhead Avenue Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plot 5.6.1 |



LOCATION PLAN

SCALE 1:1250

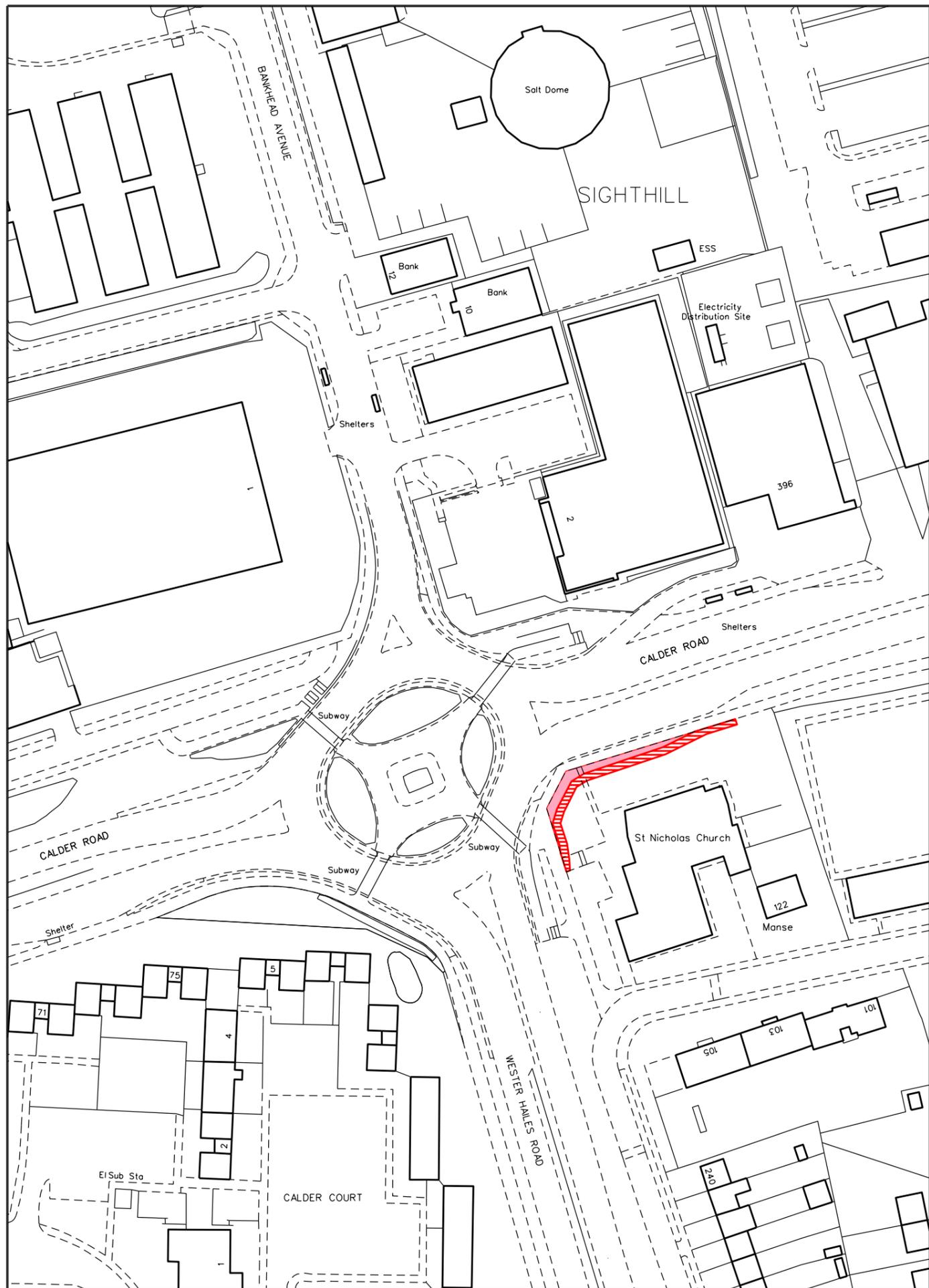


SITE PLAN

SCALE 1:500

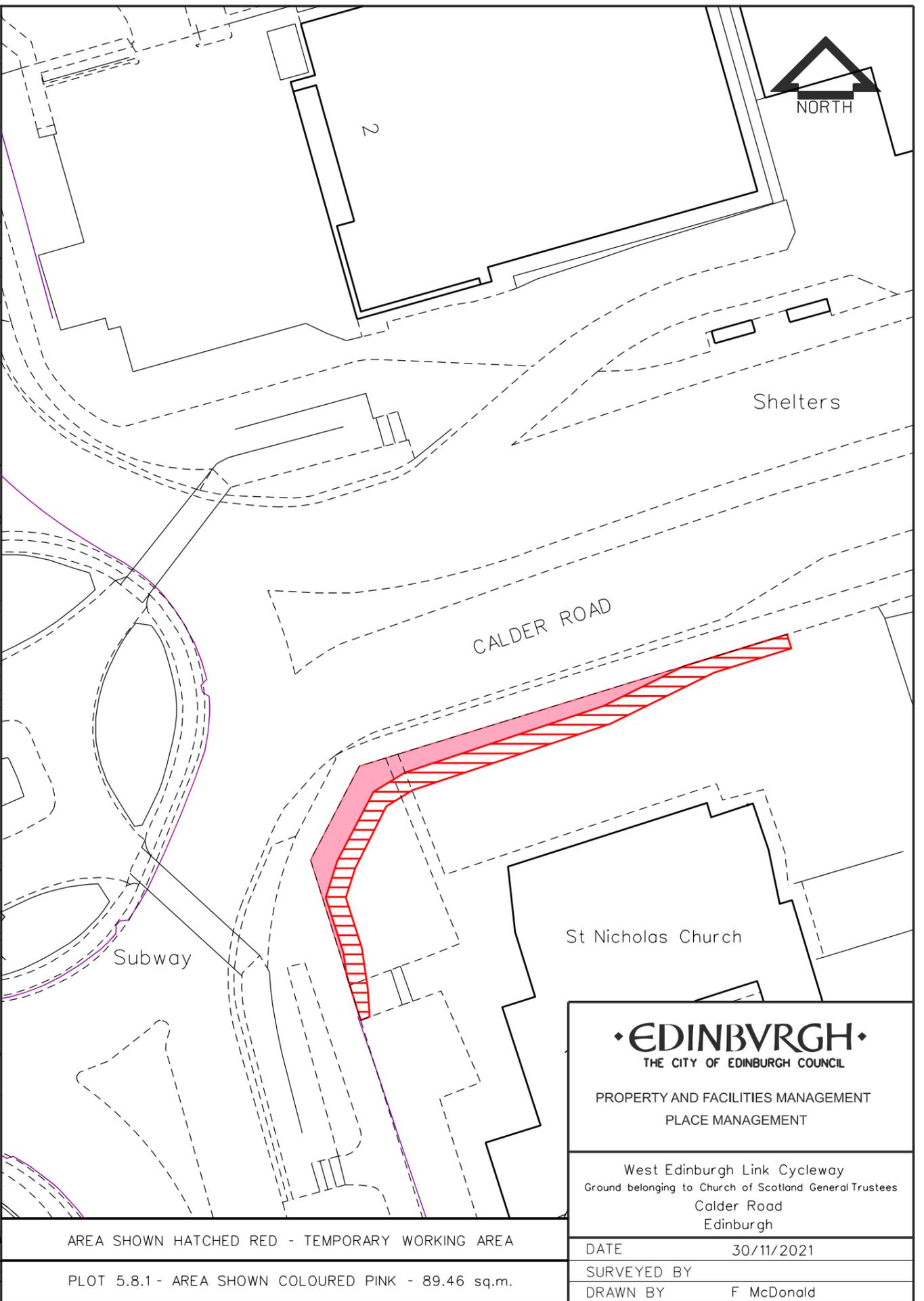
PLOT 5.7 - AREA SHOWN COLOURED PINK - 92.09 sq.m.

| | |
|--|--------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE MANAGEMENT | |
| West Edinburgh Link Cycleway Ground belonging to Honda Motor Europe Ltd Calder Road Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plot 5.7 |



LOCATION PLAN

SCALE 1:1250



SITE PLAN

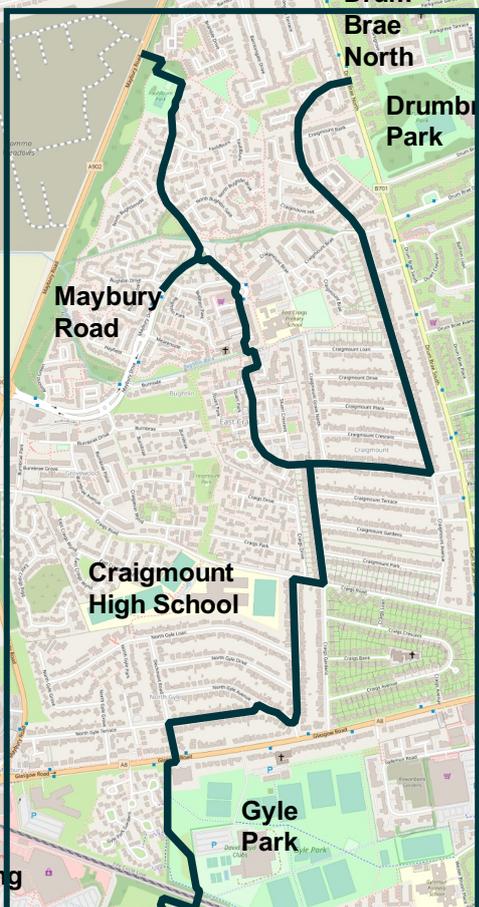
SCALE 1:500

AREA SHOWN HATCHED RED - TEMPORARY WORKING AREA

PLOT 5.8.1 - AREA SHOWN COLOURED PINK - 89.46 sq.m.

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|---|--------------------|
| • EDINBURGH • THE CITY OF EDINBURGH COUNCIL | |
| PROPERTY AND FACILITIES MANAGEMENT PLACE MANAGEMENT | |
| West Edinburgh Link Cycleway Ground belonging to Church of Scotland General Trustees Calder Road Edinburgh | |
| DATE | 30/11/2021 |
| SURVEYED BY | |
| DRAWN BY | F McDonald |
| SCALE | Plan to scale @ A3 |
| PLAN. NO. | Plot 5.8.1 |

West Edinburgh Link - Overview of Project Areas



Corstorphine Hill Cemetery

North section deferred until '2025 or new funding is secured.

South Gyle Crescent

South Gyle Access

Bankhead Avenue

Wester Hailes Road

Murrayburn Road

Harvesters Way

Clovenstone Park

Hailes Gardens

Key:

- North Section
- Central Section
- South Section

Transport and Environment Committee

10.00am, Thursday, 27 January 2022

2021 Air Quality Annual Progress Report

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

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes:
 - 1.1.1 The content of the statutory Annual Progress Report submitted to the Scottish and UK Governments as part of the Local Air Quality Management Framework; and
 - 1.1.2 The air quality improvements within the Inverleith Row Air Quality Management Area and the Council's intention to revoke the associated designation.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager, Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

2021 Air Quality Annual Progress Report

2. Executive Summary

- 2.1 This report provides an annual update on the most recently available ratified annual air quality monitoring data (2020), local pollutant trends and emerging issues in Edinburgh, fulfilling the requirements of the statutory Local Air Quality Management Framework.
- 2.2 The impact of the COVID-19 pandemic has been significant for air quality during 2020. Restrictions on travel resulted in a significant drop in nitrogen dioxide (NO₂) concentrations at almost all locations across the city with just one location within the city centre breaching the legal objective. The objectives for fine particulate matter (PM₁₀ and PM_{2.5}) were not breached, including within the PM₁₀ Salamander Street Air Quality Management Area (AQMA) for the first year since it was declared in 2017.
- 2.3 Even without the effect of the pandemic, long term trends show concentrations of the main pollutants are decreasing at most locations across the city, albeit there remain hot spot areas of concern, especially in the Central AQMA. Any lasting impact on air quality from changes in travel patterns and behaviour as the country moves on from the pandemic will be better understood once monitoring data becomes available in the future.
- 2.4 The Council intends to revoke the Inverleith Row AQMA due to sustained air quality improvements and future modelling predictions of further improvements with the implementation of the proposed Low Emission Zone (LEZ). Grant funding will be sought in financial year 2022/23 to assist with the revocation process.
- 2.5 The Council has started a revision of its Air Quality Action Plan for NO₂ (the Plan), which will take account of the commitment to develop a LEZ scheme for the city as well as the City Mobility Plan (CMP) and the newly revised national air quality strategy, Cleaner Air for Scotland 2. The intention is for the revised document to also contain a PM₁₀ Action Plan specifically addressing air quality issues within the Salamander Street AQMA.
- 2.6 Development of the Plan has been delayed due to the prioritisation of the LEZ work as the Plan will require the determination of the final LEZ scheme before it can be drafted for public consultation later this year.

3. Background

- 3.1 The Local Air Quality Management framework is set out in the Environment Act (1995) and obliges local authorities to review and assess air quality in their areas against statutory objectives. When a pollutant fails to comply with an objective, an AQMA must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.
- 3.2 The Council is obliged to produce an Annual Progress Report, described herein, to give an update on progress which has been made with respect to actions that may improve air quality in the past year. The Annual Progress Report must also detail the latest annual air quality monitoring data (2020), trends in local pollutants and emerging issues. It is compiled in accordance with the Technical Guidance (updated 2021) issued by the Department of Environment Food and Rural Affairs (DEFRA) and is submitted to the Scottish Government for approval, with peer review by DEFRA and Scottish Environment Protection Agency (SEPA).
- 3.3 In Edinburgh there are five AQMAs declared for breaches of the NO₂ objectives – Central, St John’s Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith Row. The existing NO₂ Action Plan has been developed to improve air quality and focusses on actions to reduce traffic emissions, which is the main source of this pollutant. Other sources, including emissions from power generation and space heating, contribute to the general background concentrations, especially in the densely populated city centre.
- 3.4 There is one additional AQMA declared for fine particles (PM₁₀) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions. A draft Air Quality Action Plan for this pollutant is being finalised.
- 3.5 In July 2021, the Scottish Government published its new national air quality strategy – ‘Cleaner Air for Scotland 2 – Towards a Better Place for Everyone’. It sets out around 10 general themes for how the Scottish Government intends to deliver further air quality improvements over the next five years.
- 3.6 In September 2021, the World Health Organisation (WHO) published new, increasingly stringent health-based air quality guidelines. This has followed a marked increase in evidence on the adverse health effects of air pollution. The current, legally binding Scottish Air Quality Objectives for air pollutants are largely based on the previous WHO guidelines published in 2005.

4. Main report

2020 Monitoring Network and Data

- 4.1 The Council is predominately concerned with the review and assessment of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}), as with most United Kingdom (UK) towns and cities. Statutory objectives for these pollutants are defined in Appendix 1. Scotland has set tighter standards for particulates (PM₁₀ and PM_{2.5}) compared with the rest of the UK and Europe.

- 4.2 Edinburgh has a well-established air quality monitoring network (further details on the network are included in Appendix 2).
- 4.3 Generally, improvements in air quality are assessed by analysis of long-term trends as short-term results are influenced by weather and temporary events such as the pandemic travel restrictions, local traffic diversions and roadworks etc.
- 4.4 The impact of the COVID-19 pandemic is significant in terms of the 2020 air quality levels. There may be long term impacts on travel behaviour and traffic patterns across the UK as the country emerges from the pandemic.
- 4.5 Annual mean NO₂ concentration reductions of up to 29.4µg/m³ were reported throughout all of the AQMAs in 2020, with the greatest reductions being reported in the Central, St John's Road, Glasgow Road, and Great Junction Street AQMAs.
- 4.6 In 2020, there was one site within the Central AQMA (East Norton Place) where the annual NO₂ objective was breached (see Appendix 4); all others were compliant. For comparison there were 24 monitoring locations in 2019 that breached the annual objective for NO₂.
- 4.7 For the first time since their declaration there were no reported breaches in the statutory objectives for NO₂ in the St John's Road and Glasgow Road AQMAs.
- 4.8 Within the Great Junction Street AQMA, there have been no reported breaches of NO₂ objectives for four years running. It is uncertain what the impact of the new tram extension and proposed traffic management changes in the local area will have on NO₂ concentrations. Therefore, the Council will consider revoking this AQMA once the impacts of these are known.
- 4.9 Within the Inverleith Row AQMA, there has now been three consecutive years of compliance. Air quality modelling of the area has furthermore predicted a sustained reduction of NO₂ concentrations when the LEZ as proposed is operational. The Council therefore intends to revoke the Inverleith Row AQMA.
- 4.10 All monitoring locations reported concentrations below the statutory objectives for particulates PM₁₀ and PM_{2.5} in 2020. Within the Salamander Street AQMA, the annual PM₁₀ objective was met for the first time since its declaration in 2017.
- 4.11 A significant decrease in traffic volumes was observed across much of the UK for part of 2020, particularly in urban areas: up to 70% reduction across the UK by mid-April relative to pre COVID-19 levels. It has also been estimated by the UK Air Quality Expert Group (AQEG) that during the first lockdown, NO₂ concentrations in urbanised areas decreased up to 30% relative to pre-pandemic levels.
- 4.12 COVID-19 restrictions gave a unique opportunity to see how much air quality could improve if there was a significant change in the source (i.e. petrol and diesel vehicles).
- 4.13 Long term trends show concentrations of the main pollutants of concern are decreasing at most locations across the city. Appendix 3 shows trend analysis for NO₂, PM₁₀ and PM_{2.5} from the relevant monitoring stations and the NO₂ AQMAs.

Progress with Actions to Improve Air Quality

- 4.14 The Council is working with the Scottish Government to develop and implement a Low Emission Zone (LEZ) scheme in Edinburgh, alongside Aberdeen, Dundee and Glasgow. LEZs are being developed in close partnership with SEPA and Transport Scotland to assist in the work of the National Modelling Framework (NMF), which provides consistent quantitative evidence for assessment of criteria for each LEZ in Scotland.
- 4.15 It is intended that, once approved, the LEZ will constitute a significant action in the forthcoming revision of the Air Quality Action Plan to reduce NO₂ in the city. The LEZ scheme will be delivered in conjunction with the actions of the CMP and Edinburgh City Centre Transformation programme to ensure wider benefits in both air pollution and carbon reduction are maximised.
- 4.16 The main actions in the current NO₂ Air Quality Action Plan and local transport strategy to improve air quality are based on:
- 4.16.1 Promoting cleaner transport, especially buses and other heavy vehicles;
 - 4.16.2 Adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles;
 - 4.16.3 Improving traffic flow and easing congestion by use of intelligent traffic signalling; and
 - 4.16.4 Promoting modal shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, Controlled Parking and Priority Parking Areas.
- 4.17 Progress on the measures to improve air quality are presented in a table in Appendix 5.
- 4.18 The bus fleet in Edinburgh continues to improve in terms of emission standards. Scottish Power Energy Network assisted Lothian Buses in introducing four new double deck electric buses into the fleet in 2021. This, alongside 98 new Euro VI buses, means 94% of the Lothian Bus fleet is now Euro VI or better.
- 4.19 The other main operators also continue to make improvements in the emissions performance of the buses in preparation for the proposed LEZ.
- 4.20 In terms of the Council's own fleet, there is a strategic fleet replacement programme being undertaken in order to meet key service requirements and deliver a modern fleet of vehicles which complies with the proposed LEZ.
- 4.21 In comparison to the previous year, there is an increase in the proportion of Euro 6/VI (or better) vehicles in the fleet, from 51% to 60%. There was a three-fold increase in electric vehicles with the requisition of electric cars and vans.
- 4.22 ECO Stars Edinburgh 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

Council has one of the largest ECO Stars schemes in the UK, with 312 operators covering more than 10,000 vehicles.

- 4.23 Improving traffic flow and reducing vehicle idling times are also measures which help to improve air quality. Traffic management systems that are automatically responsive to traffic flows and demand can help ease congestion by providing more effective control of traffic signals, such as SCOOT.
- 4.24 SCOOT is in place throughout the road network in the city. Ongoing utility works and road improvements can damage inductive loops which then require repair. In the past year a loop repair programme has been initiated with associated staff resource. Loops are also now replaced as a part of the Council's roads resurfacing programme. All these measures have resulted in a significant reduction in the number of damaged loops, giving a corresponding improvement in benefit to SCOOT operations.
- 4.25 The Council continues to support a range of policies and measures that will encourage modal shift away from private car use, including, but not exclusive, of an Active Travel Action Plan, provision of Park and Ride, Controlled Parking and Priority Parking Areas. A number of policies in the CMP will reinforce this work.
- 4.26 An age limitation and vehicle engine (emission) policy for taxis and private hire vehicles has been extended in light of the COVID-19 pandemic, to alleviate pressure on the sector. As of 1 April 2023, any new licensed taxi or Private Hire Cars (PHCs) vehicle (or a replacement vehicle under an existing taxi/PHC licence) is to be Euro 6 engine standard. The extension of these dates allows licence holders to retain existing vehicles for a longer period (18 months) than would previously have been allowed.
- 4.27 The Council is working with Air Quality Consultants to develop the NO₂ Air Quality Action Plan supported by Scottish Government funding.

5. Next Steps

- 5.1 This 2021 Air Quality Annual Progress Report discharges the Council's statutory duty to report on the monitoring and assessment of air quality in 2020, as specified under the terms of the Environment Act 1995 and the associated Local Air Quality Management framework.
- 5.2 The 2021 Air Quality Annual Progress Report is published on the Council's website.
- 5.3 The main priority for the Council in 2022 will be finalising the LEZ scheme for statutory processing.
- 5.4 The Council is currently revising its NO₂ Air Quality Action Plan, in conjunction with the CMP and Cleaner Air for Scotland 2. The LEZ scheme for Edinburgh will form a major aspect of the Action Plan. Development of the Plan has been delayed due to the prioritisation of the LEZ work. The Plan will require the determination of the final LEZ scheme before it can be drafted for public consultation later this year.

- 5.5 The Salamander Street Action Plan for PM₁₀ will need to be drafted for consultation once the steering group has reconvened. This has also been delayed due to prioritisation of other air quality work. The intention is to present the Plan with the revised NO₂ Action Plan in one Air Quality Action Plan document.
- 5.6 Grant funding will be sought to assist with the revocation of the Inverleith Row AQMA.

6. Financial impact

- 6.1 This report has no direct financial impacts.

7. Stakeholder/Community Impact

- 7.1 Formal public consultation and engagement will be undertaken for the development of the Air Quality Action Plans.

8. Background reading/external references

- 8.1 2021 Air Quality Annual Progress Report (APR) for City of Edinburgh Council
<https://www.edinburgh.gov.uk/downloads/download/12967/local-air-quality-management-reports>
- 8.2 [Cleaner Air for Scotland 2 – Towards a Better Place for Everyone](#)
- 8.3 [WHO Air Quality Guidelines 2021](#)

9. Appendices

- 9.1 Appendix 1 Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀ and PM_{2.5}) Legal Standards
- 9.2 Appendix 2 Details of Monitoring Network 2020
- 9.3 Appendix 3 Trends in NO₂, PM₁₀ and PM_{2.5}
- 9.4 Appendix 4 Location of where 2020 monitoring has exceeded the annual mean Nitrogen Dioxide Objective (40µg/m³)
- 9.5 Appendix 5 Progress on Measures to Improve Air Quality in Edinburgh

APPENDIX 1

NO₂, PM₁₀ and PM_{2.5} Legal Standards

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

| Pollutant | Status | Concentration in Ambient air | Measured as | To be achieved by |
|-------------------|---|--|-------------|-------------------|
| NO ₂ | Scottish & UK Statutory Air Quality Objective and EU limit values | 200 µg/m ³ not to be exceeded more than 18 times a year | 1-hour mean | 31.12.2005* |
| | | 40 µg/m ³ | Annual mean | 31.12.2005* |
| PM ₁₀ | Scottish Statutory Air Quality Objectives | 18 µg/m ³ | Annual mean | 2010 |
| | | 50 µg/m ³ not to be exceeded more than 7 times a year | Daily mean | 2010 |
| | Statutory UK Objective and EU limit values | 40 µg/m ³ | Annual mean | 2004 |
| | | 50 µg/m ³ not to be exceeded more than 35 times a year | Daily mean | 2004 |
| PM _{2.5} | Scottish Statutory Air Quality Objective | 10 µg/m ³ | Annual mean | 2020 |
| | Statutory UK Objective and EU limit values | 25 µg/m ³ | Annual mean | 2020 |
| | | 15% reduction in urban background | - | 2010-2020 |

* The European Commission allowed an extension until 1 January 2015 for compliance.

APPENDIX 2

Air Quality Monitoring Network 2020

Automatic Monitoring

- A. Edinburgh has a well-established monitoring regime for NO₂ and PM₁₀.
- B. In April 2016, it became a statutory requirement for Scottish local authorities to review and assess the smaller fraction of particles, PM_{2.5}. With the help from the Scottish Government Air Quality Monitoring Support Fund, the Council has now established seven additional sites to St Leonards, three of which became operational in December 2020 –Currie, Salamander Street, and Glasgow Road- where aging TEOM particulate monitors were replaced with FIDAS 200 instruments. These analysers monitor a range of particle sizes including PM₁₀ and PM_{2.5}. Full annual data set will be reported for these three stations in the next Annual Progress Report.
- C. As part of a programme to replace aging NO_x analysers, new NO_x analysers were installed in February 2020 at the Currie, Salamander Street, and Glasgow Road continuous monitoring locations, supported by the Scottish Government Air Quality Monitoring Support Fund.

Non-automatic Monitoring - Passive Diffusion Tubes (NO₂)

The City of Edinburgh Council undertook non- automatic (passive) monitoring of NO₂ at 183 sites during 2020.

Four monitoring sites were discontinued, and 30 new sites were deployed in 2020 (inclusive of a new triplicate co-location site at Nicolson Street). This also includes five new sites which were a result of relocations. Details of these are shown in The location of the monitoring sites (as well as the Air Quality Management Areas) are provided on the City of Edinburgh Council's website

Newly Commissioned/Decommissioned Diffusion Tube Sites in 2020

| Tube ID | Site ID | New / Removed (during 2020) |
|---------|--------------------------------|--|
| 16a | Glasgow Road 68 / Façade | Removed (February 2020) |
| 64a | Queensferry Road 552 | Removed (February 2020) |
| 153 | New Arthur Place 4 | Removed (February 2020) |
| 154 | Viewcraig Street 9 | Removed (January 2020) |
| 121 | Inverleith Gardens 2 | New (January 2020) |
| 122 | Inverleith Gardens 9 | New (January 2020) |
| 129B | Queensferry Road/Ramsay Grange | New (February 2020) |
| 64C | Queensferry Road 554 Façade | New (February 2020) – Relocated from 64A |
| 69J | Queensferry Road 554 Roadside | New (February 2020) |

| | | |
|----------------|---|--|
| 119 | Bonnington Rd/Great Junction Street 143 | New (January 2020) |
| 45b | Ferry Road/1 Madeira Street | New (January 2020) |
| 120 | Leith Walk 45-47 | New (January 2020) |
| 118 | Lindsay Road 198-199 | New (January 2020) |
| 116 | London Road/Jocks Lodge 23a | New (January 2020) |
| 117 | Restalrig Road 1 nr junction | New (January 2020) |
| 51b | Salamander Street 29b | New (January 2020) |
| 94 | Chester Street 29 | New (January 2020) |
| 123 | Dalkeith Road 16/Preston St Primary School | New (January 2020) |
| 93 | Drumsheugh Gardens 20 | New (January 2020) |
| 128 | Dundas Street 9 | New (February 2020) |
| 124 | East Preston St/Dalkeith Road Junction | New (January 2020) |
| 126 | East Preston Street 32 | New (January 2020) |
| 125 | East Preston Street 3A | New (January 2020) |
| 92 | Lord Russell Place 3-5 | New (January 2020) |
| 130 | Market Street 6 | New (February 2020) |
| 95 | Palmerston Place 28/Lansdowne Cres | New (January 2020) |
| 96 | Palmerston Place 7 | New (January 2020) |
| 163 | New Arthur Place – lamp post NHH1(permit holders only signage), towards The Pleasance/Dalkeith Road | New (February 2020) – Relocated from 153 |
| 162 | 19 Viewcraig Gardens – parking restrictions sign | New (February 2020) – Relocated from 154 |
| 127 | West Preston Street 17 | New (January 2020) |
| 91 | West Preston Street 40 | New (January 2020) |
| 63A | 540 Queensferry Road - facade | New (February 2020) – Relocated from 63 |
| 135b | 59/61 Nicolson Street black drainpipe | New (February 2020) – Relocated from 135a |
| CL16,CL17,CL18 | Nicolson Street (co-location) | New (January 2020) |

table overleaf. This was part of the continual review and analysis of the network, and in addition to help with development of a local air quality model by the Scottish Environment Protection Agency (SEPA) as part of the National Modelling Framework (NMF).

Diffusion tube monitoring was halted during the March, April and May monitoring periods, due to a combination of the closure of analytical labs and to allow for work practices to be reviewed and adapted to enable officers to undertake the work safely in response to the COVID-19 pandemic.

The location of the monitoring sites (as well as the Air Quality Management Areas) are provided on the [City of Edinburgh Council's website](#)

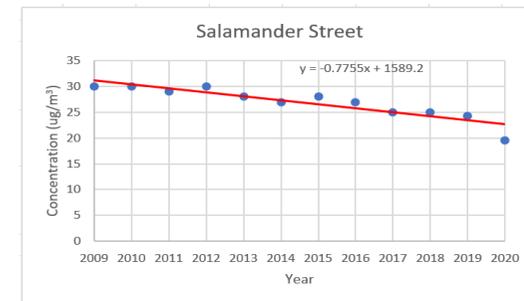
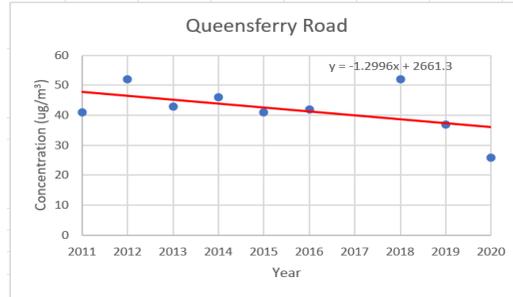
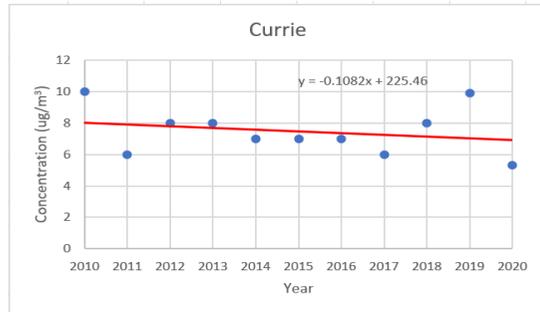
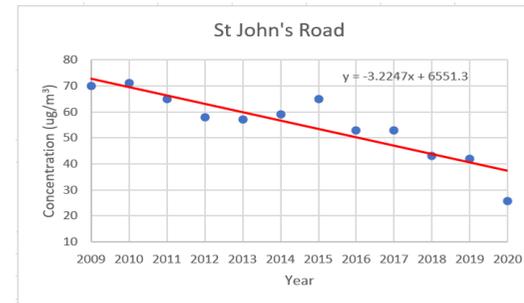
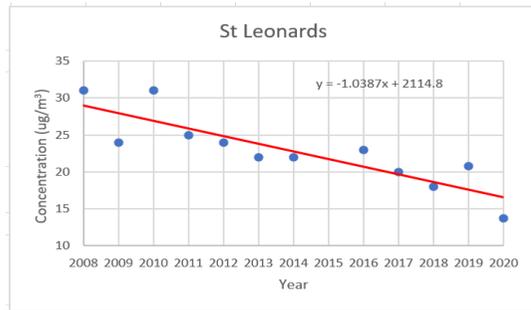
Newly Commissioned/Decommissioned Diffusion Tube Sites in 2020

| Tube ID | Site ID | New / Removed (during 2020) |
|---------|--------------------------|-----------------------------|
| 16a | Glasgow Road 68 / Façade | Removed (February 2020) |

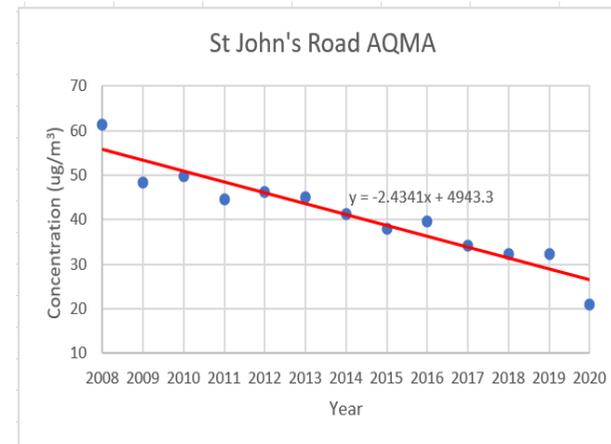
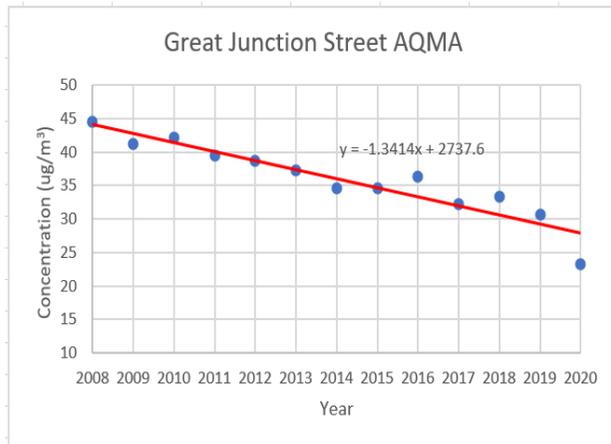
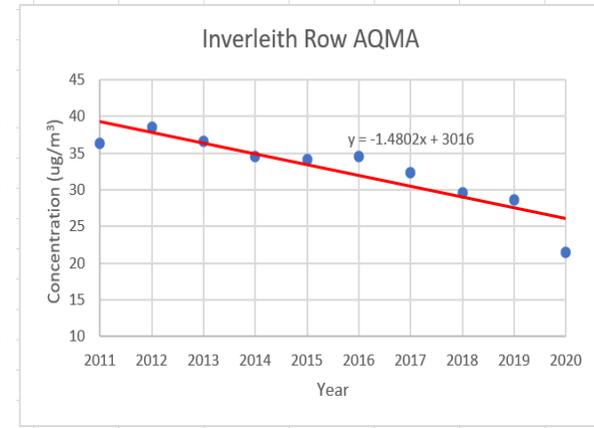
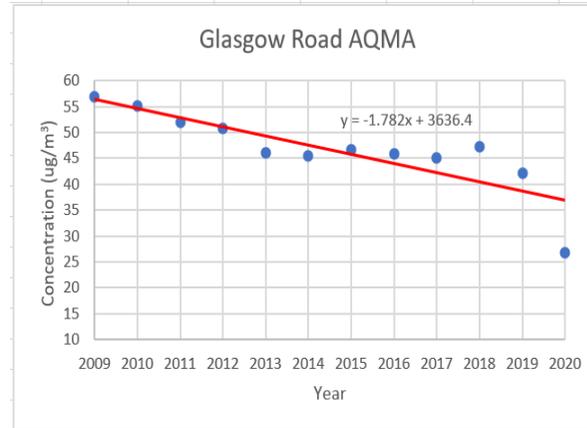
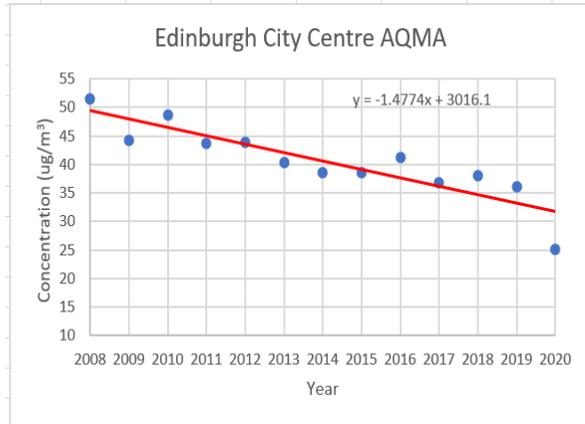
| | | |
|----------------|---|---|
| 64a | Queensferry Road 552 | Removed (February 2020) |
| 153 | New Arthur Place 4 | Removed (February 2020) |
| 154 | Viewcraig Street 9 | Removed (January 2020) |
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| 119 | Bonnington Rd/Great Junction Street 143 | New (January 2020) |
| 45b | Ferry Road/1 Madeira Street | New (January 2020) |
| 120 | Leith Walk 45-47 | New (January 2020) |
| 118 | Lindsay Road 198-199 | New (January 2020) |
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| CL16,CL17,CL18 | Nicolson Street (co-location) | New (January 2020) |

APPENDIX 3

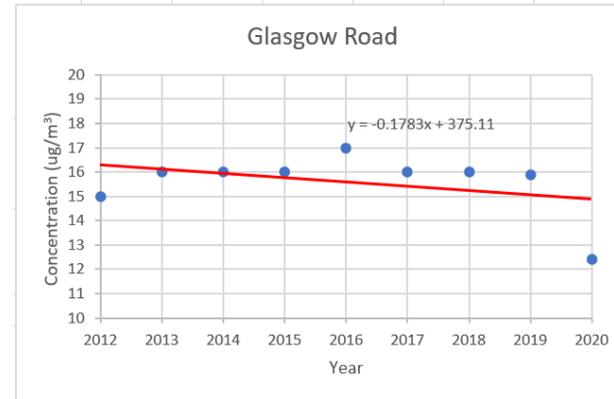
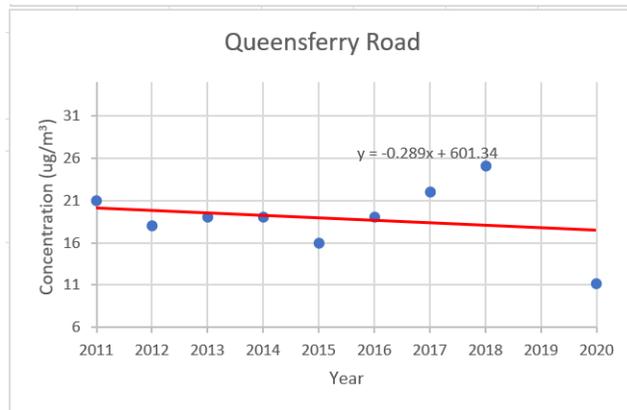
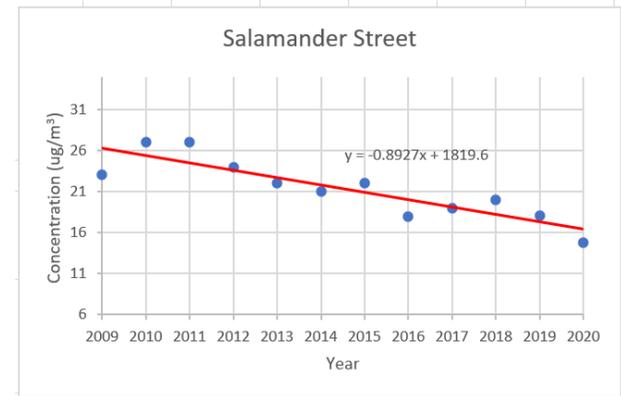
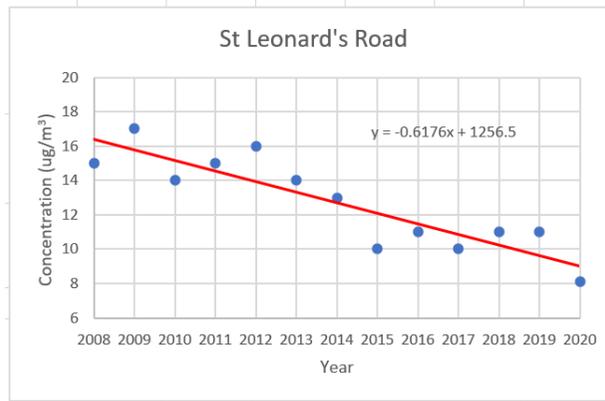
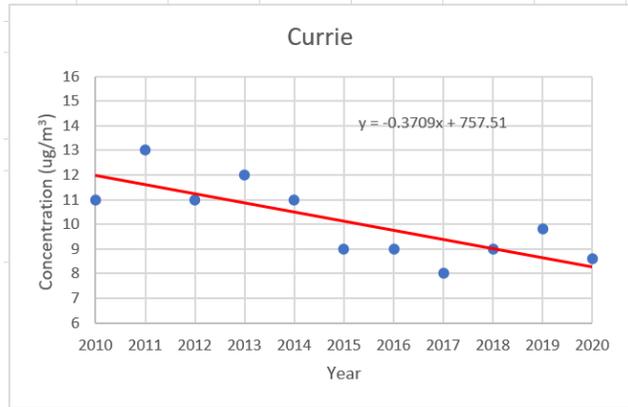
NO₂ Concentration Trends at Continuous Monitoring Locations



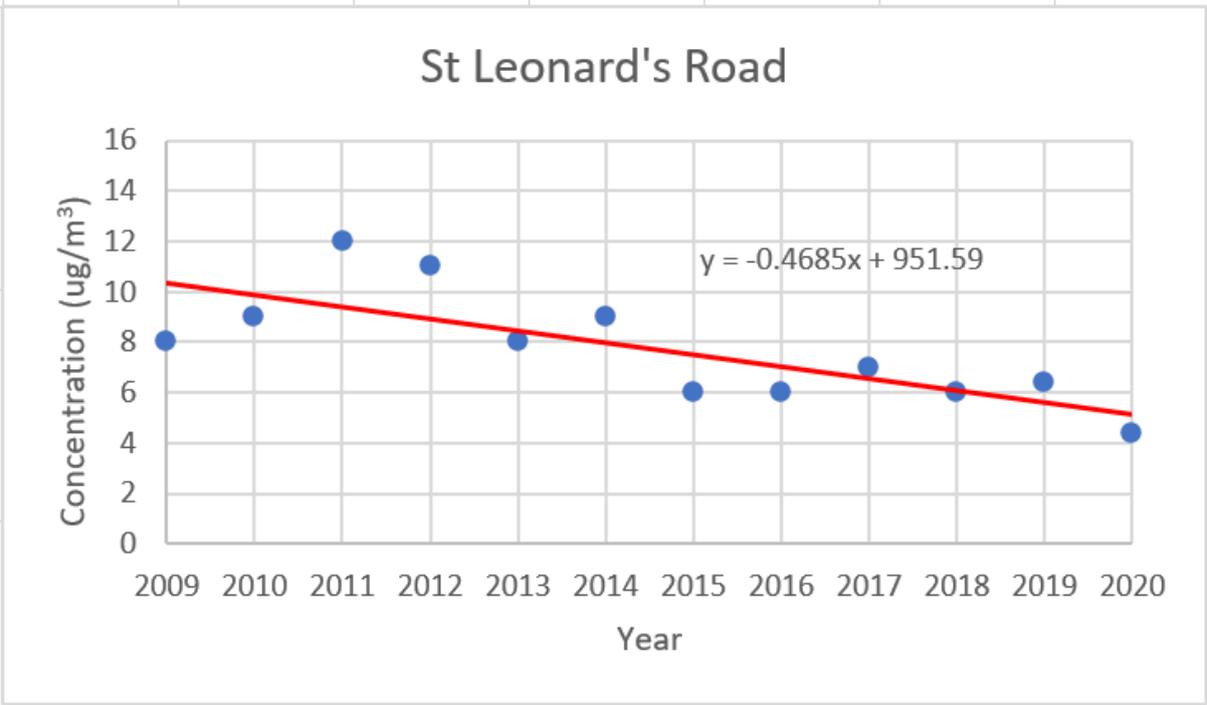
Average Passive Diffusion Tube NO₂ Concentration Trends within Each AQMA



PM₁₀ Concentration Trends at Continuous Monitoring Location



PM_{2.5} Concentration Trends at St Leonard's



APPENDIX 4

Summary of locations where 2020 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective (40µg/m³)

| Site ID | Site address | In AQMA (NO ₂)? | Data Capture (%) | Annual mean concentration µg/m ³ (Bias adjusted 0.84) |
|---------|-----------------------------|-----------------------------|------------------|--|
| 81 | London Rd/East Norton Place | Yes (City Centre) | 75.0 | 44 |

APPENDIX 5

Table showing Progress on Measures to Improve Air Quality in Edinburgh

| Measure No. | Measure | Category | Focus | Lead Authority | Planning Phase | Implementation Phase | Key Performance Indicator | Target Pollution Reduction in the AQMA | Progress to Date | Estimated Completion Date | Comments |
|-------------|--|----------------------------------|---|--|----------------|--|---------------------------|---|---|---|----------------------------------|
| 1 | Promoting low emission public transport | Vehicle fleet efficiency | Reduce bus emissions via voluntary agreements with bus companies | CEC | 2009 - 2011 | Euro IV by 2012 Euro V by 2015 Formal agreement not reached due to being onerous in absence of financial support | | NOx Central 59% St John's 48% Gt Junction St 61% | TTR study Completed. | On going | |
| 1a | Implementation of a LEZ | Promoting Low emission transport | Manage bus emissions and potentially emissions from other vehicle classes | CEC in conjunction with Scottish Government, Transport Scotland and SEPA | 2016-to date | Programme for Government commitment for LEZ to be in place by 2020 | | Will be determined by outcomes of NMF and NLEF under CAFS With proposed scheme 55% NOx reduction in Central AQMA (SEPA, May 2021). | Statutory consultation undertaken in the summer 2021. Further work being undertaken in respect to the statutory requirement to reduce greenhouse gas emissions. | Scottish Government and 4 Cities agreed implementation date between Feb and May 2022. | |
| 2 | Fleet efficiency and recognition Scheme ECO Stars | Vehicle Fleet Efficiency | Manage road freight emissions | CEC in conjunction with TRL | 2010-2011 | 2011 to date | Recruitment figures | | 2021 – 312 operators and 10,576 vehicles registered | Ongoing | Part funding secured for 2021/22 |

| Measure No. | Measure | Category | Focus | Lead Authority | Planning Phase | Implementation Phase | Key Performance Indicator | Target Pollution Reduction in the AQMA | Progress to Date | Estimated Completion Date | Comments |
|-------------|--|---|--|----------------|----------------|----------------------|--|--|---|--|---|
| 3 | Cleaner council vehicles | Vehicle Fleet Efficiency | Improve emissions by ensuring highest standard for vehicle replacement | CEC | | 2003 | | Not quantified | 2021 the current Council fleet is 60% Euro 6/VI compliant | Ongoing | The Council is developing a fleet decarbonisation plan. |
| 3a | ECO driver training and ECO driving aids | Vehicle Fleet Efficiency | Council vehicle trial telematics system | CEC, Fleet | 2018 | | Reduction in idling and fuel consumption | Not quantified | Council approved installation of a Telematics system for all council vehicles | Trial completed Roll out of telematics underway | |
| 4 | Bus based Park and Rides Rail based Park and Rides * Tram based Park and Rides** | Alternative to private vehicle use Modal shift | Reduce emissions by easing congestion at peak travel times | CEC | | Ongoing | Usage | Not quantified | Ferrytoll (1040) Ingliston** (1082) Straiton (600) N'craighall* (565) Sheriffhall (561) Hermiston (450) Wallyford* (321) Halbeath (1021) | Land secured at Hermiston for future expansion | Require funding to enable expansion |

| Measure No. | Measure | Category | Focus | Lead Authority | Planning Phase | Implementation Phase | Key Performance Indicator | Target Pollution Reduction in the AQMA | Progress to Date | Estimated Completion Date | Comments |
|-------------|--|---------------------------------------|--|----------------|----------------|---|---------------------------|--|---|---------------------------|---|
| 5 | Differential parking | Promoting low emission vehicles | Aimed at smaller engines and low CO ₂ emission vehicles Diesel-surcharge on resident's car parking permits | CEC | | Ongoing | | Not quantified | Work undertaken for 2015 Air Quality Action Plan Progress Report showed that there had been an element of behaviour change with residents moving towards the purchase of smaller engine vehicles producing less CO ₂ | | Requires adoption of low emission vehicles in terms of NO _x and PM ₁₀ |
| 6 | Controlled Parking Zones Priority Parking Zones PPZ | Traffic Management | Discourage car commuting into city centre | CEC | | | | Not quantified | Several CPZ in city centre One new PPZ introduced Total 10 PPZs surrounding city centre | Ongoing | Strategic Parking Review underway |
| 7 | Tramline 1 | Transport Planning and Infrastructure | Zero emissions at source. Encourage modal shift from car use | CEC/ TFE | | Line 1 May 2014 Line 1a from Autumn 2019 | Passenger growth | Not quantified | 7.1 m Passengers 2019/20 | Completed | Construction of Line 1a (extension to Newhaven/ Leith) underway. Due for completion 2023. |

| Measure No. | Measure | Category | Focus | Lead Authority | Planning Phase | Implementation Phase | Key Performance Indicator | Target Pollution Reduction in the AQMA | Progress to Date | Estimated Completion Date | Comments |
|-------------|---|---------------------------------------|---|----------------------------|----------------|----------------------|---------------------------|--|---|---------------------------|--|
| 8 | New rail line stations; 1. Aidrie – Bathgate 2. New Craighall 3. Borders 4. Gogar | Transport Planning and Infrastructure | Modal shift to reduce road traffic entering Edinburgh | Transport Scotland | | | Passenger numbers | Not quantified | Completed 1. 2010 2. 2002 3. Sept 2015 4. 2016 | All Completed | Passenger growth recorded |
| 9 | New cycle networks | Transport Planning and Infrastructure | Part of CECs Active Travel Action Plan | CEC/ Sustrans/ NHS Lothian | 2010 | 2016 (updated) | | Not quantified | | On going | |
| 9a | Promoting travel alternatives | Promotion of cycling and walking | CECs Active Travel Action Plan Encourage modal shift away from car | CEC/ Sustrans/ NHS Lothian | Ongoing | | | Not quantified | | On going | |
| 10a | Urban traffic control systems – SCOOT | Traffic Management | Reduce waiting times and stop/starts | CEC Transport | Ongoing | | | Not quantified | No. of schemes across City; Inverleith Row, Gorgie, Ardmillan Triangle, Part London all fully operational | On going | A loop repair programme has been initiated with associated staff resource. Loops are also now replaced as a part of the Council's roads resurfacing programme. |

| Measure No. | Measure | Category | Focus | Lead Authority | Planning Phase | Implementation Phase | Key Performance Indicator | Target Pollution Reduction in the AQMA | Progress to Date | Estimated Completion Date | Comments |
|-------------|---|--------------------|--|----------------|----------------|----------------------|---|--|----------------------|---------------------------|--|
| 10b | Urban traffic Control systems – MOVA at Newbridge | Traffic Management | Reduce idling time | CEC transport | 2014 | Mar 2016 | Reduced NO ₂ concentrations and idling times | 44% NOx 26% PM10 | Completed April 2016 | Completed | Delay time reduced on Westbound A8 pm. Measured NO ₂ at junction reduced. |
| 11 | 20mph speed limits across the City | Traffic Management | To assist improving cycle and walking uptake by making roads safer | CEC | 2015 | 31/07/2016 commenced | | Not quantified | | 2018 | 2018 Fully implemented |

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Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Low Emission Zone – Carbon Impact

| | |
|---------------------|-----------|
| Executive/routine | Executive |
| Wards | All |
| Council Commitments | 18 |

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 Note that this report responds to the actions approved by Committee on [26 October 2021](#) and follows Committee approval of the preferred Low Emission Zone scheme for consultation (the Scheme), on [17 June 2021](#);
 - 1.1.2 Note that Low Emission Zones (LEZs) cannot directly reduce vehicular carbon dioxide (CO₂) emissions within Scotland's current LEZ structures. Managing demand, decarbonisation and modal shift will reduce CO₂;
 - 1.1.3 Note that after further consideration of consultation feedback and emission modelling undertaken by Scottish Environment Protection Agency (SEPA) since October, no changes to the Scheme boundary or grace period could be justified, in relation to CO₂ emission reductions;
 - 1.1.4 Agree to proceed with the Scheme and to publish it for a period of 28-days as per statutory requirements;
 - 1.1.5 Approve further design and delivery of the Scheme, including its Network Management Strategy, to meet the national timeline agreed between the four cities and the Scottish Government; and
 - 1.1.6 Note that the recently published Cleaner Air for Scotland 2 strategy agrees to explore opportunities for promoting zero carbon city centres within Scotland's LEZ structure by 2026. The Council's 2030 Climate Strategy agrees to explore this from 2022/23.

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Service Director for Operational Services

E-mail: Gareth.Barwell@edinburgh.gov.uk | Tel: 0131 529 5844

Low Emission Zone – Carbon Impact

2. Executive Summary

- 2.1 This report follows up on actions approved by the Transport and Environment Committee on [26 October 2021](#). It provides further analysis to evidence the Scheme's role in contributing to reductions in greenhouse gas emissions derived from transport, primarily carbon dioxide ('CO₂', 'carbon'). Assessments of changes to the boundary and grace period were made, in relation to consultation feedback on carbon impact.
- 2.2 The recent Low Emission Zone (LEZ) consultation, undertaken between June and September 2021, indicated that some stakeholders are concerned about the ongoing Climate Emergency and are aware of the challenges faced in achieving the Council's ambitious net zero target by 2030. Some stakeholders also recognised that current LEZ structures do not directly contribute to reducing carbon emissions or tackle congestion.
- 2.3 The National Modelling Framework (NMF) requires LEZs to be evidence-led. Appraisal work to support a preferred LEZ design, as presented in [June](#) and October 2021, confirmed that the Scheme will reduce harmful nitrogen dioxide (NO₂), to achieve statutory air quality objectives and protect public health.
- 2.4 CO₂ emission modelling has also been completed via the evidence-led NMF, since October 2021, which confirms that the enforcement of the vehicle emission standards will not directly reduce CO₂ emissions. Contributions to reducing CO₂ emissions will only be achieved via the Scheme's discretionary objectives, unless statutory changes are made to the national LEZ enforcement regime.
- 2.5 After considering consultation feedback regarding the Scheme's potential to reduce CO₂ emissions and the results of the NMF CO₂ emission modelling, changes to the Scheme boundary or grace period cannot be justified.
- 2.6 The Scheme will be evaluated annually to understand its contributions to reducing NO₂ and CO₂ emissions, alongside progress towards achieving other Scheme objectives. Evaluation methodologies will integrate with the City Mobility Plan (CMP), 2030 Climate Strategy and the Local Air Quality Management regime.
- 2.7 Actions contained within the CMP and Climate Strategy will deliver significant reductions in CO₂ emissions associated with transport, through demand management, decarbonisation and modal shift.

- 2.8 The Council will explore future opportunities with Scottish Government for zero carbon city centres within Scotland's LEZ structure by 2026, as per the national Cleaner Air for Scotland 2 strategy and the Council's 2030 Climate Strategy.

3. Background

- 3.1 On 26 October 2021, Transport and Environment Committee considered a report on Low Emission Zone – Consultation and Development. This report set out the findings of the consultation undertaken between 28 June and 20 September 2021 as well as development of the Scheme. The approved recommendations are included in Appendix 1.
- 3.2 During the 12-week consultation period, stakeholders were asked to review key aspects of the Scheme, as summarised in a consultation document published on the Council's webpages, social media and reported in June 2021.
- 3.3 The scheme objectives are summarised below:
- 3.3.1 Contribute towards meeting the air quality objectives prescribed under Section 87(1) of the Environment Act (1995);
 - 3.3.2 Contribute towards reduction of emissions in fulfilment of Part 1 of the Climate Change (Scotland) Act 2009;
 - 3.3.3 Minimise the impact from traffic displacement across the city's transport network, related to LEZ scheme;
 - 3.3.4 Strategically align with the Council's sustainable transport, active travel and placemaking objectives; and
 - 3.3.5 Strategically align with national funding provision policies, supporting individual and business adaptation.
- 3.4 Objectives listed in 3.3.1 and 3.3.2 are statutory objectives, to contribute to reductions in NO₂ and CO₂ emissions, respectively. These have been amended to align fully with Scotland's LEZ regulations ('the Regulations'). Objectives listed from 3.3.3 to 3.3.5 are discretionary Scheme objectives.
- 3.5 The cyberattack on the SEPA significantly impacted their internal systems and air quality modelling capabilities, though the NMF obligations were prioritised during recovery. The NMF outputs produced to date for Edinburgh have primarily focused on NO₂. These results were reported in full to Committee, in June and October 2021.
- 3.6 Following October Committee meeting, SEPA, via the NMF, analysed the modelled CO₂ emissions of the Scheme and of LEZ variations to understand its carbon impact which is described herein.
- 3.7 The Council declared a Climate Emergency setting a vision for Edinburgh to be net zero by 2030. Delivering net zero emissions by 2030 and adapting to the impacts of climate change will require system-wide and transformational change across all sectors of the city. The [CMP](#) and [2030 Climate Strategy and Implementation Plan](#) represent substantial programmes of work to deliver reductions in CO₂ emissions.

Delivery of actions to manage demand, decarbonise transport and accelerate modal shift will require support from key partners, including citizens, businesses, communities, Transport Scotland, Scottish and UK Governments.

- 3.8 Carbon impact analysis relating to the Scheme highlights the challenges in reducing CO₂ emissions derived from transport across Edinburgh. This analysis provides further evidence that comprehensive actions will be required to reach net zero emissions by 2030.
- 3.9 The Scheme is recognised as a major deliverable of the CMP to improve air quality by reducing harmful NO₂, by supporting behaviour change to encouraging modal shift and the uptake of lower emission vehicles. The Scheme will reduce harmful NO₂, within and beyond the Scheme boundary, as evidenced by the NMF and in June 2021.

4. Main Report – Carbon Impact

Overview

- 4.1 The Regulations mandate that LEZs contribute towards the reduction of greenhouse gas emissions, including CO₂.
- 4.2 Notably, the Regulations utilise the Euro emission standards framework that was originally designed to address air quality objectives for pollution (NO₂) and does not enable enforcement based upon CO₂ emissions or engine size.
- 4.3 The minimum vehicle emission standards for LEZs is defined in the regulations and are categorised by Euro standard and fuel type:
 - 4.3.1 Euro 6: diesel cars and light goods vehicles (generally those registered from September 2015);
 - 4.3.2 Euro 4: petrol cars and light goods vehicles (generally those registered from January 2006); and
 - 4.3.3 Euro VI: HGVs, buses/coaches.
- 4.4 These represent the highest Euro standards currently available and assess vehicles according to tailpipe emissions of the following pollutants that are harmful to human health: carbon monoxide (CO), oxides of nitrogen (NO_x) including NO₂, total hydrocarbon emissions (THC), non-methane hydrocarbons (NMHC), and particulate matter (PM).
- 4.5 Future Euro standards (Euro 7) are expected to come into force and will include measures based on CO₂ emissions, in addition to pollutants that address air quality objectives (NO₂) in the current Euro standards (Appendix 2). When developed, the Council could explore an update to the Scheme to include these new Euro standards or other measures, as soon as LEZ regulations allow, in partnership with SEPA and Transport Scotland.
- 4.6 Therefore, the Scheme's enforcement regime is not directly correlated with CO₂ emission output and the Scheme cannot directly preclude the use of Internal

Combustion Engine (ICE) vehicles within its boundary. Most fossil-fuelled vehicles can freely access the Scheme, so long as they meet the minimum Euro standards and are compliant with the Regulations.

- 4.7 Furthermore, Scotland's LEZ structure does not currently allow users to pay an access charge within the current legislative framework, but rather charges a penalty notice for non-compliant vehicles. Under England's model for its Clean Air Zones (CAZ), non-compliant vehicles may pay an access charge to enter.
- 4.8 England's CAZ legislative framework means that all ICE vehicles must pay a daily access charge and zero emission EVs may enter freely. A [Zero Emission Zone \(ZEZ\) in Oxford](#) is due to be piloted in February 2022 and [London's 2018 Transport Strategy](#) roadmap seeks implementation of access charged ZEZs in Central London from 2025. In Europe, the [Netherlands Government](#) has agreed to allow only zero emission commercial vehicles to enter 14 urban centres from 2025, with support funds available for business adaptation.
- 4.9 The Council's [Parking Action Plan](#), approved in 2016, allocates parking permits based on vehicle engine size or CO₂ emissions and includes a surcharge for diesel vehicles to improve air quality. All vehicles in Edinburgh are also subject to the DVLA's Vehicle Excise Duty that taxes vehicles based on their CO₂ emissions.

Consultation Feedback

- 4.10 Key stakeholders recognised the Scheme's role in addressing the Climate Emergency during summer 2021 consultation, though some other stakeholders acknowledged that current LEZ structures do not allow them to directly contribute to reducing carbon emissions or tackle congestion.
- 4.11 Some key stakeholders were concerned about the coverage of electric vehicle (EV) charging infrastructure. This confirms a misconception about which vehicles are in the scope of LEZ enforcement.
- 4.12 All consultation questionnaire responses (5,051) were re-analysed to assess comments relating to CO₂ emissions and the Climate Emergency.
- 4.13 A total of 18 individuals (0.35% respondents) commented about carbon impact in the proposed boundary section of the questionnaire; generally, they wanted to see a larger boundary. A total of 71 individuals (1.41% respondents) commented about carbon impact in the proposed grace period section of the questionnaire; these respondents generally wanted to see grace period reduced in length.
- 4.14 Generally, consultation respondents were concerned about the barriers to adapting to the Scheme and road network impacts but were supportive of improving air quality.
- 4.15 Consultation highlighted limited general public knowledge of [LEZ Support Funds](#), provided by Scottish Government for identified impacted groups. Funds provide 'travel better' vouchers incentives, for eligible low-income households and microbusinesses to encourage modal shift to sustainable transport.

- 4.16 Concerns about the Climate Emergency raised by respondents, in relation to the Scheme, are in line with those raised during recent CMP and [Climate Strategy consultations](#). 93% of respondents to the Climate Strategy consultation believed that climate change is an immediate and urgent problem, evidencing the desire to make Edinburgh a more sustainable and inclusive city.

National Modelling Framework

- 4.17 SEPA completed further modelling analysis via the NMF, to provide clear evidence as to what extent the Scheme will meet its statutory objectives on greenhouse gas emissions, primarily CO₂, in fulfilment of the Regulations.
- 4.18 Using the same methodological basis as used to calculate NO₂ and PM emissions in the NMF, as presented to Committee in June and October 2021, CO₂ emissions have been calculated for each road in the LEZ model domain. A number of scenarios were tested and findings are detailed in full in SEPA's report (Appendix 2).
- 4.19 These main scenarios are summarised below:
- 4.19.1 The Scheme (City Centre LEZ);
 - 4.19.2 The Scheme and Extended Urban Area (not taken forward as preferred option for consultation, as agreed in [June 2021](#)); and
 - 4.19.3 Extended City Centre LEZ Options (in response to consultation, October 2021).
- 4.20 Results of the evidence-led NMF modelling highlight that carbon emission scenarios considered for all LEZ options, including the Scheme, will have a negligible impact in directly reducing carbon emissions alone.
- 4.21 SEPA's carbon impact analysis also indicates that extensions to a city centre boundary generally increase carbon emissions, due to the lengthening of diversion routes for non-compliant traffic (see Boundary and Appendix 2).
- 4.22 Other CMP projects are not included in this NMF assessment to give clarity on how much LEZ, as a standalone project, could directly contribute to CO₂ emission reductions.

Achieving Net Zero Emissions for Transport

- 4.23 Reducing traffic flows by managing demand, decarbonising transport and modal shift are the three main routes to significantly reduce carbon emissions derived from transport in Edinburgh, as identified in the CMP and reflected in the Climate Strategy:
- 4.23.1 *Managing demand* to reduce car dominance, congestion and vehicle kilometres; including the expansion of Controlled Parking Zones (CPZ), Workplace Parking Levy (WPL), and a Pay as you Drive Scheme, if necessary;
 - 4.23.2 *Decarbonising transport* by investing in zero emission fleet and infrastructure and on-street EV charging infrastructure; and

- 4.23.3 *Modal shift* such as by prioritising active travel/public transport investments, integrating public transport, exploring 'last mile' delivery solutions, creating mobility hubs and reducing the need to travel via 20Minute Neighbourhoods.
- 4.24 Transport Scotland have allocated significant national funds to cities progressing LEZs, to support reductions in CO₂ emission reductions via modal shift. Acknowledging the scale of changes needed, climate change objectives are considered medium to long term, according to [Transport Scotland's LEZ Guidance](#).
- 4.25 In [February 2020](#), Committee noted that the Council and its regional partners received funds from Transport Scotland through the LEZ Public Transport Provision Fund (PTP) to promote modal shift and support the Scheme's objectives. In total, approximately £3.7m of PTP funds were claimed across SEStran region by the Council and regional local authorities to: create a mobility hub (Brunton Hall), develop Park and Rides, upgrade bus shelters, improve bus prioritisation measures, and install new bus lane enforcement cameras, among other measures.
- 4.26 In addition, Scottish Government has provided a total of £1.5m in [LEZ Support Funds](#) to promote modal shift, for over 450 microbusinesses/low-income households located within 20 kilometres (kms) of the Scheme. Funds have also been allocated for taxi retrofit.
- 4.27 Lothian Buses are committed to achieving 100% LEZ compliance (Euro 6 or better) across its fleet ahead of enforcement, with support from the Scottish Bus Emissions Abatement Retrofit Fund (BEAR) scheme that has issued over £12m across Scotland since 2018. In the 2021/22 financial year, Transport Scotland provided over £2.7m to retrofit buses and coaches companies that operate in Edinburgh, through BEAR phase 4 (BEAR4).
- 4.28 Lothian Buses will deliver two pilots for zero tailpipe emission EV and hydrogen vehicles to inform a costed plan for decarbonising their fleet, as outlined in the Climate Strategy. Lothian Buses are committed to achieving 100% LEZ compliance (Euro 6) across its fleet ahead of LEZ enforcement.
- 4.29 The Council is developing a fleet decarbonisation plan with a target for all cars and vans to be 100% decarbonised by 2023 and larger vehicles by 2030. Lothian Buses and the Council will explore all funding streams available to accelerate fleet decarbonisation, such as the recent award from Zero Waste Scotland for five fully electric waste collection vehicles.
- 4.30 Many initiatives will intersect across all three CMP themes, including the delivery of programmes such as the [City Centre Transformation \(ECCT\)](#), [City Centre West-East Link \(CCWEL\)](#), rollout of EV charging points and installation of secure on-street cycle storage. Such strategic projects, promote modal shift in combination, improve public realm and support the reduction of harmful emissions from transport.
- 4.31 Committee recently approved the [CMP Citywide Mode Share Targets](#), to reduce car kms across Edinburgh by 30% by 2030, ahead of the national target for a 20% reduction car kms by 2030.

4.32 Preliminary and high-level analysis by the Council suggests that significant CO₂ reductions would occur if a 30% reduction in car kilometres travelled target is achieved by 2030, as a measure of modal shift. Further reductions would be achieved if EV uptake is in line with projections for Edinburgh, as a measure of decarbonisation. SEPA ran a scenario to explore the impact of demand management on carbon emissions. Initial findings suggest that CO₂ reductions can be made if demand is reduced (see Appendix 2).

Scheme Considerations

- 4.33 Key issues raised during consultation focused on the boundary, specifically around: displacement impacts of traffic and air quality considerations, impact of parking displacement, and whether air quality would improve in areas beyond the boundary.
- 4.34 Following October Committee, minor amendments to the Scheme boundary based on consultation feedback were analysed by SEPA to understand the carbon impacts of proposed changes.
- 4.35 Notably, options focused on minor boundary alterations in areas identified by key stakeholders during consultation, primarily in relation to traffic displacement and network management rather than carbon impact.
- 4.36 All boundary alterations considered were excluded based on the NMF carbon emission scenario analysis, as previously outlined. Any boundary change in the West End and south east were found to lead to significant increase in the length of diversion route for non-compliant traffic and did not resolve displacement impacts. Extending the boundary in the north east to include Calton Hill would have negligible carbon impact (see Appendices 2 and 3).
- 4.37 Following October Committee, officers have further reviewed the consultation feedback received in respect of the boundary and carbon emissions and have concluded that there is no evidence to justify any alteration to the boundary.
- 4.38 Key stakeholders were generally supportive of the grace period approach and two-year grace period that will see enforcement from June 2024 onwards.
- 4.39 Other stakeholders stated that a two-year grace period should be longer, generally based on cost of adapting. Other stakeholders stated that a two-year grace period should be shorter, generally to accelerate air quality improvements.
- 4.40 Changes to the grace period are not anticipated to directly contribute towards reductions in carbon emissions (see Appendix 2).
- 4.41 Following October Committee, officers have further reviewed the consultation feedback received in respect of the grace period length and carbon emissions and have concluded that there is no evidence to justify any alteration to the grace period approach or grace period length on this basis.
- 4.42 Without this evidence base any changes to main Scheme elements (boundary, grace period) represent considerable risk for the process or the Scheme to be legally challenged.

- 4.43 Any alterations to the boundary would require further consultation for 12 weeks, to satisfy the Council's [Consultation Policy](#) requirements and would significantly delay programme delivery. Alterations to the grace period would also require a 12 week consultation and would significantly delay programme delivery.
- 4.44 The main Scheme elements, as proposed, can meet the national timelines, for programme delivery and to ensure that local air quality benefits are realised.
- 4.45 Considering the Council's [risk appetite](#) statement, officers cannot recommend that alterations are made to the Scheme boundary or grace period. There is no evidence to support such a recommendation or to justify such alterations (i.e. minor/major) in respect of the Scheme objectives.

Evaluation

- 4.46 An annual progress report on Scheme operation and effectiveness will evaluate air quality reductions (NO₂), Network Management impacts and uptake of [LEZ Support Funds](#) as outlined in June 2021.
- 4.47 The 2030 Climate Strategy Implementation Plan sets out a framework for assessing and measuring progress towards the strategy's comprehensive outcomes. Transport emissions will be reported on an annual basis as part of the city-wide emissions monitoring, as outlined in the [2030 City Target Monitoring Approach](#).
- 4.48 The Scheme is exploring ways to assess carbon impact but is likely to do so indirectly, for example by analysing vehicle class and traffic flows within or near to the boundary (see Appendix 3). The Scheme will continue to develop methodologies for carbon evaluation, in collaboration with SEPA and Transport Scotland and in alignment with the CMP and 2030 Climate Strategy's emission methodologies (e.g. Emission Factor, Carbon Scenario Tool etc.).
- 4.49 Financial impacts of the LEZ Scheme, in relation to operation and effectiveness, will be assessed as part of the annual progress report – see also Financial Impact.

Policy Development

- 4.50 In July 2021 Scottish Government published the Cleaner Air for Scotland 2 strategy (CAFS2). This strategy aims to tackle poor air quality by linking with wider policies and strategies across transport, climate change, environment, health, planning energy and land use.
- 4.51 The Council has committed to work alongside the Scottish Government, Transport Scotland, citizens and other relevant partners to explore opportunities to promote zero carbon city centres, in line with CAFS2 and national partners. The Council's 2030 Climate Strategy Implementation Plan agrees to explore opportunities for zero carbon city centres using the LEZ structure, from 2022/23 onwards.

5. Next Steps

- 5.1 If the recommendations of this report are approved, officers will:

- 5.1.1 Proceed with the Scheme, as presented to Committee on 26 October 2021, and to publish the Scheme for a period of 28-days in line with statutory requirements;
- 5.1.2 Return to Committee following the statutory period for approval of the Scheme, for submission to Scottish Ministers; and
- 5.1.3 Further develop Scheme designs, including for the Network Management Strategy, to deliver the Scheme to the national timeline, as agreed between the four cities and the Scottish Government;

6. Financial Impact

- 6.1 Any revenue generated from the Scheme's enforcement regime will be used to support its operational running costs, primarily.
- 6.2 Any revenue surplus to covering operational costs will be re-invested to support the Scheme's objectives to reduce harmful emissions. Revenue will be allocated to appropriate transport initiatives identified in the CMP and 2030 Climate Strategy.
- 6.3 All other financial impacts from the Scheme were set out in the October 2021 report.

7. Stakeholder/Community Impact

- 7.1 The stakeholder and community involvement in developing Edinburgh's LEZ were set out in the October 2021 report and in previous reports to Committee in June 2021 and in [2019](#).
- 7.2 An Integrated Impact Assessment and Strategic Environmental Assessment have also been completed, that consider the impacts of carbon emissions.

8. Background Reading/External References

- 8.1 [Cleaner Air for Scotland 2](#) (Scottish Government, July 2021)
- 8.2 [Policy and Sustainability Committee - 2030 Climate Strategy and Implementation Plan](#) (Item 7.4, the City of Edinburgh Council, approved November 2021)
- 8.3 [Policy and Sustainability Committee – 2030 City Target Monitoring Approach](#) (Item 7.8, the City of Edinburgh Council, approved April 2021)
- 8.4 [Transport and Environment Committee - City Mobility Plan](#) (Item 7.1, the City of Edinburgh Council, approved February 2021)
- 8.5 [Low Emission Zone Guidance](#) (Transport Scotland, October 2021)
- 8.6 [Low Emission Zones Scotland](#) (Transport Scotland)
- 8.7 [Low Emission Zone Support Funds Scotland](#) (Energy Savings Trust/Scottish

Government)

8.8 [London Mayor's Transport Strategy](#) (Transport for London, 2018)

9. Appendices

- 9.1 Appendix 1 – Recommendations approved by Transport and Environment Committee (the City of Edinburgh Council, October 2021)
- 9.2 Appendix 2 – Carbon Emission Addendum (Scottish Environment Protection Agency, December 2021)
- 9.3 Appendix 3 – Network Management Strategy (the City of Edinburgh Council, December 2021)

Appendix 1 Recommendations Approved from Transport and Environment Committee on 26 October 2021

- 1.1 Note that the Council has now concluded the statutory consultation on the proposed Low Emission Zone (LEZ) scheme and has also completed non-statutory public consultation, as approved by Committee in June 2021;
- 1.2 Acknowledge that analysis and consideration of feedback from consultations has informed a review of the proposed LEZ scheme;
- 1.3 On consideration of the consultation feedback received regarding reduction of greenhouse gas emissions, to alter the LEZ scheme boundary and grace period and clearly evidence to what extent the scheme will meet the legal requirement to achieve the objective set by the Transport (Scotland) Act 2019: *Contribute towards reduction of greenhouse gas emissions in fulfilment of Part 1 of the Climate Change (Scotland) Act 2009.*

CLEANER AIR FOR SCOTLAND – NATIONAL MODELLING FRAMEWORK

Low Emission Zone: Edinburgh Report Addendum

December 2021

Section 1: Consideration of Carbon Dioxide changes within an LEZ scheme

The main objective of the Low Emission Zone (LEZ) is to improve air quality to meet current statutory air quality standards and objectives. There is also a statutory obligation to consider the contributions made towards greenhouse gas emissions ([Transport \(Scotland\) Act 2019](#)).

The Euro Classification of vehicles is designed to control Nitrogen Oxides (NO_x), Total Hydrocarbons, Non-methyl Hydrocarbons, Carbon Monoxide and Particulate Matter (PM) emissions ([EUR-Lex - 32012R0459 - EN - EUR-Lex \(europa.eu\)](#)). Nitrogen Oxides and Particulate emissions (which are mostly by-products of the combustion process) are the main areas of concern as they either exceed or are at risk of exceeding Air Quality Standards. Therefore, LEZ's in Scotland will restrict access within the zone to lowest emitting Euro Class vehicles. These are Euro 6 for all vehicles, except petrol cars which are Euro 4.

Carbon Dioxide emissions are not currently controlled by the Euro Classification system. The introduction of Euro 7 standards by the European Union, expected to come into force in 2025, will include targets to reduce Carbon Dioxide emissions.

CO₂ emissions are linked to the quantities of fuel burnt by a vehicle (e.g. miles per gallon), and reductions in CO₂ emissions are mainly linked to improved fuel efficiency. New vehicles tend to be more efficient than older vehicles, this is most noticeable for cars. Larger Euro 6 vehicles (e.g. buses) may emit fractionally more CO₂ than older buses, as the technology required to reduce NO_x and Particulate emissions requires energy to run. As there are no CO₂ abatement systems on vehicles, significant changes in CO₂ emissions are not expected as a result of the introduction of the LEZ.

Reducing Carbon Dioxide emissions will be achieved by modal shift, introduction of alternative vehicle fuels (e.g. electric, hydrogen) or reducing the number of vehicle journeys using diesel/petrol. This move to zero carbon emissions could be achieved by actions set out in CAFS2 or the introduction of zero emission zones.

Emissions Standards for Vehicles

Emissions Standards are currently based on European Union emissions standards. These regulate emissions of Nitrogen Oxides (NO_x), Total Hydrocarbons, Non-methane hydrocarbons, Carbon Monoxide (CO) and Particulate Matter (PM). Carbon Dioxide (CO₂) is not part of this framework.

Euro Class emissions standards are outlined in Table 1, Table 2 and Table 3 for Cars, LGVs and HGVs. Note that the same Euro 6 standards apply to all Euro 6 sub classes, however the move from laboratory testing to Real World Driving assessment ([Real-driving emissions test procedure for exhaust gas pollutant emissions of cars and light commercial vehicles in Europe \(theicct.org\)](http://theicct.org))

Table 1: Car Emission Standards (NO_x and PM) for different Euro Classes

| g/km | Diesel Car | | Petrol Car | |
|--------------------------------------|-----------------|--------|-----------------|---------------------------|
| | NO _x | PM | NO _x | PM |
| Euro 1 | - | 0.14 | - | - |
| Euro 2 | - | 0.08 | - | - |
| Euro 3 | 0.5 | 0.05 | 0.15 | - |
| Euro 4 | 0.25 | 0.025 | 0.08 | 0.005 |
| Euro 5 (incl 5a and 5b) | 0.18 | 0.0045 | 0.06 | 0.005 (5a) 0.0045 (5b) |
| Euro 6 (incl 6b, 6c, 6d-TEMP and 6d) | 0.08 | 0.0045 | 0.06 | 0.0045 |

Table 2: LGV Emission Standards (NO_x and PM) for different Euro Classes

| g/km | <1305kg | | 1305-1760kg | | 1760-3500kg | |
|--------------------------------------|-----------------|--------|-----------------|---------------------------|-----------------|---------------------------|
| | NO _x | PM | NO _x | PM | NO _x | PM |
| Euro 1 | - | 0.14 | - | 0.19 | - | 0.25 |
| Euro 2 | - | 0.08 | - | 0.12 | - | 0.17 |
| Euro 3 | 0.5 | 0.05 | 0.65 | 0.07 | 0.78 | 0.10 |
| Euro 4 | 0.25 | 0.025 | 0.33 | 0.04 | 0.39 | 0.06 |
| Euro 5 (incl 5a and 5b) | 0.18 | 0.0045 | 0.235 | 0.005 (5a) 0.0045 (5b) | 0.28 | 0.005 (5a) 0.0045 (5b) |
| Euro 6 (incl 6b, 6c, 6d-TEMP and 6d) | 0.08 | 0.0045 | 0.105 | 0.0045 | 0.125 | 0.0045 |

Table 3: Bus and HGV Emission Standards (NO_x and PM) for different Euro Classes. Note that Bus and HGV emissions standards are defined as g/kWh

| | Vehicle Type | NO _x (g/kWh) | PM (g/kWh) |
|----------|--------------|-------------------------|------------|
| Euro I | All | 8 | 0.36 |
| Euro II | All | 7 | 0.15 |
| Euro III | EEV | 2 | 0.02 |
| | Non EEV | 5 | 0.1 |
| Euro IV | All | 3.5 | 0.02 |
| Euro V | All | 2 | 0.02 |
| Euro VI | All | 0.4 | 0.01 |

Note: EEV is Environmentally Enhanced Vehicle

Emission Factors for Vehicles

The Emission Factor Toolkit (EfT) is published by Defra and the Devolved Administrations ([Emissions Factors Toolkit](#)) so that emission rates and emission factors can be calculated for NO_x, PM and CO₂ for different vehicle types. This attempts to take into account real world emissions.

Further information can be found in the EfT user guide ([EFTv10.1-user-guide-v1.0.pdf](#)). These are derived from the EU standard vehicle emission calculator COPERT ([COPERT | EMISIA SA](#))

For the purpose of this report, emission factors for different vehicle types have been extracted from EfT (version 10.1) for vehicles traveling at an average speed of 20 km/hr.

It is possible to directly compare NO_x and PM emission standards and emission factors for Petrol Cars, Diesel Cars and LGV's, but not for Buses and HGV's. It is not possible to make this comparison for CO₂ emissions for any vehicle type.

Comparison of NO_x and CO₂ Emission Factors

Figure 1 and Figure 2 show emission factors for NO_x and CO₂ for each Euro Class

Diesel Cars:

- **NO_x:** Emission factors fall by a factor of 3 when moving from Euro 5 to 6d
- **CO₂:** Emission factors fall by 8% when moving from Euro 5 to 6d

Petrol Cars:

- **NO_x:** Emission factors increase by 12% when moving from Euro 5 to 6c. It is important to note that emission factors are 4 times lower than Diesel car emissions
- **CO₂:** Emission factors fall by 8% when moving from Euro 5 to 6d. They are slightly higher than diesel cars

Diesel LGVs:

- **NO_x:** Emission factors fall by a factor of 10 when moving from Euro 5 to 6
- **CO₂:** Emission factors are unchanged when moving from Euro 5 to 6

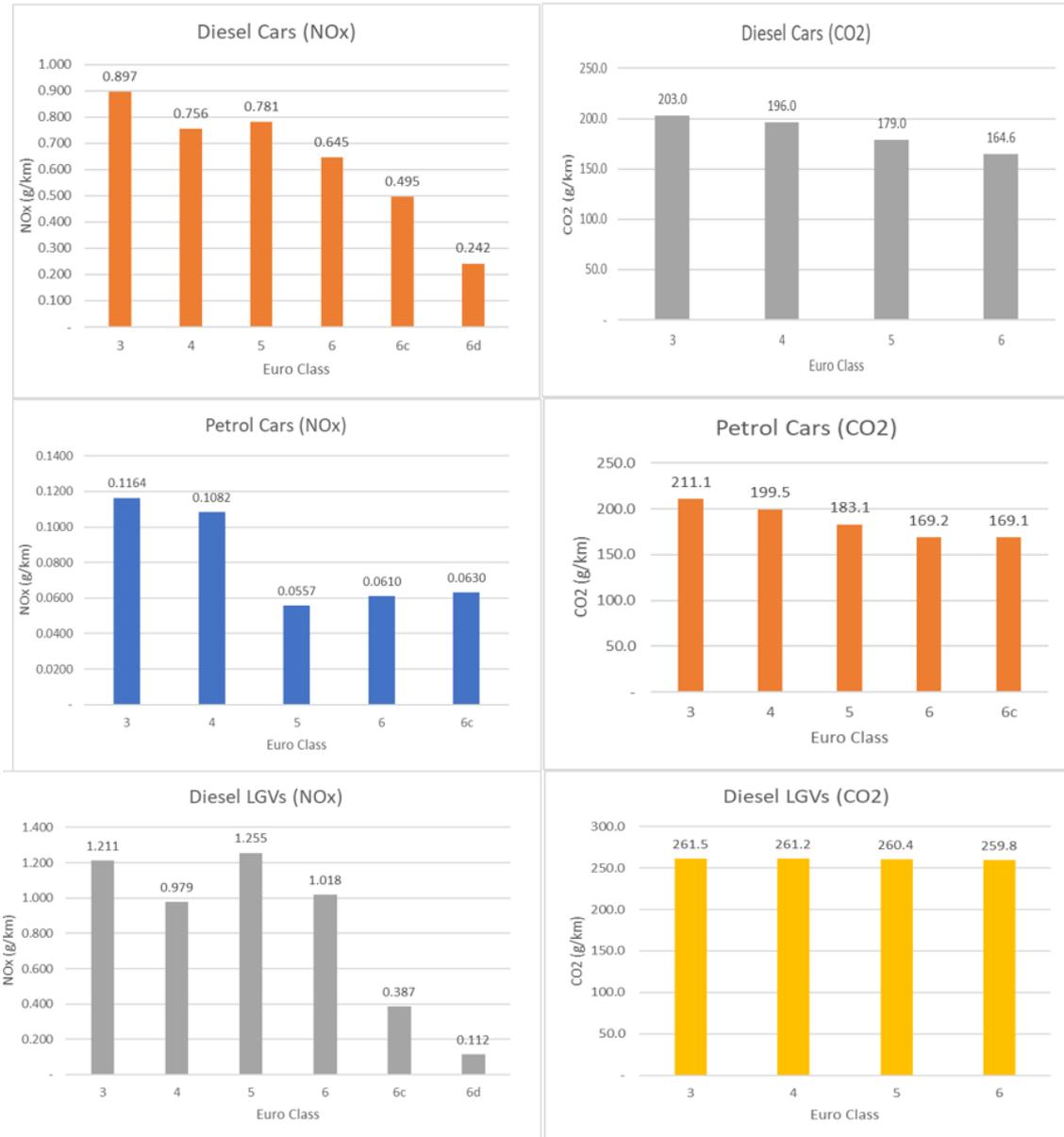


Figure 1: NO_x and CO₂ emission factors for Cars and LGV's

Buses/Coaches:

- **NO_x**: Emission factors fall by a factor of 10 when moving from Euro 5 to 6
- **CO₂**: Emission factors are unchanged when moving from Euro 5 to 6

Artic HGVs:

- **NO_x**: Emission factors fall by a factor of 8 when moving from Euro 5 to 6
- **CO₂**: Emission factors are unchanged when moving from Euro 5 to 6

Rigid HGVs:

- **NO_x**: Emission factors fall by a factor of 7 when moving from Euro 5 to 6
- **CO₂**: Emission factors are unchanged when moving from Euro 5 to 6

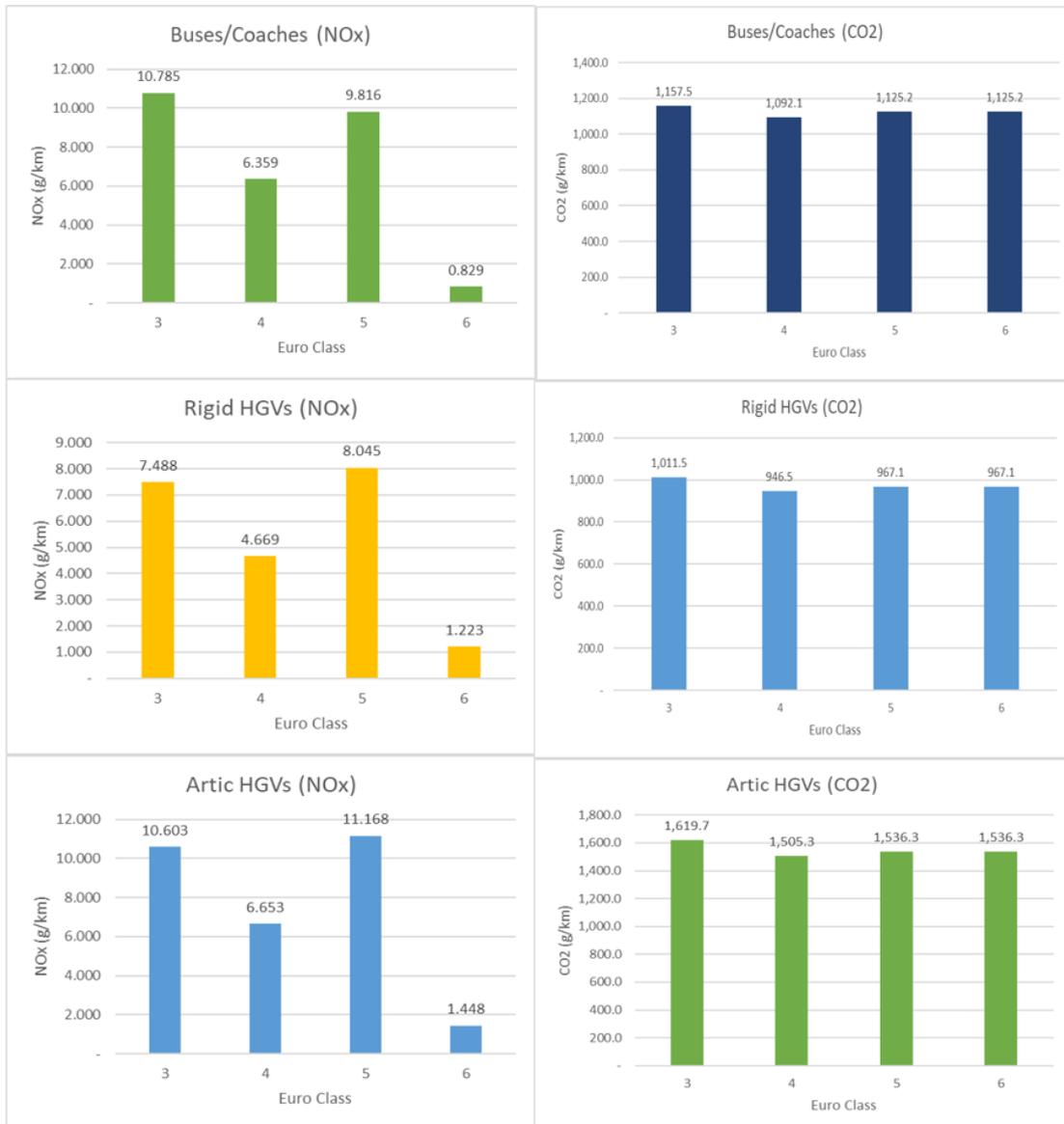


Figure 2: NO_x and CO₂ emission factors for Buses and HGV's

Section 2: Carbon Dioxide Emissions in Edinburgh NMF Model

Using the same methodology as was used to calculate NO_x and PM emissions in the National Modelling Framework (NMF), CO₂ emissions have been calculated for each road in the model. Note that this analysis only considers roads in the Edinburgh NMF model and should not be considered as total road traffic CO₂ emissions for the entire City of Edinburgh.

In this analysis it is assumed that all Buses and Taxis will be compliant (as is the case for the LEZ scenarios in the main report). A comparison has been made with the Base and LEZ scenario.

CO₂ emissions for LEZ

When looking at all the roads in the model, the net result is that there is negligible difference (0.04%) in CO₂ emissions due to the introduction of the LEZ (Figure 3).

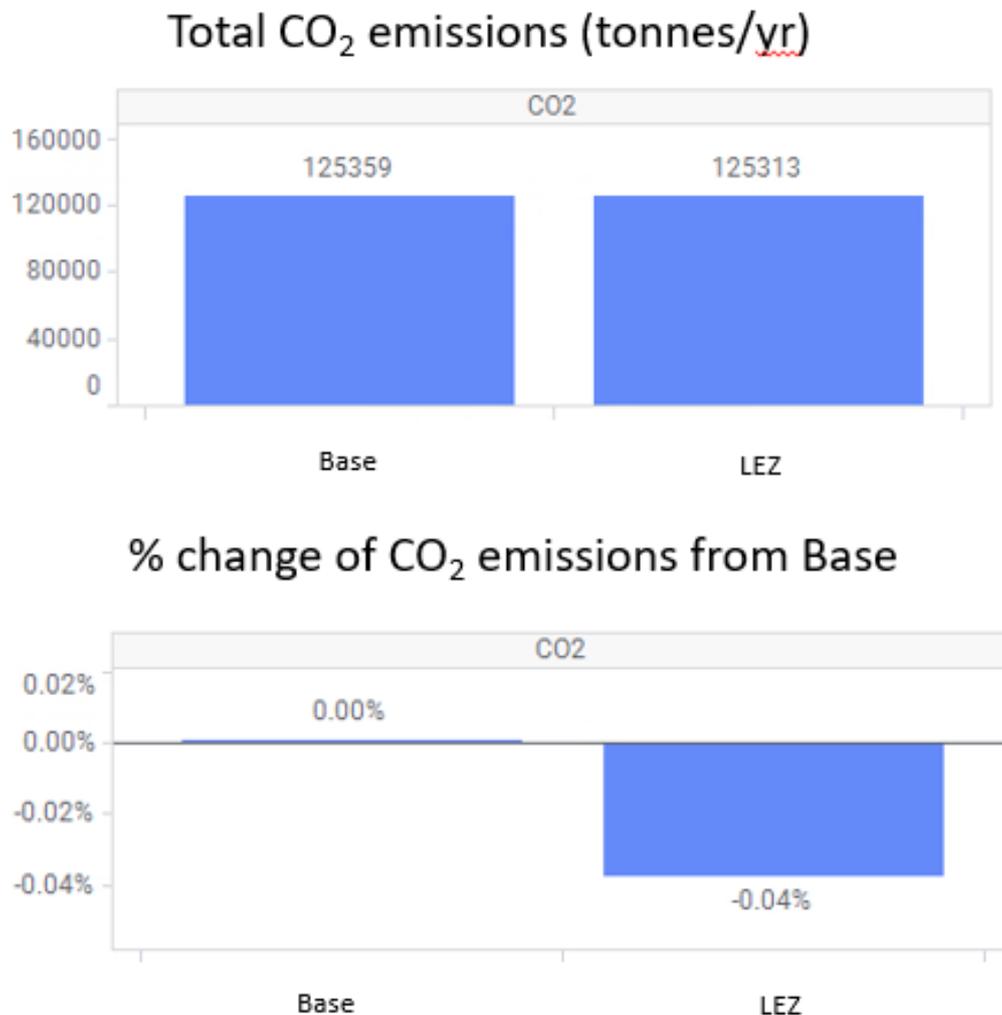


Figure 3: CO₂ emissions (tonnes per year) and percentage change from the Base scenario for 2 scenarios (Base, LEZ) for all roads in model

CO₂ emissions changes for Other Scenarios

Extended Urban Areas LEZ option – all roads in model

In this scenario, due to no traffic modelling data being available, it has been assumed that traffic flows are the same as the Base scenario. The fleet composition reflects the rules for this scheme (all vehicles compliant within the city centre boundary; all non-private cars compliant in rest of city).

A small reduction (0.58%) in CO₂ emissions is predicted when compared to Base (Figure 4).

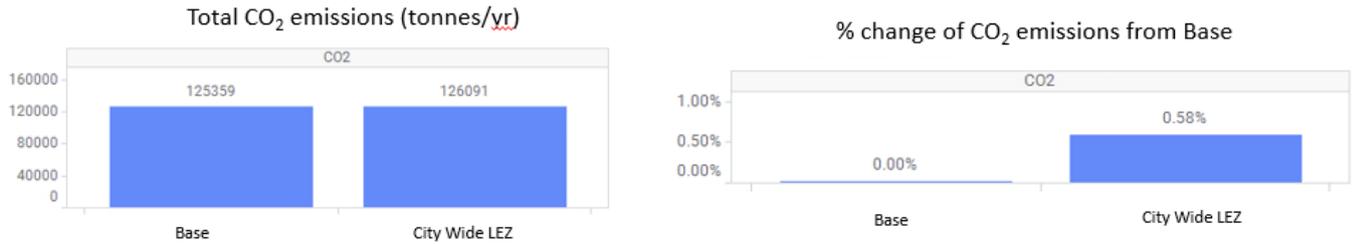


Figure 4: CO₂ emissions (tonnes per year) for 2 scenarios (Base and City Wide LEZ)

All Vehicles Compliant – all roads in model

In this hypothetical scenario, it is assumed that all vehicles are compliant (the highest Euro Class possible has been selected). The difference between this case and the Extended Urban Areas LEZ scenario is that all cars are considered compliant. Like the Extended Urban Areas LEZ, it is assumed that traffic flows are the same as the Base scenario

A small reduction (2.5%) in CO₂ emissions is predicted when compared to Base (Figure 5).

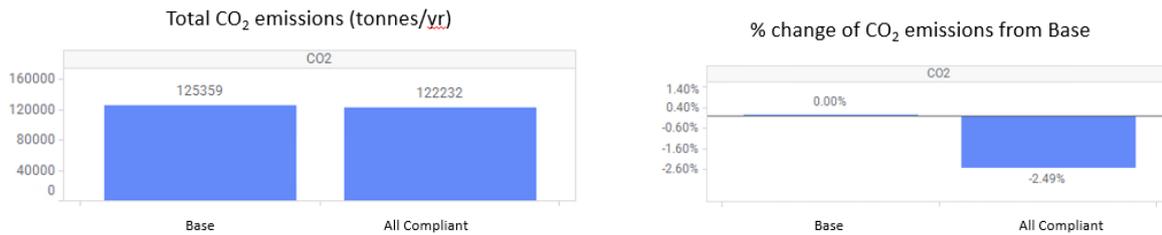


Figure 5: CO₂ emissions (tonnes per year) for 2 scenarios (Base and All Vehicles Compliant)

10% Reduction in Car Traffic – all roads in model

In this hypothetical scenario, it is assumed that 10% of cars are removed from each road section in the model for the City Wide/Extended Urban Areas LEZ and City Centre LEZ.

A reduction of 5.4% in CO₂ emissions is predicted for the City Centre LEZ option when compared to the Base (Figure 6). This is a slightly larger reduction than the City Wide LEZ option where a 4.8% reduction in CO₂ emissions is predicted when compared to the Base.

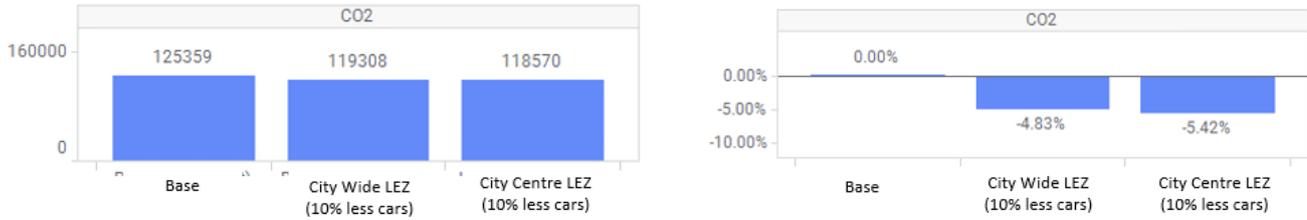


Figure 6: CO2 emissions (tonnes per year) for 3 scenarios (Base, City Wide LEZ less 10% cars and City Centre LEZ less 10% cars)

Summary of CO₂ emissions

It is predicted that there will be a negligible change in total CO₂ emissions (0.04% reduction) due to the introduction of the LEZ.

If the Extended Urban Areas approach was selected, it is predicted there will be a small increase in CO₂ emissions of about 0.6%. This is in part due to Euro 6 HGV/Buses emitting slightly more CO₂ than older vehicles.

Even in the hypothetical scenario where all vehicles are compliant, there is only a small reduction in CO₂ emissions of around 2.5%. This is mostly due to lower CO₂ emissions from newer cars.

The most effective way to reduce CO₂ emissions is to reduce fossil fuel vehicles on the road or replace with non-fossil fuel powered vehicles.

Section 3: Expanding LEZ boundary to include Calton Hill

We are not proposing to run the air quality model to account for any extension to the LEZ boundary which includes Regent Road and Royal Terrace (Calton Hill) because:

- Air Quality modelling on Regent Road predicts that air quality is compliant with air quality standards.
- The modelling was based on the LEZ boundary at the roundabout where Waterloo Place and Regent Road meet at St Andrews house. Traffic modelling used in air modelling scenarios assumes that non-compliant traffic is diverted along Queen Street, London Road and Easter Road to Abbeyhill. This will remain unchanged in the new scenario, and therefore changes in traffic flow and air quality along the LEZ diversion route will be negligible.
- Therefore, the current air quality modelling will be applicable to the scenario which includes Regent Road and Royal Terrace (Calton Hill).

Section 4: Expanding LEZ boundary to include Haymarket

If the LEZ boundary was extended to include Haymarket, a new air modelling assessment would be required because:

- A diversion route around the LEZ boundary is likely to include Ravelston Dykes, Roseburn, Balgreen Road and Gorgie Road. High vehicles may be required to divert even further due to low bridges, with Meadow Place Road being the nearest suitable alternative route.
- At some of these locations, air quality has not been compliant with air standards in previous years. There is therefore a risk that at some of these locations, air quality concentrations may increase.
- There is a risk that where air quality standards are now being achieved, increased traffic flows may result in a return to non-compliance.
- Therefore, new modelling would be required to assess any large changes to the boundary which includes Haymarket. This could take up to 6 months.
- Additionally, if the LEZ is larger, more vehicles will be required to divert around the LEZ boundary and the total vehicle kilometres will increase. This will result in increased overall CO₂ emissions.

Appendix 3 - Network Management Strategy (NMS)

- 1.1 In response to analysis of air quality (NO₂) and traffic modelling undertaken by the Scottish Environment Protection Agency (SEPA) and consultation with key stakeholders, potential displacement impacts and mitigations have been identified, as part of a wider Network Management Strategy (NMS).
- 1.2 Central to the NMS is to monitor and evaluate displacement impacts strategically around the entire boundary following an evidence-led approach, before specific solutions can be identified.
- 1.3 Consultation and engagement highlighted additional areas at/near to the boundary for which enhanced monitoring and evaluation could be utilised to inform the process of identifying potential solutions, as outlined below. Convincing evidence and wider stakeholder support for such solutions is required
- 1.4 Mitigation measures across all areas, including the West End, north-east and south-east, alongside previously identified measures will be further developed, following an evidence-led approach and with stakeholder support.
- 1.5 All mitigation measures will be delivered before LEZ enforcement begins in June 2024 and in line with other project programmes.
- 1.6 Intelligent Infrastructure Project (Smart Cities) will install new, moveable air quality monitoring sensors across Edinburgh's AQMAs and the LEZ. It will also install fixed camera locations (public CCTV), to analyse traffic flows. It is anticipated that project delivery will commence from December 2022 and synergies with the LEZ NMS will be sought throughout its project lifecycle to support Scheme evaluation.

West End

- 1.7 The West End (generally but not exclusively streets between the A8 at Haymarket Terrace and A90 at Queensferry Road) has been previously cited as an area of concern by stakeholders. The area has long-standing and historic traffic patterns and serves key routes within the city centre, despite its residential character. Potential displacement impacts of LEZ in this location should be considered strategically and in relation to wider complexities of citywide network management.
- 1.8 Officers recommend exploring potential solutions in the West End, considering that further traffic modelling assessments and stakeholder support would be required before design and implementation and that there are other significant projects planned in this area (CCWEL).
- 1.9 LEZ will collaborate with CCWEL to collect further traffic modelling evidence to inform any future potential impacts the Scheme will have on the road network. Evidence from future traffic modelling and surveys could be used to

determine a separate project, using instruments such as Experimental Traffic Regulation Orders (ETROs).

- 1.10 An interim solution for Tollcross Junction is being costing in the first instance, logical and effective diversion route for non-compliant traffic. Measures being costed include, re-alignment of kerbs/resizing of island, repositioning of bollard and signal heads and carriageway patch. It is recognised that a major overhaul of Tollcross Junction is required in the long term.
- 1.11 Changes to Morrison Street are being costed to provide a logical and effective diversion route for non-compliant traffic. Measures being costed include redesign of junction at Morrison Link/Morrison Road, redesign of junction at Torphichen Street/Morrison Street/Gardner's Crescent and road markings on Morrison Street to permit two-way traffic. Any changes would consider other requirements such as for loading and taxi rank access.
- 1.12 LEZ will continue engagement with Tollcross Primary School and other stakeholders in the area around planned Active Travel measures, in relation to LEZ delivery timelines.

North-East

- 1.13 The NMS will take on board key stakeholder concerns about displacement impacts around Calton Hill and Holyrood Park, including Historic Environment Scotland
- 1.14 A signposted diversion route will be made around the whole Scheme boundary. In the north-east this will follow London Road and Abbeyhill/Abbeymount to mitigate potential displacement impacts through residential areas on Calton Hill.

South-East

- 1.15 At Preston Street Primary School mitigations will be explored to address concerns relating to safety, improving amenity for school children and parents following lessons learned by Travelling Safely measures already in place.
- 1.16 Preliminary analysis has outlined various potential measures including but not limited to: permanent widening of pavements around the school, prioritisation of traffic signalling around school pick up/drop off times to pedestrians, additional traffic calming measures and others.
- 1.17 Such measures will be delivered as part of the Road Safety programme, in collaboration with the LEZ.

Transport and Environment Committee

10.00am, Thursday, 27 January 2021

Objections to TRO/20/20 – 40mph Speed Limit Review

| | |
|---------------------|--------------------|
| Executive/routine | Routine |
| Wards | All |
| Council Commitments | 16 |

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Notes the 20 objections and 32 notes of support received in relation to the advertised Traffic Regulation Order (TRO) proposing a reduction in speed limit at 22 locations from 40mph to 30mph; and
 - 1.1.2 Sets aside the objections and gives approval to make the TRO as advertised.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Objections to TRO/20/20 – 40mph Speed Limit Review

2. Executive Summary

- 2.1 This report outlines objections received to Traffic Regulation Order (TRO) TRO/20/20 which seeks to reduce the existing 40mph speed limit to 30mph at 22 locations.
- 2.2 The report informs Committee of the objections received to the draft TRO during its period of advertisement and seeks approval to set these aside and make the Order as advertised.
- 2.3 Overall, 52 representations were received to the advertised Order. Of these, 20 are objections and 32 are notes of support.

3. Background

- 3.1 On [27 February 2020](#), the Transport and Environment Committee approved commencing the statutory process for a TRO to reduce the speed limit on 22 streets (see 3.3) from 40mph to 30mph. The review aims to further the Council's ambitions to create environments that encourage active travel and to provide a road network that is safe for all road users.
- 3.2 An investigation into all roads with a 40mph speed limit in the Council's network was carried out to determine the potential for reduction to 30mph, as outlined in the Council's Local Transport Strategy Policies Safe 5 and Safe 6. Traffic surveys were undertaken on all 40mph roads and the results were reviewed along with other information that was gathered, including collision data and each road's function, features and traffic composition.
- 3.3 TRO/20/20 proposes to implement a 30mph speed limit at the following locations:
 - 3.3.1 Lanark Road;
 - 3.3.2 West Approach Road;
 - 3.3.3 Comiston Road;
 - 3.3.4 Biggar Road;
 - 3.3.5 Riccarton Mains Road;

- 3.3.6 Calder Road;
- 3.3.7 Wester Hailes Road;
- 3.3.8 Glasgow Road – between Gogar roundabout and Drum Brae roundabout;
- 3.3.9 Glasgow Road – between Newbridge roundabout and the east end of Ratho Station;
- 3.3.10 Old Liston Road;
- 3.3.11 Gogar Station Road;
- 3.3.12 South Gyle Broadway;
- 3.3.13 South Gyle Access;
- 3.3.14 Queensferry Road;
- 3.3.15 Hillhouse Road;
- 3.3.16 Frogston Brae;
- 3.3.17 Seafield Road East;
- 3.3.18 Sir Harry Lauder Road;
- 3.3.19 Milton Link;
- 3.3.20 Milton Road;
- 3.3.21 Milton Road East; and
- 3.3.22 Hawes Brae.

4. Main report

- 4.1 TRO/20/20 (see Appendix 1), which set out the proposed speed limit reductions at the locations outlined above, was advertised between 29 October to 19 November 2021. Upon completion of the public consultation, the Council had received 52 responses.
- 4.2 Twenty of these were objections received from individuals, and 32 were notes of support. Thirty notes of support were from individuals, one was received from SPOKES and another from Low Traffic Corstorphine.
- 4.3 Further details of the responses received to TRO/20/20 during its period of advertisement are provided in Appendix 2.
- 4.4 Table 1 and Table 2 of Appendix 2 highlight the number of location specific support comments and objections submitted.
- 4.5 Table 3 of Appendix 2 outlines the Council's responses to the objections received, clarifying the reasons behind the proposed speed limit reductions.

5. Next Steps

- 5.1 This report recommends setting aside the 20 objections received and making the TRO as advertised. All of those who objected to TRO/20/20 will be notified of the Committee's decision.

6. Financial impact

- 6.1 The estimated cost of the required design and construction work, including the installation of new signage and road markings, is estimated at £50,000. This can be accommodated within the Road Safety Capital budget.

7. Stakeholder/Community Impact

- 7.1 The statutory consultation for TRO/20/20 took place from 29 October to 19 November 2021. It allowed those potentially affected by the proposed speed limit reductions to comment or object formally.
- 7.2 A reduction in speed limit from 40mph to 30mph at the locations outlined at 3.3 is expected to further the Council's ambitions to provide a road network that is safe for all road users and support sustainability objectives by encouraging more active modes of travel.

8. Background reading/external references

- 8.1 [40mph Speed Limit Review](#) – approved by Transport and Environment Committee 27 February 2020.

9. Appendices

- 9.1 Appendix 1 – TRO/20/20 and Statement of Reasons
- 9.2 Appendix 2 – Responses received to the advertised TRO and responses to the comments raised

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (VARIOUS ROADS, EDINBURGH) (SPEED LIMIT REDUCTIONS) (RESTRICTED ROADS) ORDER 202- - TRO/20/20

The City of Edinburgh Council in exercise of their powers under sections 82(2) and 83(2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended, (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

1. This Order may be cited as "The City of Edinburgh Council (Various Roads, Edinburgh) (Speed Limit Reductions) (Restricted Roads) Order 202-" and shall come into operation on the ---- day of ---- Two thousand and ----.
2. The lengths of road specified in **Schedule 1** of this Order shall become restricted roads for the purposes of Section 81(1) of the 1984 Act, which imposes a speed limit of **30 miles per hour** on a restricted road.
3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
4. Any provision in an Order specified in any of the Articles or the Schedule to this Order which are inconsistent with any provision of this Order shall cease to have effect for the purposes of this Order but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order. The operative date shall be the date specified in Article 1 of this Order.
5. Any provision in *The Trunk Roads (40mph Speed Limit) (Midlothian) (Consolidation) Order 1975* which is inconsistent with any provision of this Order shall cease to have effect for the purposes of this Order on the operative date but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before that date. The operative date shall be the date on which the relevant provision of this Order comes into operation.
6. The Edinburgh Corporation (40 mph Speed Limit Direction) (No. 1) Order, 1961 shall have effect subject to the variations, insertions, substitutions and additions thereto specified in **Schedule 2** of this Order. **(GIS Ref 215)**
7. The Edinburgh Corporation (40 m.p.h. Speed Limit) (No. 1) Order 1970 is hereby revoked. **(GIS Ref 219)**
8. The Edinburgh Corporation (Calder Road) Traffic Regulation and 40 m.p.h. Speed Limit Order 1972 shall have effect as if: **(GIS Ref 238)**
in Article 8 for the words "No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on the carriageway of any lengths of road specified in either the First or Second Schedule to this Order." there were substituted the words "Not Allocated".
9. The Lothian Regional Council (West Approach Road, Edinburgh) (40 mph Speed Limit) Order 1982 is hereby revoked. **(GIS Ref 950)**
10. The Lothian Regional Council (Portobello Bypass and Seafield Road East, Edinburgh) (40 mph Speed Limit) Order 1987 is hereby revoked. **(GIS Ref 702)**

11. The Lothian Regional Council (South Gyle Access and South Gyle Broadway, Edinburgh) (40 mph Speed Limit) Order 1995 shall have effect as if in the Schedule: **(GIS Ref 1275)**
in item 1 South Gyle Access for the words “From the extended north kerbline of Bankhead Drive northwards to the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd.” there were substituted the words “Not Allocated”.
In item 2 South Gyle Broadway for the words “From the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd north-westwards to the outer kerbline of Gogar Roundabout.” there were substituted the words “From a point 299 metres or thereby north-west of the north-west kerbline of Gyle Avenue, north-westwards to the outer kerbline of Gogar Roundabout.”.
12. The City of Edinburgh Council (Old Liston Road and Cliftonhall Road, Newbridge, Edinburgh) (40 mph Speed Limit Order 1999 shall have effect as if in the Schedule: **(GIS Ref 1727)**
in item 1 Old Liston Road, Newbridge for the words “from the outer kerbline of Newbridge Roundabout westwards to the “village entry gateway” to Newbridge.” there were substituted the words “(Not Allocated)”.
13. The City of Edinburgh Council (Gogar Station Road, Edinburgh) (30 m.p.h. and 40 m.p.h. Speed Limit) Traffic Regulation Order 2003 is hereby revoked. **(GIS Ref 1998)**
14. The City of Edinburgh Council (Milton Link, Edinburgh) (40 m.p.h. Speed Limit) Traffic Regulation Order 2004 is hereby revoked. **(GIS Ref 2086)**
15. The City of Edinburgh Council (Frogston Road East, Edinburgh) (30 m.p.h. Speed Limit) Traffic Regulation Order 2004 is hereby revoked. **(GIS Ref 2085)**
16. The City of Edinburgh Council (A90/A902, Queensferry Road, Hillhouse Road, Telford Road and Maybury Road, Edinburgh) (40 m.p.h. Speed Limit) Order 2005 shall have effect as if in the Schedule: **(GIS Ref 2109)**
In item 1 The A90, Queensferry Road for the words “from its junction with Hillhouse Road to -” there were substituted the words “from a point 135 metres or thereby north-west of the north-west kerbline of Braehead Avenue, to -”.
In item 5 Hillhouse Road for the words “from its junction with House O’Hill Avenue to its junction with Queensferry Road.” there were substituted the words “(Not Allocated)”.
17. The City of Edinburgh Council (A71, Calder Road, Riccarton Mains Road, Former Riccarton Mains Road and Hermiston Park and Ride car park access roads) (30 and 40 m.p.h. Speed Limits) and (Variation) Traffic Regulation Order 2005 shall have effect as if: **(GIS Ref 2176)**
In Schedule 1 for the words “That length of Riccarton Mains Road from the southern edge of circulatory carriageway of the roundabout at the junction of A71, Calder Road, Riccarton Mains Road and Gogar Station Road continuously southwards to the 20mph speed limit boundary at a point 334 metres or thereby north of the north kerbline of Weaver’s Knowe Crescent.” there were substituted the words “Not Allocated”.
In Schedule 2
In item 1 Former Riccarton Mains Road for the words “From its junction with the A71, Calder Road to the northern edge of the outer kerbline of the roundabout at its junction with Riccarton Mains Road.” there were substituted the words “Not Allocated”.
In item 2 Hermiston Park and Ride car park eastern access road for the words “From the south-western edge of the outer kerbline of the roundabout at its junction with the A71, Calder Road, Gogar Station Road and Riccarton Mains Road at Hermiston Park and Ride car park and its junction with the access roads to the northern and southern car parks.” there were substituted the words “Not Allocated”.
In item 3 Hermiston Park and Ride car park western access road for the words “From its junction with the former Riccarton Mains Road and its junction with the entrance roads to the northern and southern car parks.” there were substituted the words “Not Allocated”.

18. The City of Edinburgh Council (A1, The Jewel to Newcraighall, Edinburgh) (50 m.p.h. Speed Limit) Order 2006 shall have effect as if: **(GIS Ref 2299)**
in the Schedule for the words “The A1 road, non-trunk section, from the outer kerblines of the roundabout at its junction with Milton Link (including the whole roundabout) south-eastwards for a distance of 1.3 kilometres or thereby to the East Lothian boundary at Newcraighall, together with the on- and off- slip roads to the A6095 Newcraighall Road.” there were substituted the words:
“The A1 road, non-trunk section, from the outer kerblines of the roundabout at its junction with The Jewel (excluding the whole roundabout) south-eastwards for a distance of 1.3 kilometres or thereby to the East Lothian boundary at Newcraighall, together with the on- and off- slip roads to the A6095 Newcraighall Road.”.
19. The City of Edinburgh Council (Hawes Brae, Queensferry) (Restricted Road) Order 2007 is hereby revoked. **(GIS Ref 2502)**
20. The City of Edinburgh Council ((40 m.p.h. Speed Limit Direction) (No. 1) and Restricted Road)) (Variation) Order 2007 is hereby revoked. **(GIS Ref 2456)**
21. The City of Edinburgh Council (West Approach Road, Edinburgh) (Restricted Road) Order 2008 is hereby revoked. **(GIS Ref 2542)**
22. The City of Edinburgh Council (Musselburgh Road, Edinburgh) (Restricted Roads) Order 2009 shall have effect as if in the Schedule: **(GIS Ref 2735)**
in item Milton Road East for the words “from a point 20 metres or thereby east of its junction with Brunstane Mill Road eastwards to its junction with Musselburgh Road.” there were substituted the words “Not Allocated”.
23. The City of Edinburgh Council (B924 Edinburgh Road and Hawes Brae, Queensferry) (40 m.p.h. Speed Limit) Order 2012 shall have effect as if: **(GIS Ref 2953)**
in the Schedule for the words “That length of the Edinburgh Road (B924) and Hawes Brae, Queensferry, from a point 280m or thereby north west from the point of intersection of the north kerblines of the A90, Queensferry Road (eastbound carriageway) and the south-west kerblines of the B924, Edinburgh Road (eastbound on slip-road to the A90, Queensferry Road) north westwards to a point, 310 metres or thereby east of the east face of the Forth Rail Bridge.” there were substituted the words “That length of the Edinburgh Road (B924) and Hawes Brae, Queensferry, from a point 280 metres or thereby north-west from the point of intersection of the north kerblines of the A90, Queensferry Road (eastbound carriageway) and the south-west kerblines of the B924, Edinburgh Road (eastbound on slip-road to the A90, Queensferry Road) north-westwards to a point, 11 metres or thereby east of the east kerblines of Bankhead Road.”
24. The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit) Order 2016 shall have effect as if: **(GIS Ref 3358)**
in the Schedule, in Area Five, in item South Gyle Broadway all the words were deleted.
25. The City of Edinburgh Council (West Approach Road, Edinburgh) (Restricted Roads) Order 2017 is hereby revoked. **(GIS Ref 3398)**
26. The City of Edinburgh Council (A8, Glasgow Road, Edinburgh) (40 mph Speed Limit) Order 2019 shall have effect as if in Schedule 1: **(GIS Ref 3480)**
in item A8, Glasgow Road, Edinburgh for the words “A8, Glasgow Road, Edinburgh” and “From a point 94 metres or thereby west of the centre line of Gyle Bridge to a point 288 metres or thereby east of the east kerblines of Station Road (Ratho Station).” there were substituted the words:

| | | |
|----------------------|-----|--|
| “A89, Edinburgh Road | (a) | That length of the A89, Edinburgh Road from the centreline of bridge over the River Almond, eastwards to the outer kerblines of the west end of Newbridge Roundabout. |
| A8, Glasgow Road | (b) | From a point 460 metres or thereby west of the west kerblines of Hallyards Road, eastwards to a point 113 metres or thereby west of the extended west kerblines of Maybury Road. |
| Gogar Station Road | (c) | From the south kerblines of the A8, Glasgow Road, southwards for a distance of 20 metres or thereby.” |

27. The City of Edinburgh Council (Seafield Road East, Edinburgh) (Restricted Roads) Order 2019 is hereby revoked. **(GIS Ref 3485)**

Executed by The City of Edinburgh Council this ---- day of ---- Two thousand and ----.

(witness)

signed on behalf of Executive Director of Place

SCHEDULE 1

**Restricted Roads
30 MPH Speed Limits**

| Road in Edinburgh | Lengths of Road | |
|---|---|---|
| Bankhead Road | From the south kerblineline of Hawes Brae (Queensferry) for a distance of 180 metres or thereby southwards. | |
| Biggar Road | From a point 65 metres or thereby south of the south kerblineline of Swanston Drive, northwards to the north kerblineline of Oxfangs Road and Frogston Road West. | |
| Calder Road | From a point 38 metres or thereby west of the west kerblineline of Hermiston House Road, eastwards to the west kerblineline of Stevenson Drive. | |
| Comiston Road | From a point 13 metres or thereby south of the south kerblineline of Braid Hills Road, southwards to the north kerblineline of Oxfangs Road and Frogston Road West. | |
| Frogston Brae | From its junction with Frogston Road West eastwards to its junction with Frogston Road East. | |
| Frogston Road East | From its junction with Frogston Brae eastwards to its junction with Howden Hall Road, Captain's Road and Burdiehouse Road. | |
| Frogston Road West | From its junction with Comiston Road and Biggar Road eastwards to its junction with Frogston Brae. | |
| Glasgow Road (A8) | (a) | From the outer kerblineline of Newbridge Roundabout (including the whole carriageway of the said roundabout), eastwards to a point 460 metres or thereby west of the west kerblineline of Hallyards Road. |
| | (b) | From a point 113 metres or thereby west of the extended west kerblineline of Maybury Road, eastwards to a point 97 metres or thereby east of the east kerblineline of Craigs Avenue. |
| Gogar Station Road | From a point 20 metres or thereby south of the south kerblineline of the A8, Glasgow Road, southwards to the outer kerblineline of the Calder Road Roundabout. | |
| Hawes Brae, Queensferry | From a point 11 metres or thereby east of the east kerblineline of Bankhead Road, north-westwards to a point 130 metres or thereby east of the east face of the Forth Rail Bridge. | |
| Hermiston Park and Ride car park - Eastern Access Road | From the south-western edge of the outer kerblineline of the roundabout at its junction with the A71, Calder Road, Gogar Station Road and Riccarton Mains Road at Hermiston Park and Ride car park, south-westwards to its junction with the access roads to the northern and southern car parks. | |
| Hermiston Park and Ride car park - Western Access Road | From the West Leg of the former Riccarton Mains Road north-westwards to its junction with the entrance to the northern and southern car parks. | |
| Hillhouse Road | From its junction with Queensferry Road eastwards to its junction with House O'Hill Avenue. | |
| Lanark Road | From a point 11 metres or thereby east of the east kerblineline of Spylaw Park, eastwards to a point 24 metres or thereby east of the east kerblineline of Redhall View. | |

| | | |
|--|---|---|
| Milton Link | From the outer kerbline of the Jewel Roundabout (including the whole roundabout forming part of the A1 road), northwards to its junction with Milton Road, Sir Harry Lauder Road and Milton Road East. | |
| Milton Road (including Duddingston Crescent and Milton Road East) | From its junction with Hope Lane eastwards, including those parts also known as Duddingston Crescent and Milton Road East, to its junction with Musselburgh Road. | |
| Old Liston Road | From the outer kerbline of Newbridge Roundabout, southwards and then westwards to a point 50 metres or thereby south of the south kerbline of Parkside. | |
| Queensferry Road | From a point 135 metres or thereby north-west of the north-west kerbline of Braehead Avenue, south-eastwards and then eastwards to its junction with Hillhouse Road. | |
| Riccarton Mains Road | (a) | From the outer kerbline of the roundabout at the A71, Calder Road, Gogar Station Road and Riccarton Mains Road, southwards to a point 334 metres or thereby north of the north kerbline of Weaver's Knowe Crescent. |
| | (b) | (West Leg - Riccarton Mains Road adjacent to Hermiston Park and Ride), from the south kerbline of Calder Road southwards to the main carriageway of Riccarton Mains Road. |
| Seafield Road East | From its junction with Portobello Road and King's Road northwards to a point 87 metres or thereby north of the north kerbline of Fillyside Road. | |
| Sir Harry Lauder Road | From its junction with Portobello Road and King's Road, including King's Road roundabout, southwards to its junction with Milton Road and Milton Road East. | |
| South Gyle Access | From the extended north kerbline of Bankhead Drive, northwards to the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd. | |
| South Gyle Broadway | From the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd, (including the whole roundabout), north-westwards to a point 299 metres or thereby north-west of the north-west kerbline of Gyle Avenue. | |
| West Approach Road | (a) | From its junction with Roseburn Street, eastwards then southwards and then north-eastwards to the north face of the Morrison Street overbridge, including those sections of carriageway for north-eastbound only traffic (north leg), and south-westbound only traffic (south leg). |
| | (b) | From its junction with the on-slip road for north-westbound only traffic, south-westwards to the south kerbline of Dundee Street. |
| Wester Hailes Road | From its junction with Calder Road southwards and then south-eastwards to a point 118 metres or thereby north of the north kerbline of Lanark Road. | |

Explanatory Note - The lengths of road in this Order are in addition to the lengths of restricted road described in the entries in Part I – Edinburgh District of the Schedule to the Lothian Regional Council (Restricted Roads) Order 1985.

SCHEDULE 2

VARIATIONS ETC TO THE EDINBURGH CORPORATION (40 M.P.H. SPEED LIMIT DIRECTION) (NO. 1) ORDER, 1961

The above Order shall have effect as if:

In the SCHEDULE:

In item 1. Comiston Road for the words “1. Comiston Road” and “From a point 14 yards or thereby south of its junction with Braid Hills Road southwards including Biggar Road to its junction with the northernmost roundabout of the Lothianburn Interchange on the A720 City Bypass.” there were substituted the words “1. Biggar Road” and “From a point 65 metres or thereby south of the south kerbline of Swanston Drive, southwards to its junction with the northernmost roundabout of the Lothianburn Interchange on the A720 City Bypass.”.

In item 2. Frogston Road West

In item (a) for the words “from its junction with Comiston Road and Biggar Road to its junction with Frogston Avenue.” there were substituted the words “(Not Allocated)”.

In item (b) for the words “from a point 15 metres or thereby east of its junction with Mounthooly Loan to its junction with Frogston Brae.” there were substituted the words “(Not Allocated)”.

In item 2A. Frogston Brae for the words “from its junction with Frogston Road West eastwards to its junction with Frogston Road East.” there were substituted the words “(Not Allocated)”.

In item 2B. Frogston Road East for the words “from its junction with Frogston Brae eastwards to its junction with Mortonhall Gate” there were substituted the words “(Not Allocated)”.

In item 5. Milton Road West for the words “From a point 43 metres or thereby east of its junction with Park Avenue eastwards including Milton Road East to a point 20 metres or thereby east of its junction with Brunstane Mill Road.” there were substituted the words “(Not Allocated)”.

In item 10. Glasgow Road for the words “From a point 45 yards or thereby west of its junction with Drum Brae South westwards to a point 100 yards or thereby west of the Gyle Bridge.” there were substituted the words “(Not Allocated)”.

In item 11. Lanark Road for the words “From a point 32 yards or thereby east of its junction with Redhall View westwards to a point 7 yards or thereby east of its junction with Spylaw Park.” there were substituted the words “(Not Allocated)”.

Statement of Reasons

The City of Edinburgh (Various Roads, Edinburgh) (Speed Limit Reductions) (Restricted Roads) Order 202_ - TRO/20/20

Proposed Traffic Order to introduce 30mph speed limits.

The Council's Local Transport Strategy contains policies that set out its approach to setting appropriate speed limits on its road network. Policy Safe 5 and Safe 6 state that the Council will undertake a programme of reducing 40mph speed limits to 30mph at locations with urban frontages.

Reduced speed limits further the Council's ambitions to create environments that encourage walking and cycling and to provide a road network that is safe for all road users.

A review has recently been undertaken of all 40mph roads within the City of Edinburgh Council's boundary to consider the potential to reduce their speed limits. The outcomes of this review were reported to the Council's Transport and Environment Committee on 27 February 2020. The Committee gave its approval to commence the statutory process to reduce the speed limit from 40mph to 30mph at the following locations:

- Lanark Road;
- West Approach Road;
- Comiston Road;
- Biggar Road;
- Riccarton Mains Road including access roads to Hermiston Park & Ride;
- Calder Road;
- Wester Hailes Road;
- Glasgow Road – between Gogar roundabout and Drum Brae roundabout;
- Glasgow Road – between Newbridge roundabout and the east end of Ratho Station;
- Old Liston Road;
- Gogar Station Road;
- South Gyle Broadway;
- South Gyle Access;
- Queensferry Road;
- Hillhouse Road;
- Frogston Brae;
- Seafield Road East;
- Frogston Road East
- Frogston Road West;
- Sir Harry Lauder Road;
- Milton Link;
- Milton Road including parts known as Duddingston Crescent;
- Milton Road East;
- Hawes Brae; and
- Bankhead Road

Police Scotland is responsible for the enforcement of posted speed limits and has provided a statement of support for the proposal to these reduce speed limits.

Appendix 2 - Responses received to the advertised TRO/20/20 and responses to the comments raised

Total number of representations 52 (20 objections and 32 notes of support)

| TABLE 1 - Notes of support referring to specific locations: <i>(Please note that some respondents referred to more than one location)</i> | Number received: |
|---|-------------------------|
| Sir Harry Lauder Road | 1 |
| Milton Road | 1 |
| Comiston Road | 4 |
| Queensferry Road | 2 |
| South Gyle | 1 |
| Calder Road | 1 |
| Wester Hailes Road | 1 |
| Seafield Road East | 1 |
| West Approach Road | 1 |
| Biggar Road | 1 |
| Frogston Road East | 1 |
| Frogston Road West | 1 |
| Frogston Brae | 1 |
| Glasgow Road | 6 |

| TABLE 2 - Objections referring to specific locations: <i>(Please note that some respondents referred to more than one location)</i> | Number received: |
|---|-------------------------|
| TRO/20/20 (all locations) | 2 |
| Biggar Road | 1 |
| Calder Road | 1 |
| Comiston Road | 1 |
| Frogston Brae | 1 |
| Frogston Road East | 1 |
| Frogston Road West | 1 |
| Glasgow Road (between Gogar roundabout and Drum Brae roundabout) | 17 |
| Glasgow Road (between Newbridge roundabout and the east end of Ratho Station) | 2 |
| Gogar Station Road | 1 |
| Riccarton Mains Road | 1 |
| Lanark Road | 1 |
| Old Liston Road | 1 |
| Seafield Road East | 1 |
| Sir Harry Lauder Road | 1 |
| South Gyle Access | 1 |
| South Gyle Broadway | 1 |
| West Approach Road | 1 |
| Wester Hailes Road | 1 |

| TABLE 3 | | |
|--|---|--|
| Issue raised: | Number of respondents raising the issue: | Response: |
| Lack of evidence that speed limit reductions are effective and improve road safety | 3 | <p>The 40mph Speed Limit Review commenced following the citywide 20mph roll out. A report evaluating the 20mph rollout was considered by the Transport and Environment Committee in October 2019. Findings revealed that slower speeds were having a positive impact on the safety and wellbeing of residents and visitors. People who walk and cycle reported they were doing so much more frequently now streets are calmer. Amongst the findings reported was a statistically significant reduction in speeds across the monitoring sites surveyed.</p> <p>The Council has adopted a “Vision Zero” policy approach to road safety. This means that our overarching road safety vision is to work towards the provision of a modern road network where all users are safe from the risk of being killed or seriously injured. This approach, which is in keeping with the Scottish Government’s Road Safety Framework to 2020, has major implications for road network management.</p> <p>Vehicle speed is the most important single factor in the severity of road collisions, with the risk of fatal injury to pedestrians being more than eight times higher at 30mph than 20mph. The chance of survival halves again between 30mph and 40mph. So urban speed limits need to reduce, if the Council is to move toward Vision Zero.</p> <p>Speed is not only a safety issue. Lower speeds contribute to place making – streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction.</p> <p>As with the 20mph roll out, the Council’s Road Safety team will monitor the vehicle speeds and collision profiles of the locations proposed for a reduction in speed limit from 40mph to 30mph as stated in TRO/20/20.</p> |

| | | |
|--|--|---|
| | | <p>Furthermore, Police Scotland is responsible for enforcing speed limits and has been consulted as part of the statutory consultation process. Police Scotland is supportive of improved road safety across the city and is working with the Council to achieve this through road safety education and behaviour change initiatives. The Council will continue to work closely with Police Scotland on educating all road users on the importance of road safety to achieve a cultural change and safety benefits for all.</p> |
| <p>Speed limit reductions will cause delays and increase congestion and air pollution.</p> | <p>2 – not site specific 16 - Glasgow Road, between Gogar roundabout and Drum Brae 1 - Glasgow Road, between Newbridge roundabout and the east end of Ratho Station</p> | <p>Vehicles traveling at slower speeds can help to promote a smooth driving style which helps traffic to flow. A subsequent reduction in acceleration, deceleration, gear changing and braking and a move away from 'stop-go' driving will help to reduce fuel consumption and associated emissions. Importantly, some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling instead of driving.</p> <p>The Council continues to prioritise the issue of poor air quality, with a range of projects, including proposals for a Low Emission Zone and investment in high quality walking and cycling infrastructure to encourage modal shift away from private car use.</p> |
| <p>Reduction of speed limit on roads with no residential frontages and/or low pedestrian volumes</p> | <p>1 – not site specific 1 – Calder Road, Frogston Brae, Frogston Road West and Frogston Road East, Glasgow Road, between Newbridge roundabout and the east end of Ratho Station, Riccarton Mains Road, Old Liston Road, South Gyle Access, South Gyle Broadway, West Approach</p> | <p>The 40mph Speed Limit Review was founded upon a range of data criteria that was collected and evaluated. The review accounted for the function and local features at each location, including residences and active travel facilities, however the absence of these would not necessarily justify retaining the existing 40mph speed limit.</p> <p>Other key considerations included reviewing traffic data that was collected at each site, its collision history and network consistency. The reduction in speed limit on the roads identified aims to further the Council's ambitions to create a road network that is safe for all road users. The reductions stand to support on going and future transport proposals, for example the West Edinburgh Link which will improve walking and cycling facilities in South Gyle.</p> |

| | | |
|--|---|---|
| | Road, Wester Hailes Road | |
| Reduction of speed limits is a waste of public money and resources | 2 | Lower speed limits help to reduce the risk and severity of road collisions. Fewer casualties means less strain on the NHS and emergency services. Lower speed limits support and encourage more walking and cycling which contribute to better physical and mental health and prevention of illnesses like heart disease and diabetes, helping save NHS spending. |
| Many of the roads concerned are arterial routes and are designed to handle vehicle speeds of 40mph or higher due to size and layout | 1 – Biggar Road, Calder Road, Comiston Road, Frogston Brae, Frogston Road West and Frogston Road East, Glasgow Road (both sections), Lanark Road, Riccarton Mains Road, Seafield Road East, Sir Harry Lauder Road, South Gyle Access, South Gyle Broadway, West Approach Road, Wester Hailes Road | <p>Over recent years, there has been a huge increase in the number of motor vehicles since the construction of our arterial roads, and the potential for collisions has therefore increased.</p> <p>When setting and amending speed limits it is important to consider network consistency. With a predominantly 20mph road network across the City of Edinburgh Council's boundary, a reduction in speed to 30mph ensures that posted speed limit transitions are logical and consistent.</p> <p>As outlined in the 40mph Speed Limit Review report, it is proposed that the reductions in speed limit will initially be implemented using signage and road markings. The average speed data recorded at most locations indicates that self-compliance is attainable, without the need for further speed reducing measures, which supports utilising this cost-effective method.</p> <p>If, however post reduction monitoring records average speeds that indicate an unacceptable level of non-compliance, a site study will be carried out to determine if changes are required to the existing road layout and the suitability of further speed reduction measures including, but not limited to, mobile vehicle activated signs and physical calming measures.</p> |
| Reductions ignore the needs of business and individuals using the roads and have only considered residents living at these locations | 1 | Speed is not only a safety issue, but lower speeds also contribute to place making not only for residents but for local businesses and road users. Streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction. |

Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Kirkliston Junction Reconfiguration

| | |
|---------------------|---------|
| Executive/routine | Routine |
| Wards | 1 |
| Council Commitments | |

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note the:
 - 1.1.1 Report previously considered at this Committee on [5 December 2019](#) relating to the junction;
 - 1.1.2 Historic improvements implemented at this junction in 2005 and ongoing timing improvements undertaken by Council officers; and
 - 1.1.3 Proposed junction signals improvement works required for a nearby housing development which are expected to be completed in 2022.

Paul Lawrence

Executive Director of Place

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Kirkliston Junction Reconfiguration

2. Executive Summary

- 2.1 This report provides an update on historic and proposed improvements to the Kirkliston Town Centre junction.

3. Background

- 3.1 In terms of history, the junction has been subject to investigation and improvements over the years to accommodate increasing traffic flows. It is understood an element of significant traffic flow can be attributed to new residential developments within Kirkliston and surrounding areas, including West Lothian.
- 3.2 As a result of these investigations and to address a pedestrian safety risk, the traffic signal sequence was significantly changed in February 2015. The north/south flow was split into separate stages, to remove right turning vehicle conflicts and the risk of drivers mounting the kerb to pass stationary vehicles. Additional detection equipment was also included improve junction efficiency.
- 3.3 On 5 December 2019 the Transport and Environment Committee considered a report relating to the 2018 Kirkliston and Queensferry Traffic and Active Travel Study. Section 4.9 of the report referred to Kirkliston Crossroads results from the origin and destination traffic survey and considered future improvements for the junction. At that time, it was considered appropriate that further analysis and design would be required to increased traffic flows or explore options for junction redesign.
- 3.4 Due to the restrictive physical nature of the junction and surrounding buildings, it has not been possible to expand the layout or create more road space. The system changes undertaken to date have reached the limit of junction capacity at peak times.
- 3.5 Short and longer-term actions were considered as part of the December 2019 report, including:
- 3.5.1 Short Term - Junction efficiency assessment and Section 75 investment (action for the Network and Enforcement Team (ITS));
 - 3.5.2 Longer term - Crossroads junction reconfiguration (action for the Road Safety/Active Travel Team).

- 3.6 The 2018 traffic study considered alternative layouts for the junction (see Appendix 1). These proposals were offered as an alternative to the current signalised layout suggesting two revised layouts prioritising either north/south or east/west routes with zebra crossings.
- 3.7 Officers from ITS and Road Safety/Active Travel have recently reconsidered these proposals and, in the absence of any benefit to pedestrians, vulnerable road users, cyclists or the current road network, these options have now been discounted.
- 3.8 An update on the Kirkliston signal upgrade was included in the Committee Business Bulletin on [14 October 2021](#).

4. Main report

- 4.1 Further to the background described in preceding section, officers have considered peak period traffic journey delays at this location under the context of additional residential development in the immediate area.
- 4.2 They have considered what actions would be appropriate to mitigate the impact of trips to/through and from the Kirkliston area. The current signals infrastructure has essentially reached its technical limitations in dealing with the prospect of additional journeys through the junction.
- 4.3 Due to the physical limitations of the existing junction and adjacent buildings increasing the physical space for all modes of transport or pedestrians is not possible.
- 4.4 There are essentially two immediate ways in which junction capacity or journey times could be improved. Initial options are noted below:
 - 4.4.1 Increase the number of lanes on approach and/or exit to the junction;
 - 4.4.2 Reduce the number of vehicles passing through the junction.
- 4.5 Unfortunately, neither of these options are practical as buildings constrain the junction on all four corners, making the introduction of additional lanes impossible. The second option would require restricting or diverting current traffic flows entering Kirkliston, which may have a detrimental effect on local traffic and public transport access to Kirkliston. Clearly, any significant changes to road capacity or priority changes would require further strategic consideration to mitigate any possible negative impacts on the environment, public transport connectivity and active travel infrastructure.
- 4.6 At this time, the desirable option is to improve the efficiency of the junction by implementing a higher level of signal monitoring and control. The system considered appropriate is called Microprocessor Optimised Vehicle Actuation (MOVA).
- 4.7 MOVA is an operation method developed to overcome some of the problems associated with the current Vehicle Actuation (VA) control system. MOVA is an intelligent system which is more responsive to traffic conditions and likely to

improve junction capacity. By reacting to changes in traffic flows quicker this system can improve junction capacity on the lead up to and after over-capacity periods.

- 4.8 The implementation of a MOVA traffic control system requires extensive additional infrastructure to provide additional vehicle detection required to feed real-time information to the controller.
- 4.9 As part of the planning approval for application 17/04571/PPP for the development at the northeast of Wellflats Road, there is a requirement for the developer to complete a full upgrade of the traffic signals at the Crossroads and to provide MOVA control as part of the upgrade. At the time of preparing this report, officers expect the developer to provide design information in January/February 2022, with installation, subject to the appropriate technical approval, expected by Summer 2022. The planning condition suggests the installation should be complete by the 30th residential unit.
- 4.10 Officers are also currently investigating bus priority measures on principal route corridors approaching the city as part of the Transport Scotland funded Bus Partnership Fund. In addition to these planned improvements, any reduction in journey times through Kirkliston would be of benefit to the three existing public transport services serving the town.
- 4.11 In line with the approved Transport Hierarchy it is recognised that several modes of transport should be considered and prioritised before private cars. Improvements to the traffic signals should reduce journey times, improve reliability for public transport services and reduce wait times for pedestrians.

5. Next Steps

- 5.1 As described in the previous section officers will consider the detailed design provided by the Developer's consultant when received. Should the technical and controller design be deemed acceptable installation of the new traffic signals system is expected to commence in Spring 2022.
- 5.2 Prior to the installation of the proposed MOVA signals system, officers will undertake journey time assessments at AM and PM peak periods. On completion a validation assessment will take place to optimise signals operation, monitor traffic flows, queue lengths and journey times.
- 5.3 In broader network and transport mobility terms it may be appropriate to consider the strategic context of routes and transport options in the Kirkliston and wider area in the future. Any further studies or mobility planning in the area would clearly need to consider the West Edinburgh Transport Improvements Programme (WETIP) and form part of the 2030 City Plan, City Mobility Plan, Net Zero Carbon policies in the context of a Climate ready Authority.

6. Financial impact

- 6.1 The installation cost of the proposed junction improvements is to be met by the developer of the 17/04571/PPP consent.

- 6.2 Staff costs associated with the assessment, commissioning and validation of the new signals system will be met by the Transport Revenue budget.

7. Stakeholder/Community Impact

- 7.1 Although it is understood there will be some disruption during the installation of the proposed MOVA traffic control system it is expected the local community will benefit from reduced journey times and delays through this particular junction.

8. Background reading/external references

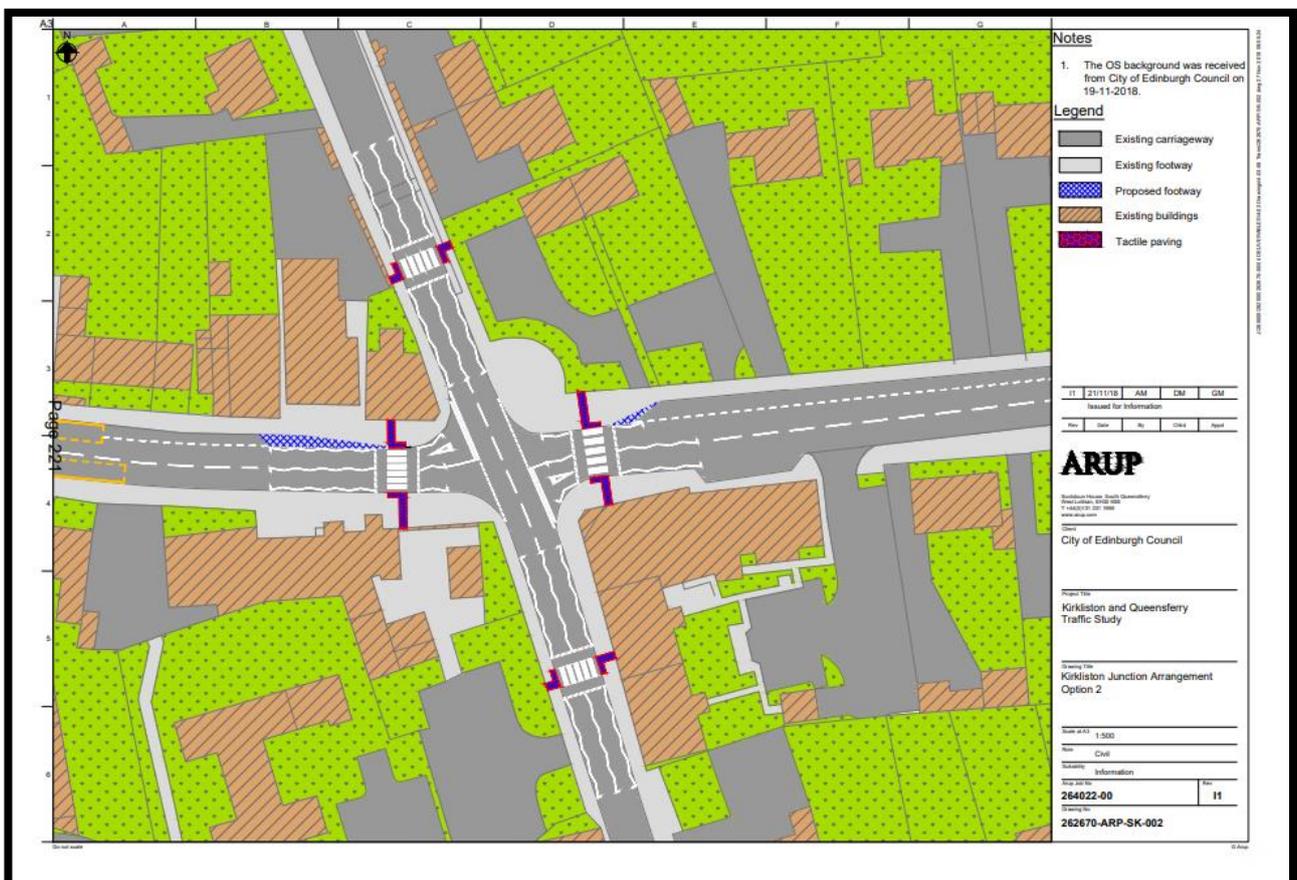
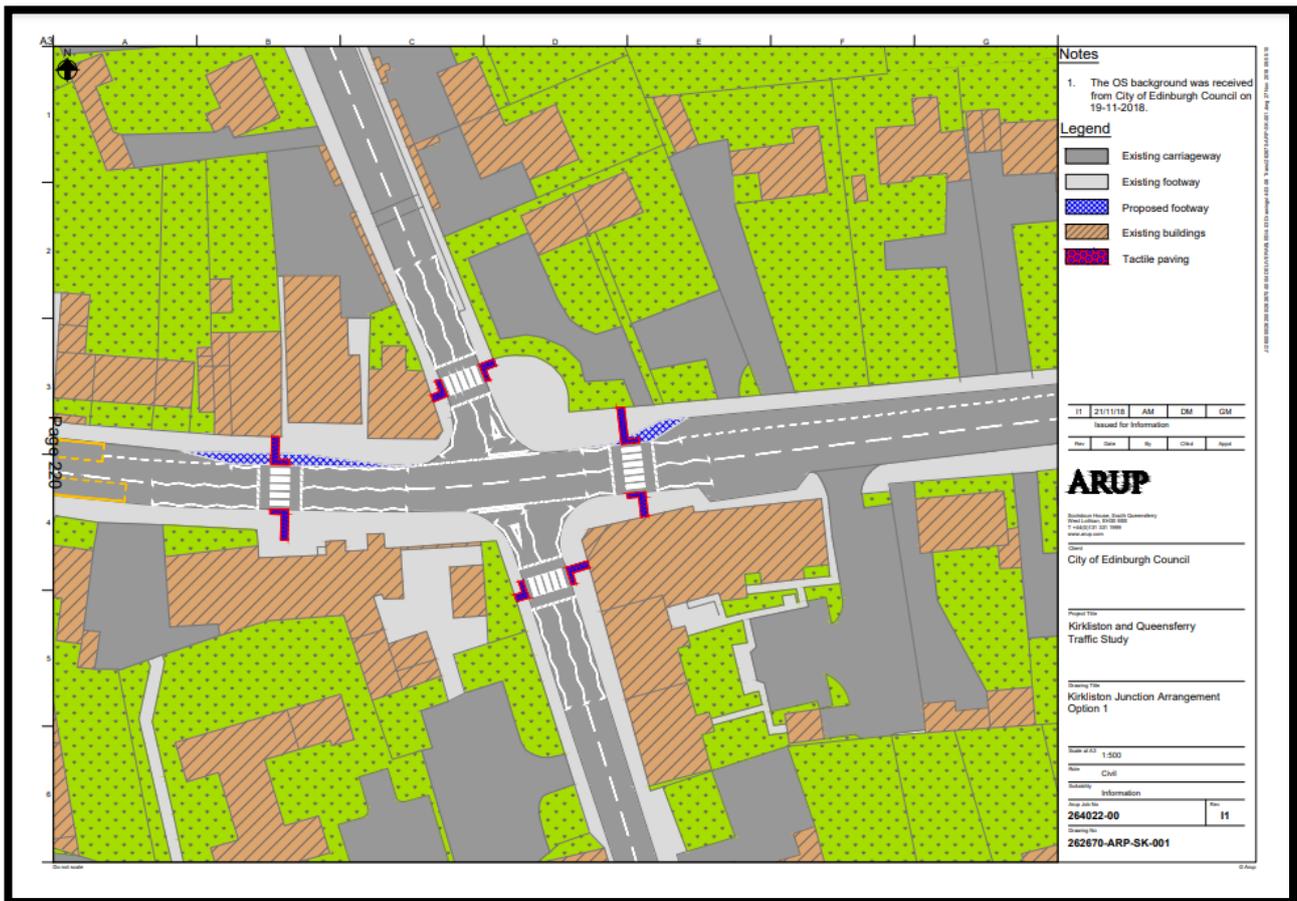
- 8.1 The West Edinburgh Transport Improvements Programme (WETIP) has a remit to progress delivery of the public transport and active travel measures along the A8/A89 corridor which were identified in the [West Edinburgh Transport Appraisal Refresh](#) study.
- 8.2 The 2018 Kirkliston and Queensferry Traffic and Active Travel Study was considered at the Transport and Environment Committee on 5th December 2019, section 4.9 specifically related to the Kirkliston Crossroads. The study was centred around a comprehensive origin and destination survey and actions that may be appropriate in the area.
- 8.3 At the meeting of this Committee on 5th December 2019 it was considered appropriate that further analysis and design would be required to consider if increased traffic flows or a complete redesign would be necessary to improve the environment for local residents.

9. Appendices

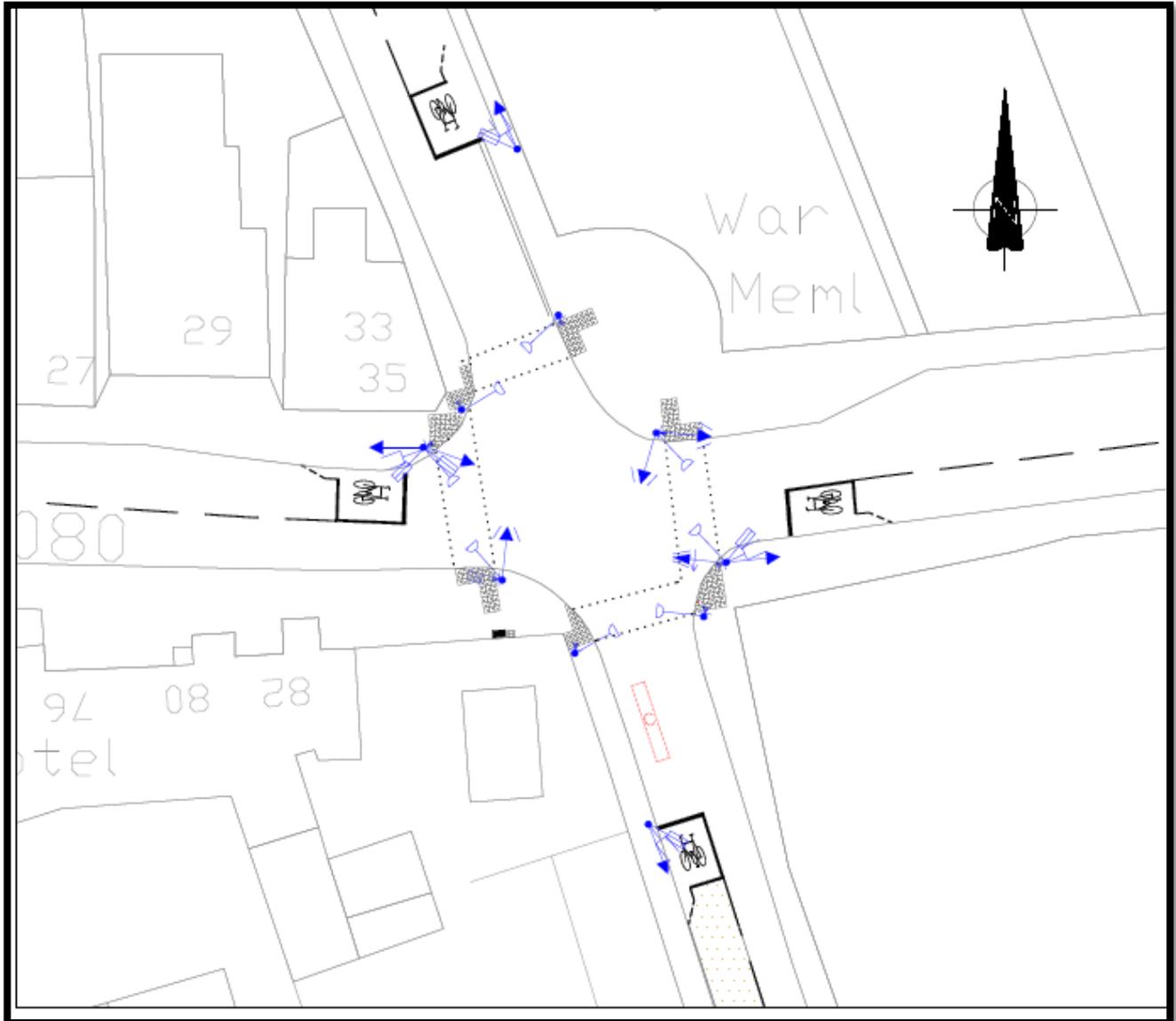
- 9.1 Appendix 1 – Sketches from the 2018 Kirkliston and Queensferry Traffic Study.
- 9.2 Appendix 2 – Plan of existing traffic signals junction.

Appendix 1

Suggested revised junction layouts (2018 Traffic Study)



Kirkliston Town Centre Junction – Existing Signals Layout



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Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Progress Report on the ‘Vision for Water Management’ and Operational Management of Roads Drainage Infrastructure

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| Executive/routine Wards All Council Commitments | Executive All 1, 2, 15 |
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1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Notes progress on the implementation of the Vision for Water Management;
 - 1.1.2 Notes the progress on the Green Blue Network project to date;
 - 1.1.3 Notes that a dedicated multi-disciplinary in-house team will be required to progress the recommendations which fall to the Council and that officers are working on the development of plans for this team;
 - 1.1.4 Notes the proposal to commence operational roads drainage meetings with Scottish Water in 2022, as well as an updated process for recording and monitoring blocked gullies; and
 - 1.1.5 Approves the discharge of Motions on drainage and flooding from the Council meeting in August 2021.

Paul Lawrence

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Progress Report on the ‘Vision for Water Management’ and Operational Management of Roads Drainage Infrastructure

2. Executive Summary

- 2.1 This report provides an update on the implementation of the Vision for Water Management and on operational management of the city’s roads drainage infrastructure, and responds to two motions which were approved by the Council in August 2021.

3. Background

- 3.1 Achieving net zero emissions and adapting the city to the impacts of climate change represents the greatest challenge of a generation. The City of Edinburgh Council has set an ambitious target for Edinburgh to become a net zero and climate-resilient city by 2030, as set out in the draft 2030 Climate strategy.
- 3.2 The Vision for Water Management in the City of Edinburgh (Water Vision) is being actively driven forward by the newly formed Blue Green City Partnership. This is a partnership between Scottish Water, Scottish Environment Protection Agency (SEPA) and the Council. The group reports to the Edinburgh and Lothians Strategic Drainage Partnership.
- 3.3 The Blue Green Network project was initiated to determine a strategic Green Blue Network across Edinburgh, highlighting missing links in the network for future projects. The project brought together all the information available across the Council and externally from SEPA and Scottish Water on green blue infrastructure. This included flooding from all sources, in particular Scottish Water sewer flooding and Sustainable Drainage Systems (SuDS) opportunity mapping, along with the existing planning green network, and active travel data sets. The project worked with the Edinburgh Nature Network project to integrate all habitat data sets and agreed buffer zones and connectivity across the city.
- 3.4 Whilst many of the outcomes from the above projects will be progressed by others (through externally-funded developments), there is currently insufficient staff and financial resources available to progress either the strategic planning work, or any

recommendations which may arise from this which will fall to the Council to implement. Consequently, a dedicated multi-disciplinary in-house team will be required, at a cost of approximately £300,000 per year. Also, significant additional funding will be required to construct and maintain any resulting new blue-green infrastructure.

- 3.5 There is no longer any doubt that transformational change at scale is needed to manage Scotland's water environment if we are to respond effectively to climate change, biodiversity decline and population growth. The climate is changing, and climate trends predict that we will experience milder and wetter winters. Summers are expected to become hotter and drier, and occurrences of extreme rainfall events are expected to increase both in frequency and intensity. Despite the overall trend, there will still be cold, dry winters, and cool, dry summers, as there is variability in the summers and winters we see today.
- 3.6 This has been widely recognised internationally and the United Nations set [Sustainable Development Goals](#); thirteen out of seventeen of which link to water issues. The UK Committee on Climate Change also highlights flooding issues as one of the top risks to the country.
- 3.7 The Scottish Government recognised the need to take a regional approach to flooding, drainage, water quality and wider consideration of the water environment and the Edinburgh and Lothians Strategic Drainage Partnership (ELSDP) was established in October 2018. The Partnership seeks to develop a co-ordinated and transformative approach across Edinburgh and the Lothians to drainage, water management and flooding issues. There will be a strong focus on water management using above-ground drainage infrastructure (or SuDS), increasing biodiversity, creating great places and supporting a climate-resilient city region.
- 3.8 SuDS is one aspect of Blue-Green infrastructure (BGI) and includes rain gardens, grass swales, ponds and various other structures aligned to provide staged treatment in terms of water quality and reduced flow rates/storage, thereby reducing flooding. As described in the ESRG, best practice in blue-green infrastructure design and implementation can also achieve much wider place-led benefits. Such benefits include supporting biodiversity, providing attractive open/play space and complementing mobility and active travel. As such, BGI can provide significant added value socially, economically and environmentally, and it supports the Council's current strategic direction. The ELSDP's work within Edinburgh is being taken forward by the partnership working group, Blue Green City Partnership (BGCP), led by Scottish Water.
- 3.9 The role of the ELSDP is to make decisions in relation to the implementation of the different work streams, whilst maintaining an overview of all the existing and proposed work within Edinburgh and the Lothians that relates to water issues and related interests. This overarching role will ensure different work streams are co-ordinated, providing opportunities for collegiate working with shared efficiencies, learning and added value maximised both internally and externally.

- 3.10 In June 2021, The Council launched the draft 2030 Climate Strategy; Delivering a Net Zero Climate Ready City for consultation. This also embeds the work of the Water Vision and ELSDP. The aims of the ELSDP, the Water Vision and Climate Strategy also align with the Edinburgh Climate Change Commission which states that the city should become resilient to climate change, embed a collaborative approach to problem solving and be open to all best practice. This also accords with the Council's [Edinburgh 2050 Vision](#) of a sustainable, green, and safe city. The draft National Planning Framework 4 published 25 November 2021 proposes that 'adaptation by blue and green infrastructure to surface water and drainage infrastructure' is one of Edinburgh's two national projects. The work of the BGCP team and the GBN project will help to deliver this sustainable approach to adaptation.
- 3.11 On [26 August 2021](#), the Council approved two motions in respect of drainage and flooding. These actions are addressed in the main report below.

4. Main Report

Progress on the implementation of the Water Vision

- 4.1 The BGCP is targeting areas for transformational change, including implementation of the Water Vision through City Plan 2030 policies and supporting guidance.
- 4.2 To date, it has been examining potential opportunities in existing projects to influence and alter their planning and design to manage surface water flows on the surface, using blue-green infrastructure. It has successfully identified an active travel and traffic calming project that potentially could be improved, providing multiple benefits to the project and the community. This approach supports Scottish Water's Policy with respect to surface water which can be summed up as 'no more in, and what's in, out', and focuses on the separation of surface water from combined drainage systems, contributing to an increase in overall drainage capacity within the city and additional biodiversity and place-making benefits.
- 4.3 The partnership has also made meaningful progress towards a collaborative planning exercise within the Craighleith catchment, also including Inverleith and the Orchards areas. Whilst the necessary workstreams have been identified, there is currently no available Council staff resource available to support the next stages of this work and a centrally-resourced team is required. Funding is also required for any construction costs for identified interventions, which are not undertaken as part of third party developments or funded elsewhere.
- 4.4 The BGCP Group are also looking at opportunities to influence all new developments and capital projects that are being put forward in the city, including roads, public realm, housing and active travel projects. Specific projects that the group have contributed to in relation to strategic planning include:
- 4.4.1 Strategic Flood Risk Assessment for the City Plan 2030: the group has supported this aspect of the City Plan 2030 in understanding risk of housing

sites to river, coastal and surface water flooding issues. This is now complete and has informed the City Plan location of housing sites and the briefs for these sites;

- 4.4.2 Scottish Water's Integrated Catchment Study: the group continues to provide feedback on this evolving drainage model for the city; to understand how the city is drained through the sewer network, culverted watercourses and the open watercourses in the city, and importantly how they interact with each other. Three opportunities areas have been identified and brought into the Green Blue Network Project as Partnership projects; and
- 4.4.3 The 'Green Blue Network' project: this brings together active travel, footpath networks, biodiversity and 'water' networks alongside green open space and planning information. This provides us with an understanding of the city's Green Blue Network and opportunities for new multifunctional green-blue infrastructure derived from various sources, to expand and link the network. These include prime opportunities for disconnection of existing surface water systems from combined sewers. The project has completed a Strategic Green Blue network that was embedded in the City Plan 2030. It also brought together all the key information into shared GIS platform to enable SW/SEPA and Council officers to share that information more easily for project work. The draft summary document can be viewed by [clicking here](#), and additional information can be gained from two videos prepared for COP26 by clicking [here \(Video 1\)](#) and [here \(Video 2\)](#).
- 4.5 A communication strategy across all three organisations is also being created. This will support integrated planning across departments and agencies, as well as recognising the importance of engaging local communities in the design of blue-green infrastructure in their area.
- 4.6 The group is also developing the necessary governance arrangements to allow fully collaborative working between the Council and Scottish Water.
- 4.7 BGCP is aware of Glasgow's Smart Canal project and its use as a conduit for surface water from new development. Unlike Glasgow however, through the populated areas of Edinburgh, the Union Canal is mostly on raised embankments which limits opportunities for surface water management without significant pumping, which is expensive to install and maintain. There are no current plans to form an analogous partnership with Scottish Canals or to further explore the option of using the canal to alleviate flooding.
- 4.8 In addition, the Council is progressing Surface Water Management plans for the city and continues to progress its other actions under the Local Flood Risk Management Plan for the Forth Estuary. Consultation on the draft plan for 2021-2028 has now closed, and this will be published by SEPA later in 2022.

Operational Management of Roads Drainage Infrastructure

- 4.9 The inspection and management of the public sewerage system are the responsibility of Scottish Water. As the body responsible for this network, they have systems and processes in place for the management of their assets in this respect.
- 4.10 Road drains or "gullies" and the associated piped network, which connects gullies to the main sewerage system where it becomes the responsibility of Scottish Water or to a final outfall which is the responsibility of the City of Edinburgh Council. The management of these by the Council is undertaken by the Roads Operations team.
- 4.11 There are currently 56,562 road gullies on the Council's asset management system (at 04/12/2021). This inventory changes regularly as new roads are adopted, complete with new drainage, or new gullies are added or removed as required. Due to the number of assets, it is not possible to survey them all at one time; similarly, as soon as a survey is undertaken it is out of date as the network condition very quickly moves on.
- 4.12 To resolve this issue, sections of the network are surveyed every single day and provide a rolling snapshot of the network. The Council's asset management system has been configured to capture asset information daily from our drainage teams on the ground as they encounter blockages whilst undertaking our two yearly cyclic maintenance. This is further strengthened by adding customer reports. The journey of a gully report or blockage repair can be a complex one and to help Elected Members and customers understand this better, a "Road Drainage Explained" summary sheet has been provided in Appendix 1.
- 4.13 Our records show that there were 539 gullies at Gully Investigation required (at 04/12/2021). These are gullies that have been identified with faults that require a dig up repair. This value represents <1% of the network. Repairs are prioritised as best possible on a risk-based approach prioritising issues that are affecting property or creating a road safety issue. Drainage squads are engaged in gully repairs all year round to keep this number as low as possible.
- 4.14 It should be noted that the cleaning of gullies on a cyclic, routine basis is far more efficient than attending reactive reports (estimated to be about three times more efficient). The service priority is therefore weighted to maintenance of this cyclic programme. The available resources undertaking reactive cleaning, are balanced on a risk basis; prioritising issues that are affecting property or creating a road safety issue.
- 4.15 At an operational level, the Council drainage team has been exploring how to implement an ongoing operational partnership with Scottish Water to tackle current problem areas as a collective. The two organisations have already made this link at a senior level and are in the process of developing a mechanism to implement this going forward. The partnership has already come together to collaboratively investigate several problem areas and formulate joint responses which have brought about improvement and demonstrate the ongoing benefits that could be achieved with more structured partnering.

Attenuation of flood water within road design

- 4.16 Flooding from surcharging existing surface water and combined surface water/foul water sewers that were not designed to accommodate the intense rainfall events we have been experiencing over the last few years are very complex and expensive issues to resolve. Recent surface water flooding events have demonstrated that surface water flooding generally does not originate from blocked gullies. Whilst there are occasions when blocked gullies do contribute, these occasions are rare. The majority of surface water flooding occurs when the capacity of the entire drainage system is overwhelmed; the sewers and manholes are full, rainwater cannot enter the system, and surface water flows overland. In the most intense rainfall events, sewer surcharging does occur.
- 4.17 It is now mandatory for all Council projects to implement the Water Vision, and this requires the incorporation of SuDS where appropriate, including in Roads projects. However, roads are not *de facto* flood prevention measures, and any changes to road camber, gully placement and the use of adjacent surfaces must be carefully considered. In addition to the road safety and other legal considerations, this is to ensure that any well-intentioned mitigation measures do not adversely affect other properties, either directly from overland flows, or indirectly by placing the existing drainage system under additional pressure.
- 4.18 Roads form only one part of the overall catchment areas that the existing sewer system is required to accommodate. In addition to road drainage, roof drainage and direct overland run-off also contribute to the volume of water entering the system.
- 4.19 Roads already provide a level of flood storage during extreme rainfall events by virtue of the volume of run-off that can be accommodated in the gutters at the kerb/channel interface. Road drainage systems are typically designed for a 1:1 to 1:5 year rainfall event as per current standards, but recent storms have been well in excess of 1:200 year return periods, therefore surface water flooding is expected.
- 4.20 Whilst roads may be considered as conveyance measures for large-scale planning initiatives, such as those originating from the Craigleith or Blue Green Network projects, they generally cannot be retrofitted to fully accommodate the intense rainfall we are now experiencing.
- 4.21 A holistic approach must be taken to road design to assist in coping with widespread surface water flooding, due to the drainage system being overwhelmed. It is not practical for the Council to retrofit any roads to deal with localised surface water flooding issues. The onus must remain on property owners to implement suitable measures to protect themselves from flooding. The provision of mitigation measures for individual properties is not a viable approach and it could impact on other properties or parts of the existing drainage system.
- 4.22 All new road developments require separation of the foul and surface water systems and will include SuDS measures to both treat and attenuate run-off into the surface water drainage system or watercourses. The widespread separation of foul from road drainage systems is currently prohibitive due to the associated costs, the

disruption these works would cause and, in many cases, insufficient space as a result of the presence of underground utilities.

- 4.23 In conclusion, officers are working closely with Scottish Water to minimise the impact of extreme rainfall events on the existing drainage system and acknowledge that a holistic approach needs to be taken to address this complex issue through the greater use of soft landscaping, SuDS storage and separate road drainage systems for new developments.

5. Next Steps

BGCP Group

- 5.1 The BGCP Group will continue to progress the following workstreams, as resourcing allows, in order to achieve its vision to ‘create the collaborative approach to planning and delivering blue-green infrastructure to manage surface water and create a climate resilient city for the future’:
- Working with key developers and project teams to support the development and delivery of blue-green infrastructure, influencing project scopes, processes, mindsets and behaviours;
 - Delivery of a proof-of-concept BGI Strategy for priority areas;
 - Delivery of on-the-ground blue-green interventions;
 - Development of a communication and engagement campaign;
 - Proactively sharing data between partner organisations, underpinned by geographic information systems;
 - Ensure integration with city-wide policy and initiatives;
 - Establishment of regular operational partnership group; and
 - Seeking funding and additional staff resource to fully support the above measures.

Green Blue Network Project

- 5.2 The next stage of the project is to look more closely at a local level. This will use surface water management catchment areas and test the strategic network and identify opportunity areas. Missing links will be identified. Consultation will be carried out both internally and externally and then tested on the ground, working collaboratively with Edinburgh Nature Network.

Operational Management of Roads Drainage Infrastructure

- 5.3 To help customers navigate some of the common reporting issues the “Roads Drainage Explained” summary will be further developed and implemented within the ‘Report a Blocked Gully’ web page to prevent erroneous reports from being created

in the first instance and to help reduce the customer journey as well as better inform customers.

- 5.4 The first operational meeting with Scottish Water is scheduled for early 2022. Routine meetings will be established, and work streams developed to drive improved communication and co-ordination.
- 5.5 Officers are developing plans to create the new multi-disciplinary team required to implement the recommendations which fall within the responsibility of the Council.

6. Financial impact

- 6.1 In the near future there is likely to be a financial impact, both Capital and Revenue, resulting from the changing climate, and a need to address this by changing the Council's current approach to roads and drainage design. Additional funding requires to be identified to:
 - 6.1.1 Construct intervention measures identified through the BGCP, which are not undertaken as part of third party developments or funded elsewhere, and which fall within the Council's responsibility; and
 - 6.1.2 Maintain these additional intervention measures.
- 6.2 It is likely that private green finance initiatives will be required to support the large-scale portfolio of works necessary for city-wide adaptation.

7. Stakeholder/Community Impact

- 7.1 Any new or existing projects altered by the work of the BGCP will be subject to the normal consultation process for all new design projects within the Council. Also, as noted in 5.1, a Communications and Engagement campaign is being proposed.
- 7.2 In terms of the guidance, SEPA, Nature Scot and Scottish Water and adjacent Local Authorities and officers in the Council have had a significant role in the preparation through consultation and workshops.

8. Background reading/external references

- 8.1 [Climate Change Strategy](#)
- 8.2 [Edinburgh Adapts Climate Change Adaptation Action Plan and Progress reports](#)
- 8.3 [Edinburgh Climate Change Commission](#)
- 8.4 [SUDsnet – understanding Sustainable urban drainage](#)
- 8.5 [Climate change](#)
- 8.6 [Climate Change Summary for Scotland](#)

- 8.7 [Local Flood Risk Management Plan](#)
- 8.8 [Reducing emissions in Scotland - 2020 Progress Report to Parliament](#)
- 8.9 [Scottish Water Surface Water Policy](#)
- 8.10 [Scottish Flood Forum](#)

9. Appendices

- 9.1 Appendix 1 – Road Drainage Explained

10. Glossary

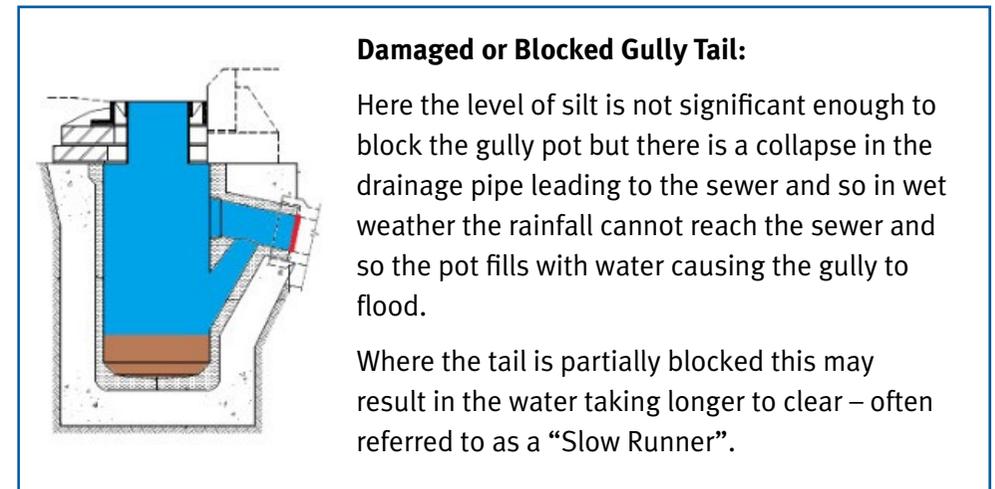
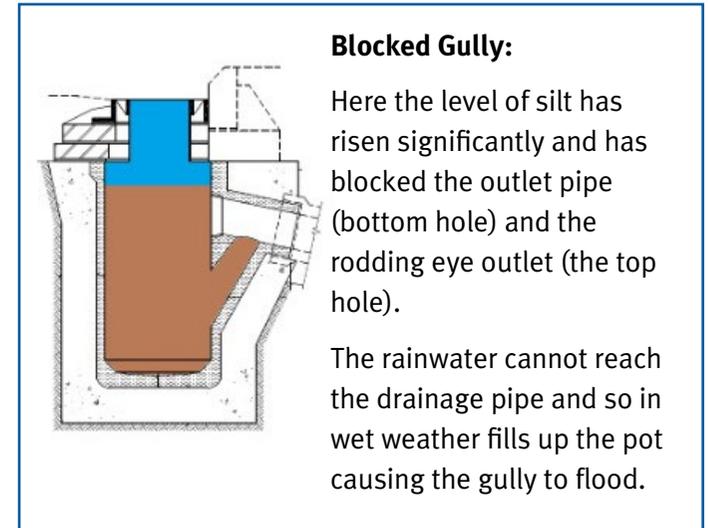
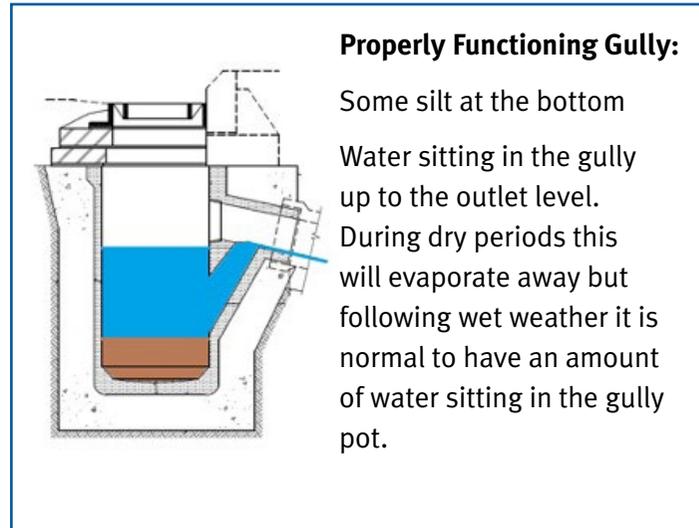
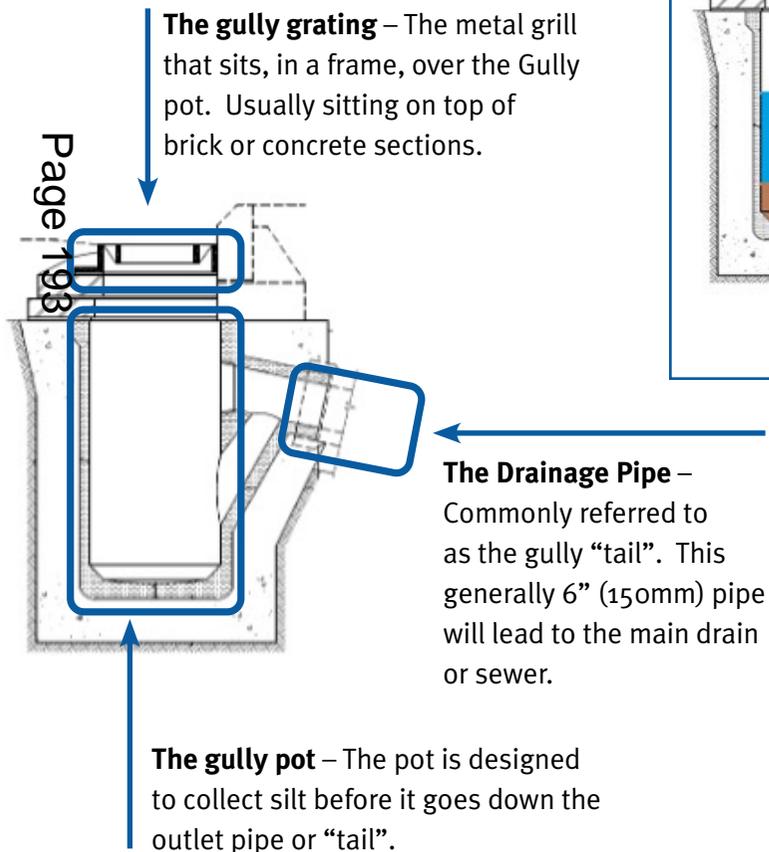
Blue Green City Partnership - Blue green infrastructure or BGI is defined by the European Commission as a 'strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem service'. The partnership is the working group that is looking to plan BGI in order to manage rainwater sustainably in the city.

Road Drainage Explained

The purpose of this document is to explain the process of how customer reports of a non-functioning gully are handled from point of report to completion. The process is varied and can range from the simple removal of silt in the gully pot, through to digging up the road to repair a damaged drainage pipe; potentially a large distance from the drain in question. To assist customers who are unfamiliar with drainage systems and infrastructure a brief description of the drainage features is given below.

1. Drainage Systems Explained:

The typical features of a road drain:



2. Accurate Reporting:

The Gully team regularly get enquiries that are not managed by the team or in some instances even the responsibility of the City of Edinburgh Council. To help direct enquiries to the right place the following advice should be considered before reporting through the “Report a Blocked Gully” webpage:

Leaves in the Channel:

If the gully grating is covered in leaves or detritus, then the issue is not one with the gully but the cleansing of the adjacent “channel”.



This is managed by the City of Edinburgh Council’s cleansing department who can be contacted at waste@edinburgh.gov.uk

Sewer Backflowing:

Another common issue is where there is a problem with the main sewer being blocked or restricted and can lead to foul sewage and toilet paper backflowing out of the gully. If this is the case it is most likely a problem with the sewage system.

If the problem lies within the property boundary it is likely a private issue;

If the problem is out with the property boundary it is likely an issue for Scottish Water. Scottish Water can be contacted on **0800 077 8778** or see www.scottishwater.co.uk

Housing Downpipes:

Similarly, we receive a significant number of enquiries about housing downpipes which drain building roof water.

These drains are not maintained by the Roads Drainage team. In most instances this will be a private matter for the property owner or owners.

If the house is a council property you may be able to get further assistance by contacting housing:

0131 200 2345



www.edinburgh.gov.uk/council-house-repairs

If you are living in a building which has a shared maintenance responsibility, then the City of Edinburgh Council’s Shared Repair team may be able to assist:

0131 529 6778

www.edinburgh.gov.uk/shared-repairs/shared-repairs-maintenance

Basements & Cellars:

Basements and Cellars require to be suitably waterproofed by the owner(s), even where the structure is under a public footpath or road. Footpaths are not designed to be impenetrable to water and there is the possibility of water ingress through the road or footpath structure. Roads gullies adjacent to these structures are generally connected into the nearest sewer and are not connected directly to the building sewerage. If water or sewage is coming into a basement or cellar from a toilet, sink, shower trap or internal drain then this will likely be coming from the property's drainage system and depending on the cause of the blockage or backflow the responsibility would be of either the property owner(s) or Scottish Water. Scottish Water can be contacted on **0800 077 8778** or see www.scottishwater.co.uk/

Roads Gully Problems:

If the issue is not one of the above and look more like one of the below:



Gully clear but flooding during 'normal' rainfall



Gully blocked with vegetation



Gully full of silt

Then it is a likely a roads drainage issue and should be reported through the councils website at: www.edinburgh.gov.uk/gully

When doing so, please provide as much detail as you can, the more information provided helps to accurately understand the problem and can help to speed up the overall process.

3. Blocked Gully Lifecycle:

Step 1 – Empty and flush

The first step in the resolution process is to attend the gully with one of our Gully motors to attempt to empty and flush the gully pot. One of our 18t gully motors will attend and attempt to empty all the silt from the gully pot and flush the gully tail to ensure it is working.

If it can be emptied and flushed the Job and Enquiry will be completed.

However, it is not always possible to do so due to:

Restricted Access – Can't attend due to parked cars / Roadworks / Building works / some other restriction

- The team will attempt to reschedule the works as best possible considering the restriction presented.
- The Gully was accessed and cleaned but could not be flushed
- This indicates an issue with gully tail that requires further investigation – this is passed to the jetting team.

Step 2 – High Pressure Jet & CCTV team

The jetting team pick up the job and attend site with the High-Pressure Jet and CCTV camera and attempt to unblock the drain line or establish the location and cause of the block or collapse.

If they can unblock the drain, then they will complete the Job and Enquiry. If they cannot then they will locate as best possible the location and type of block or collapse and record this information to pass to the next team.

There are several different possibilities that can cause a damaged gully tail, these include:

- **Mortar / Cement / Plaster / Paint** - poured down the drain system by contractors which then solidifies and blocks or restricts the drain.
- **Third party damage** – Other contractors dig up the road to install or maintain their apparatus and damage the drainage assets in doing so.
- **Tree roots** – Can in instances penetrate the drain line and create blockages.
- **Historic collapse** – Some of the drainage infrastructure is of a historic nature and through time can simply collapse or perish causing a block to the main sewer.

Step 3 – Gully Investigation Required

The final step in the process, if all else has been unsuccessful, is to dig up the area of the blockage or damage and repair it with a new section of drainage pipe. This requires co-ordination and planning to ensure safe and timely access of the network can be achieved, the position of other underground services is required, and a safe traffic management set up is required.

It is at this stage that 3rd party damage can be uncovered. When it is identified we seek to get the responsible party to make good the damage or seek agreement for the council to do so on their behalf and recover the associated costs.

The “dig up” process can be timely and requires a lot of dedicated co-ordination but will generally see a resolution to the issue. Once the drainage pipe is repaired and the roads is reinstated the Job and Enquiry are closed.

4. Climate Change and Flooding:

Exceptional Rainfall & Flood conditions:

During periods of exceptional rainfall intensity, it is possible for drainage systems to become overwhelmed. This is not from an inadequate design or maintenance, but simply that they were never intended to cope with the intense rainfall events we are now experiencing on an increasingly frequent basis.

Road drainage systems are typically designed for a 1:1 to 1:5 year rainfall event as per current standards (sewers are 1:30), but recent storms have been well in excess of 1:200 year return periods, therefore surface water flooding is expected.

The immediate reaction is to blame the number of gullies or number of functioning gullies. However, gullies being the cause of surface water flooding is rare, and usually as a result of the finite capacity of the main sewer into which the roads gully discharges. The result of this is that even adding more gullies into the network would not resolve the problem as there is nowhere for the water to go to. In severe cases the water in the sewer can become pressurised and seek to escape out through the gully or manhole cover.

During periods such as this the localised flooding can often dissipate quickly after the rainfall event and is evidence that the gully is fully functioning, as it has drained the water, but has suffered some form of capacity restriction.



Example: Surcharging Sewer System at Capacity

Other Sources of Help:

It is primarily for property owners to protect themselves from flooding although the following support is available:

- Information is available on the Council website at www.edinburgh.gov.uk/flooding.
- The Council provide a limited number of sandbags at fire stations throughout Edinburgh for public use.
- Property level protection is available to homeowners, further advice can be found at scottishfloodforum.org.

- Residents can sign up for alerts and monitor flood warning information issued by SEPA at www.sepa.org.uk/environment/water/flooding/floodline
- The public can report blocked gullies (considering the guidance above) by phone or online via the Council's website at: www.edinburgh.gov.uk/gully

How can I help?

There are several key things that residents can do or look out for to help prevent blocked gullies from arising:

- Where possible locally clear channels of leaves and detritus that if left unchecked can speed up the silting up of gully pots or temporarily block the gully grating.
- Remain vigilant when builders are working in your street – avoid pouring paints / cements / plaster down the drainage system.
- Observe the “No Parking” restrictions that are erected to help us gain access to the gullies in areas of heavy parking. Help to spread the message that it is only a short-term disruption that will help prevent blockages and flooding.

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Transport and Environment Committee

10.00am, Thursday, 27 January 2022

National Litter and Flytipping Strategy Consultation

| | |
|---------------------|--------------------|
| Executive | Routine |
| Wards | All |
| Council Commitments | 23 |

1. Recommendations

- 1.1 Transport and Environment Committee is asked to approve the draft response to the Scottish Government's consultation on a new Litter and Flytipping Strategy for Scotland.

Paul Lawrence

Executive Director of Place

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E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

National Litter and Flytipping Strategy Consultation

2. Executive Summary

- 2.1 The report seeks approval of the Council's draft response to the Scottish Government's consultation on a new National Litter and Flytipping Strategy.

3. Background

- 3.1 This consultation proposes potential actions to tackle litter and fly-tipping in Scotland. Responses to this consultation will inform the development of the final National Litter and Flytipping Strategy for Scotland, which is expected to be published in 2022.

4. Main report

- 4.1 Litter and fly-tipping is a blight on communities and the environment which reduces quality of life and enjoyment of local spaces and has wider direct and indirect environmental consequences, such as the escape of plastics into water courses.
- 4.2 This consultation by the Scottish Government, which was drafted in partnership with Zero Waste Scotland, Keep Scotland Beautiful and the Scottish Environment Protection Agency (SEPA), is seeking views on the aims, objectives and actions that will sit under the new National Litter and Flytipping Strategy for Scotland. The responses to this consultation will help shape and deliver the final strategy which will be published in 2022. The consultation will run until 31 March 2022.
- 4.3 The focus is on preventing litter and flytipping from occurring and effectively dealing with it when it does, with potential actions identified under key themes such as:
- 4.3.1 Behaviour change;
 - 4.3.2 Services and Infrastructure; and
 - 4.3.3 Enforcement.
- 4.4 The current strategy explicitly recognises that this is not something which local government can deliver in isolation. Achieving this will require cohesive and sustained efforts across society, including local authorities, national parks, Police Scotland, SEPA, the third sector, businesses and the public themselves. Engagement and consultation with a wide range of stakeholders is a crucial aspect of the new strategy development.

- 4.5 Scotland's first National Litter Strategy "Towards a Litter-Free Scotland: A Strategic Approach to Higher Quality Local Environments" was published in 2014. A review of this strategy and the activity that took place as a result, was completed in 2019. It is recognised that while a number of the initial actions have been delivered or are under development, overall there has not been an improvement in Scotland's environmental quality.
- 4.6 Furthermore, the last two years have seen a deterioration in Scotland's local environmental quality as behaviours have changed and litter and flytipping have increased during the pandemic, while collection services have been stretched as a result of staff illness, operating restrictions and the need to prioritise critical services.
- 4.7 The consultation focuses on the broad themes of data, enforcement and infrastructure and seeks views on these. It asks specifically about flytipping as distinct from litter with the likelihood that the new strategy will give greater weight to the latter as a distinct issue than the earlier strategy did.
- 4.8 While the consultation's focus is on the activities of littering and fly-tipping on the local environment and quality of life, the draft response highlights that there is an opportunity for the Scottish Government to go further in tackling the wider environmental, carbon and sustainability impacts associated with consumption of avoidable items (which are also commonly littered).
- 4.9 These benefits could be achieved by designing out some of the problem items through extending the use of bans from sale, or the use of extended producer responsibility legislation to ensure correct recycling of commonly fly-tipped items
- 4.10 Appendix 1 outlines the Council's draft response for Committee's consideration.

5. Next Steps

- 5.1 Subject to approval by Committee, the Council's submission to this consultation will be completed by the deadline of 31 March 2022.

6. Financial impact

- 6.1 There are no direct financial impacts foreseen as a result of this report. Longer term, efforts to reduce littering and flytipping would be expected to have a positive financial impact through reduction in the cost of cleaning up litter and flytipping.

7. Stakeholder/Community Impact

- 7.1 This report sets out the Council's draft response to the Scottish Government's consultation. The Council is itself a consultee.
- 7.2 There are no equalities, health and safety, governance, compliance or regulatory implications foreseen from this report that need to consider when reaching their decision.

- 7.3 The issues of littering and flytipping have negative impacts on the local environment and quality of life but can also have wider negative impacts. The focus of the consultation is on supporting public bodies and citizens to reduce these issues. The Council's draft response highlights that there is an opportunity for the Scottish Government to go further in designing out some of the problem materials through extending the use of bans from sale, or the use of extended producer responsibility legislation to ensure correct recycling of commonly fly-tipped items. These measures would have benefits in terms of consumption, carbon and the wider environment.

8. Background reading/external references

- 8.1 The Scottish Government's consultation is published by the [Scottish Government](#).

9. Appendices

- 9.1 Appendix 1: Draft response to the consultation

Appendix 1

National Litter and Fly-tipping Strategy Consultation Questions and Responses

Litter

1. (a) Do you support the proposed action to conduct research to understand the full range of influences on littering behaviours (action 1.1)? **Yes / ~~No / Do not know~~**

(b) Please give reason(s) for your answer.

In order to know how to respond to littering it is important to understand why it's happening.

The City of Edinburgh Council expects that Keep Scotland Beautiful will have historical data from the work they have carried out in this area for many years. This would help to provide a clear understanding of what further research should focus on and who the key stakeholders should be.

Data captured through LEAMS (and LMS going forward) on the types of litter being encountered should be analysed to get a local and national picture of the problem.

It would be interesting to see to what extent the reasons given are actually genuine (for example, feedback that "there should be more bins" when it is not reasonable to expect there to be a litter bin at every location someone might want to dispose of a crisp packet).

2. (a) Do you support the proposed action to develop and adopt a national anti-littering campaign (action 2.1)? **Yes / ~~No / Do not know~~**

(b) Please give reason(s) for your answer

A culture of littering has been allowed to develop over many years, so addressing this is going to require long term culture change.

A national campaign would certainly be helpful to start that process and would support local action, which would be linked to local priorities and issues and appeal to people's sense of place.

A campaign which recognises that sometimes people do not perceive what they do is littering e.g. some people would never deliberately drop a crisp packet on the ground but do not think twice about throwing away a cigarette butt.

A national campaign would serve to support the work being delivered locally in this field and could bring all the strands together to show people how their behaviour contributes (positively and negatively).

3. Which topics should be a priority to address by behaviour change interventions?

The LEAMS/ LMS surveys can be used to highlight priorities at a local and national area level, and these are likely to vary by area. However, it should be noted that these may not always align with public perception. For example, cigarette ends are a particular issue in Edinburgh, but this may not be seen as an issue for members of the public who are less likely to notice these compared to small items of furniture left in the street or food wrappers.

4. Is there a need to develop a standard definition for litter that can be used across Scotland? **Yes /~~No~~ /~~Do not know~~**

As this would help address the issue highlighted in response to question 3.

5. Do you support the following proposed actions to:

- **Action 3.1: Review available litter data and reach an agreement between stakeholders on a common approach to data collection?**

Yes /~~No~~ /~~Do not know~~

- **Action 3.2: Identify commonly littered items and litter hotspots and work with local authorities to develop targeted interventions?**

Yes /~~No~~ /~~Do not know~~

- **Action 3.3: Increase the use of citizen science to support data levels and composition of litter?**

Yes /~~No~~ /~~Do not know~~

(b) Please give reason(s) for your answer.

Understanding what is causing the most problems in local areas is key to targeting interventions efficiently.

6. What would encourage increased participation in citizen science data collection?

It should be noted that while initiatives such as National Beach Clean hold detailed information and trend analysis over many years, this level of intervention might be a lot to ask of some community clean ups which do not necessarily have the resources or desire to develop datasets like this.

The City of Edinburgh Council has already done some work in this area, and Changeworks were commissioned to produce a feasibility study on behalf of the Council focused on the viability of community-focused initiatives and resources to

empower Edinburgh communities to recycle more, reduce waste and widen community involvement in activities such as community clean ups, graffiti removal and weeding.

Residents and community group representatives from across the city were surveyed to determine current priorities, expectations and barriers, and Council officers were consulted to identify existing support processes and perceptions around how community needs are currently supported.

The resulting data was analysed for trends and themes and recommendations for initiatives aimed at improving community empowerment were proposed. We would be happy to share this information with the Scottish Government.

7. (a) Do you support the proposed actions to:

- **Action 4.1: Review of CoPLaR (2018) and its implementation by duty holders?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 4.2: Explore the use of flexible and innovative interventions to support litter prevention and removal?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 4.3: Establish an action focused group to encourage collaboration and share best practice between local authorities, national parks and other duty bodies?**

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answers

The different duty bodies are likely to have some common issues but quite different knowledge and understanding of how best to tackle these.

8. Please provide examples of flexible or innovative interventions that have or have not worked well.

Branding

The OurEdinburgh brand is used to promote waste and recycling services, including litter, flytipping and related issues such as dog fouling. It is a flexible brand which can be used to promote pride in the city or in the individual neighbourhood and can be

tailored to focus on citywide issues or on specific issues within a local community. Using the same branding serves to link the messages together in the public mind.

It can also be used to support specific events. For example, we use it during the summer festivals and use jokes (linked to the events themselves) to highlight litter and make the bins stand out visually in busy, crowded areas.

NEAT Streets

Between May and July 2016, 21 audits were undertaken in the Grassmarket area of central Edinburgh to evaluate the litter intervention campaign NEAT streets, which was being delivered in a partnership between the local authority, the Business Improvement District, HUBBUB and Keep Scotland Beautiful.

As expected, the majority of litter was cigarette ends accounting for two out of every three litter items counted. Interventions were developed to tackle this, using high profile eye level bins, linked to “nudge theory” - the bins had two compartments and these were see through. Questions were printed on the bins and people asked to “vote” for the answer (e.g. their favourite person in Trainspotting) using cigarette ends, rather than dropping them on the ground.

Recycling

In summer and autumn 2019 we worked with HUBBUB and Changeworks to develop a network of litter bins in the city centre for cans, plastic bottles and coffee cups and these were complemented with takeback schemes for coffee cups in participating stores in the area. As with previous similar initiatives to recycle litter, the materials were heavily contaminated and it was concluded that it was not environmentally justifiable to run separate (diesel) vehicles to collect just a few grams of heavily contaminated recycle at each location.

Zero Waste Towns

The Council has worked with two projects funded through Zero Waste Scotland’s Zero Waste Towns initiative.

Zero Waste Leith was led by Changeworks and sought to encourage behavioural change across a range of metrics including litter, flytipping and recycling by fostering a sense of place in a diverse, high density and often very mobile community. A focus on flytipping sought to raise awareness of how to dispose of items correctly, whether for reuse or disposal.

Zero Waste Edinburgh was led by Shrub Co-op and has worked with the Council to tackle end of term waste in south central Edinburgh when there is a large population movement and a lot of waste to be disposed of (either by departing students or landlords). This causes the communal bins to overflow. Shrub have been operating mobile collection points at that time of year to encourage people to donate reusable items. These are stored over the summer and then distributed to incoming students and the wider community in the autumn, e.g. through “free shops” and via the

organisation's own Zero Waste Hub. In addition, the project raises awareness of disposal routes for larger items, so these are not flytipped.

9. How can increased collaboration and information sharing across local authorities, national parks and other duty bodies be achieved?

There is a litter and flytipping forum in existence already for this purpose, which could be expanded or refocussed.

10.(a) Do you support the proposed actions to:

- **Action 5.1: Create a national litter hub to provide information to community groups?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 5.2: Create a community-focused litter education programme?**

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answer.

A hub that people could go to could be a valuable and simple tool for community groups who would like to do something but are not sure how.

11. What advice, information and support should be included in a national litter hub?

It could provide examples of successful (and unsuccessful) projects and lessons learned, or checklists (e.g. how to carry out a litter pick), and links or contact information for existing initiatives.

12. What topics should be included in a community-focused litter education programme?

This would need to vary by area as not all areas have the same issues. For example, are there lots of pubs, with smoking related litter outside? Or is it a school route, with discarded packaging?

The data from LEAMS and LMS should be able to provide information about key issues.

13.(a) Do you support proposed actions on enforcement of litter offences to:

- **Action 6.1: Conduct an evidence review of barriers to enforcement?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 6.2: Explore raising current fixed penalty notice amounts?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 6.3: Explore potential alternative penalties to monetary fixed penalties?**

~~Yes / No /~~ **Do not know**

(b) Please give reason(s) for your answers.

- 6.1 This would help to understand what the barriers are to enforcement and perhaps deliver a consistent approach nationwide.
- 6.2 The City of Edinburgh Council does support the review but would caution that a proportionate approach needs to be taken to ensure the penalty is appropriate for the offence. Simply increasing the penalty might not help if the person cannot pay. In this event the Scottish Government could consider a “payment plan” approach - a Fixed Penalty has to be paid in full within a defined timescale - it might be appropriate to consider allowing this to be paid in instalments.
- 6.3 The City of Edinburgh Council would require further information on what the alternative penalties were and how these might be delivered to provide a full response to this question.

14.(a) Do you support the proposed action to review and further develop guidance on enforcement best practices (action 7.1)?

~~Yes / No / Do not know~~

(b) Please give reason(s) for your answer.

Guidance would provide consistency across all enforcement agencies and partners, and potentially improve cross border investigations. It might also allow for partners like SEPA and Police Scotland to provide a more consistent and collaborative partnership working across all areas.

(c) What should be included in this guidance?

Basic templates for enforcement activities and weblinks to clear and consistent guidance with clear definitions of offences.

Flytipping

15.(a) Do you support the proposed action to conduct research to understand behaviour that leads to flytipping (action 8.1)?

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answer.

In Edinburgh, the experience of flytipping might be quite different to a more rural authority. A lot of the flytipping Edinburgh experiences, particularly in high density housing areas, is more often a single item type put out for collection, rather than accumulations of builder's waste, etc (although this does happen too).

Issues which lie behind this are, or could be:

- People do not care / consider it somebody else's problem;
- People do not know how to get rid of it properly (and have not looked it up); or
- If I leave it out, someone might want it.

Research carried out locally in Edinburgh suggested lack of knowledge was a key factor. The Council has tried to address this through marketing of our Special Uplift service and the Reuse Hotline.

Trying to tackle the first point is likely to be difficult though, as it is difficult to identify who put the items out.

In 2015 the City of Edinburgh Council ran a project, in conjunction with Zero Waste Scotland, which looked at flytipping in tenement housing areas of the city and what effect different interventions (education, infrastructure and enforcement) might have. In the course of the project, there were a number of findings and observations made about how future interventions might best be carried out, for maximum impact.

A guide was developed which aimed to bring together a summary of the project, with an overview of the findings, to help other local authorities implement future interventions as successfully as possible.

A key finding was that while the project was successful in raising awareness of the issues, it did not lead to behaviour change, underlining the challenges around this problem.

16.(a) Do you agree with the proposed actions to:

- **Action 9.1: Develop a sustained, evidence based, national anti-flytipping behaviour change campaign?**

Yes / ~~No~~ / ~~Maybe~~

- **Action 9.2: Create a single information point containing advice on disposal of commonly flytipped materials?**

Yes / ~~No~~ / ~~Maybe~~

(b) Please give reason(s) for your answer. Are there topics that should be a priority to address in this campaign?

People do need to be aware that their waste is their responsibility and that leaving it in the street is not acceptable. Neither, for most people in 2022, is not looking up a website and just hoping for the best.

Equally, particularly where residents are transient, it is very difficult to communicate with them, and some people also do genuinely hope some of their waste might be useful to someone so an expansion of the reuse helpline would be desirable to tackle that.

People also need to be made aware that if someone is offering to take your waste away very cheaply, they are quite likely to be dumping it. In Edinburgh, a special uplift only costs £5 per item (and household waste recycling centres are free) – which is actually likely to be cheaper in most cases than disposing of it illegally.

17. Are there topics that should be a priority to address in behaviour change interventions?

- If someone is collecting your waste (other than the local authority) are they registered with SEPA? Do you know where your waste is going?
- For smaller, or single items, book an uplift, don't just leave it out and hope someone will take it.
- Raise awareness of genuine reuse organisations and expand the reuse helpline.

18. What information should be included in the single information point?

Information about how to report fly-tipping, i.e. whether to contact the local authority or SEPA.

19. Is there a need to develop a definition of flytipping that can be adopted across Scotland?

Yes / ~~No / Do not know~~

People do need to understand that presenting items such as furniture at the kerbside without booking an uplift is fly-tipping, and is not the way to deal with it.

20.(a) Do you support the proposed actions to:

- Action 10.1: Create a data sharing agreement to support gathering of data and work with stakeholders to improve consistence of data collection?

Yes / ~~No / Do not know~~

- Action 10.2: Explore incorporating data into a national database?

Yes / ~~No / Do not know~~

- Action 10.3: Review the Dumb Dumpers system and ensure a fit for purpose mechanism for citizen reporting of flytipping exists in Scotland?

Yes / ~~No / Do not know~~

- Action 10.4: Explore the development of a live picture of flytipping across Scotland?

Yes / ~~No / Do not know~~

(b) Please give reason(s) for your answers.

At the current time most flytipping is probably reported to the local authority and most people are probably not aware of SEPA's role or the difference between public and private land. As a general rule, the public think the local authority is responsible for all issues relating to waste, but this is not always the case.

It would therefore be helpful both to raise awareness of SEPA and the work they do, and also to ensure people are signposted to the right place and also to ensure data is shared appropriately.

In general, the local authority focus, if the dumping is reported to the Cleansing service, will be on clearing the incident as quickly as possible if they are responsible for the site. Such reports may not always be investigated and indeed the nature of fly-tipping may make it very difficult to do so.

SEPA are better able to carry out investigations for larger accumulations,

21.(a) Do you support mandatory reporting of flytipping incidents for statutory bodies?

~~Yes / No /~~ **Do not know**

(b) Please give reason(s) for your answer.

We require further information on how the data would be handled.

22.(a) Do you think we should continue to use Dumb Dumpers as the national reporting tool?

Do not know

(b) Please give reason(s) for your answers.

Dumb Dumpers (or a similar brand if it is rebranded) is a useful way of highlighting that flytipping is an offence and raising awareness of it generally. It could also be expanded to make it clear to people that they also have responsibilities for disposing of their waste properly, i.e. if you hire a very cheap skip hire or disposal service, you might be a dumb dumper and that could have consequences.

However, the need for Dumb Dumpers to then report the issue to the local authority can cause a delay. Information might be incomplete, or it might go to the wrong team. Sometimes it might even go to the wrong authority (e.g. if it is near a local authority boundary).

(c) What are barriers to reporting flytipping incidents that occur on private land?

Not knowing who the land belongs to.

(d) Who would you report flytipping to?

Local authority (generally for individual items at the kerbside)

23.(a) Do you agree with the proposed actions to:

- Action 11.1: Support and encourage information and resource sharing between stakeholders?

~~Yes / No / Do not know~~

- Action 11.2: Explore how to support and encourage more reuse and repair of products that are commonly flytipped?

~~Yes / No / Do not know~~

- Action 11.3: Explore a flexible approach to waste disposal with a view to trial interventions?

~~Yes / No / Do not know~~

(b) Please give reason(s) for your answers.

Many of the items which are fly tipped are items which could have been reused. That appears to be one of the reasons people leave them in the street, in the hope that someone will take them away. There is an opportunity to highlight the ways in which these items can be disposed of more responsibly, and to make sure people do think of these. There is scope to expand the national reuse helpline's reach both in terms of use by the public, and the information it provides about alternative outlets for items.

24. How can we support and encourage sharing of data and joined up services and Infrastructure?

No response

25. Please provide examples of interventions (for example, amnesties or recycling groups) that have or have not work well?

The City of Edinburgh Council has carried out targeted amnesties for bulky waste over a number of years. These do generate large volumes of waste, because people use them as a means to get rid of items they already have but there is no evidence that they actually tackle flytipping. In addition, due to the nature of the items and way it is presented it can be difficult to sort them for recycling and this then depresses the recycling performance.

As a local authority we do not have the resources to accommodate the free disposal of materials from private land, for which we are not responsible.

26. What are the barriers to disposing of asbestos?

As a local authority we do not have facilities/resources/skills to manage asbestos, and if any is fly tipped on public land, we need to bring in a specialist contractor to manage it.

27.(a) Do you agree with the proposed actions to:

- **Action 12.1: Explore the role of technology in assisting private landowners and land managers deter flytipping on their land?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 12.2: Produce updated guidance for private landowners on dealing with flytipping?**

Yes / ~~No~~ / ~~Do not know~~

- **Action 12.3: Explore alternative financial support mechanisms available to private landowners and land managers?**

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answer.

This set of questions would be best answered by those affected, but we must recognise that the private landowners are themselves victims of a crime and are not the cause of the problem.

28. What support mechanisms need to be in place to help private landowners that are victims of flytipping?

Some landowners might not be aware that they can seek advice from the local authority. The City of Edinburgh Council would certainly help landowners e.g. by providing advice about how they can prevent flytipping (install or repair fencing, for example) and might be able to provide mobile CCTV or fixed CCTV if there is a power supply.

29.(a) Do you support the proposed actions to:

- Action 13.1: Conduct an evidence review of barriers to enforcement of flytipping offences?

Yes / ~~No~~ / ~~Do not know~~

- Action 13.2: Initially raise current fixed penalties issued by local authorities, Police Scotland, Loch Lomond and Trossachs National Park for flytipping to the maximum (£500) and explore possibility of raising the maximum further at a later date?

Yes / ~~No~~ / ~~Do not know~~

- Action 13.3: Explore the possibility and benefits of enabling local authorities and national parks to use civil penalties to enforce flytipping offences?

~~Yes~~ / ~~No~~ / **Do not know**

- Action 13.4: Explore raising current fixed monetary penalties that can be issued by SEPA for flytipping offences to the maximum (£1000) and explore possibility of raising the maximum further at a later date?

Yes / ~~No~~ / ~~Do not know~~

- Action 13.6: Review existing legislative powers for enforcing flytipping offences?

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answers.

13.1 It would helpful to ensure that a consistent approach is being taken across all relevant authorities and that the Fiscals offices are confident in the quality of cases and feel able to give these appropriate priority.

13.2 As with littering the penalty should be proportionate to the offence and not become a barrier to payment. Again, it might be appropriate to consider whether payments could be made in instalments.

13.3 It is not clear what civil penalties are being referred to and how these might be used.

13.6 The current legislation has been developed from the 1970s through to the 1990s so a review would be appropriate to ensure it remains cohesive and relevant.

30.(a) Do you support proposed actions to:

• **Action 14.1: Come to an agreement and develop guidance on role and responsibilities in enforcing flytipping offences?**

Yes / ~~No~~ / ~~Do not know~~

• **Action 14.2: Develop guidance on enforcement best practices, including on private land and seek for this to be voluntarily adopted by statutory bodies?**

Yes / ~~No~~ / ~~Do not know~~

(b) Please give reason(s) for your answers.

As with the previous response, these measures would serve to deliver a more consistent approach nationally, encourage cross agency collaboration, and encourage improved uptake of cases by the Procurator Fiscal.

31. Are there any additional proposals you think should be considered for the National Litter and Flytipping Strategy?

The focus of the proposed strategy is very much on preventing the acts of littering and flytipping but designing out the problem is not really discussed and there is more the government could consider in this sphere.

For example, the government has acted to ban certain single use plastic items which are commonly littered but not to prevent their replacement with single use items made from other materials. These will still be littered and contribute to this problem, but also have wider negative environmental consequences even if they are perceived as biodegradable.

This does need to be reviewed to see what can be done to change the behaviours associated with single use disposable items, e.g. dining in rather than takeaway,

carrying picnic cutlery in the same way as people have started to carry reusable cups, etc.

There is also scope to target some commonly flytipped items such as mattresses through producer responsibility measures, so that if you buy a mattress the retailer automatically provides an uplift and recycling service which you need to opt out of, rather than opt into and pay extra for.

In addition to tackling the harms associated with littering and fly-tipping would also serve to reduce carbon emissions and/or promote the delivery of a circular economy.

32. (a) Do you agree that the accompanying Impact Assessments (BRIA, EQIA, ICIA, FSDA) are an accurate representation of core issues and considerations?

Yes / ~~No~~ / ~~Do not know~~

(b) If not, please provide detail and evidence.

N/A

33.(a) Do you agree with the recommendations and conclusions within the Strategic Environmental Assessment Environmental Report?

Yes / ~~No~~ / ~~Do not know~~

(b) If not, please provide detail and evidence

N/A

Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Revenue Monitoring Update - 2021/22 Month six position

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

1. Recommendations

- 1.1 Transport and Environment Committee are asked to note that:
- 1.1.1 The overall Place revenue budget month six position for 2021/22 is a projected £0.440m overspend (excluding Covid-19 impact). Services within the remit of the Committee are forecasting an overspend of £0.365m;
 - 1.1.2 General Fund Covid-19 costs of circa £12.420m, in addition to the pressure set out at 1.1.1, have been forecast for the overall Place Directorate at month six with circa £8.684m relating to services within the remit of the Committee;
 - 1.1.3 The Executive Director of Place is taking measures to address budget pressures and risks. Progress will be reported to Committee.

Paul Lawrence

Executive Director of Place

Contact: Susan Hamilton, Principal Accountant

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Revenue Monitoring Update –2021/22 Month six position

2. Executive Summary

- 2.1 This report provides an update on financial performance regarding revenue budgets; 2021/22 forecast at month six for the services within the remit of this Committee.
- 2.2 The 'business as usual' forecast position, excluding Covid-19 impact, is an improvement of circa £1.1m from that reported to Committee at month five. The projected overspend at month six is £0.440m for Place Directorate, of which £0.365m relates to services within the remit of this Committee.
- 2.3 The forecast position in respect of Covid-19 impact is a cost of £12.420m for Place Directorate and £8.684m for services within the remit of the Committee. This forecast overall is largely in line with that previously reported at month five.

3. Background

- 3.1 The total 2021/22 approved net General Fund (GF) revenue budget for the Place Directorate is £52.667m after adjusting for income from other parts of the Council, external grants and other income. This budget is net of £4.346m of savings approved by Council in February and May 2021 and includes residual pressure funding of £5.800m and service investment funding. The stated net budget and reported financial performance does not reflect changes to the Council's structure which are in progress. This will be addressed in future reporting as appropriate.
- 3.2 This report provides an update on financial performance regarding revenue budgets; 2021/22 forecast at month six for services within the remit of this Committee. A separate report to the Council's Finance and Resources Committee on [9 December 2021](#) set out the projected position on the Capital Investment Programme.
- 3.3 Covid-19 identified net costs have been separated from 'business as usual' net expenditure in order to facilitate understanding of the drivers of risks, cost pressures and mitigating actions where applicable.

4. Main report

Place Directorate – 2021/22 Month Six Forecast

- 4.1 A suite of assumptions has been applied to the 2021/22 forecast in terms of service adaptation public health guidance. These will continue to be monitored and reported at regular intervals as part of the risk assessment undertaken on the budget management strategy.
- 4.2 As stated in paragraph 3.1, residual pressure funding was awarded to services to address specific legacy pressures. The impact of this on services within the remit of this Committee is £3.023m of investment to reset the operating budget. This is summarised within Appendix 1. At this juncture, the combination of this and the execution of management plans are assessed to be adequate to manage the associated legacy budget risk.
- 4.3 At month six, there has been an improvement of circa £1.1m composite 'business as usual' position across Place Directorate from that reported at month five. This follows the half year review which has been undertaken and now means the forecast overspend has reduced to £0.440m (excluding Covid-19) impacts. This relates to identified but as yet unmitigated emergent pressures. The elements which are pertinent to this Committee are a £0.365m overspend which includes but is not limited public safety measures on Calton Road.
- 4.4 At month six, Covid-19 costs across Place Directorate have been forecast at £12.420m with £8.684m relating to services within the remit of this Committee (see Appendix 2). The largest component of this relates to lost parking income, although as the financial year progresses there are signs of recovery which will be closely monitored.
- 4.5 The positions set out in this report are incorporated into the overall balanced budget position projected for the Council, as reported to Finance and Resources Committee on [9 December 2021](#).

2021/22 Budget – Approved Savings Delivery

- 4.6 The approved budget savings for Place Directorate in 2021/22 total £4.346m, of which £2.509m relates to services within the remit of this Committee. A BRAG assessment has been undertaken of the savings delivery risk by the Place Senior Management Team (SMT) and a summary of the savings relevant to this Committee is shown in Appendix 3. As can be seen, there are no savings at 'black' or 'red' with 19% at 'amber' and 81% at 'green'.

2021/23 Budget – Approved Service Investment

- 4.7 As part of the decisions made by Council on 27 May 2021, Elected Members approved service investments totalling £12.8m in respect of Place Directorate services. Of this, £9.671m relates to services within the remit of this Committee and a further £1.559m of investment which in part relates to services within the remit of this Committee. The investments, RAG analysis and status narrative is shown within Appendix 4. Of the £9.671m, 5% has been assessed as 'red', 84% at

'amber' and 11% at 'green' as at month six. It is expected that this assessment will incrementally improve as implementation is rolled out.

5. Next Steps

- 5.1 The Place Directorate is committed to delivering mitigating management action to address identified emergent budget pressures and risks on an ongoing basis and will continue to report on progress towards the delivery of a balanced budget.
- 5.2 In addition to the introduction of realigned budgets and half-year reviews, a more strategic approach is being implemented in terms of budget management. Place SMT is looking to the 2022/23 budget management strategy as part of a rolling process not confined to the current financial year.
- 5.3 The forecast costs in relation to Covid-19 can currently be contained within existing Council budgets, however Place SMT will continue to monitor changes in public health guidance and budgetary impacts and report impacts as appropriate.

6. Financial impact

- 6.1 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicates pressures emerging within the Place Directorate which require to be addressed.

7. Stakeholder/Community Impact

- 7.1 Consultation was undertaken as part of the budget setting process.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 - Place Directorate: 2021/22 Budget – Residual Pressures Funding – Services within the remit of Transport and Environment Committee.
- 9.2 Appendix 2 - Covid-19 – 2021/22 Related Increases in expenditure and losses of income.
- 9.3 Appendix 3 - Place Directorate: 2021/22 Month Six - Approved Savings Assessment - Services within the remit of Transport and Environment Committee.
- 9.4 Appendix 4 – Place Directorate: 2021/22 Month Six – Approved Investment Assessment – Services within the remit of the Transport and Environment Committee.

Appendix 1 – Place Directorate: 2021/22 Budget – Residual Pressures Funding – Services within the remit of Transport and Environment Committee.

| 2021/22 Budget Approved Residual Pressure Service Funding – Transport and Environment Committee | £m |
|--|--------------|
| Waste and Cleansing | 2.380 |
| Scientific, Bereavement and Registration | 0.320 |
| Strategic Transport | 0.790 |
| Fleet | 0.250 |
| Estimated underspends in service areas – netted off | (0.717) |
| Net Total | 3.023 |

Appendix 2 – Covid-19 – 2021/22 Related Increases in expenditure and losses of income.

| Area | Description | Actual Cost £m |
|---------------------|--|-------------------|
| Parking | Reductions in parking income | 5.561 |
| Waste and Cleansing | Provision for additional costs / greater than normal waste tonnages | 1.393 |
| Other | Reductions in income; cruise liner berthing, tables and chairs permits, enforcement, Bus Station, scientific services. | 1.730 |
| | | 8.684 |

Appendix 3 – Place Directorate: 2021/22 Month Six - Approved Savings Assessment - Services within the remit of Transport and Environment Committee.

| 2021/22 Budget Approved Saving Transport and Environment Committee | Green £m | Amber £m | Red £m | Black £m | Total £m |
|---|--------------|--------------|-----------|-------------|--------------|
| | Delivered | In Progress | Difficult | At Risk | |
| Depots and Yards | 0.210 | - | - | - | 0.210 |
| Parking Action Plan Ph2 | 0.520 | - | - | - | 0.520 |
| Cashless Parking | 0.150 | - | - | - | 0.150 |
| Garden Waste Uplift | 0.160 | - | - | - | 0.160 |
| Fees & Charges | - | 0.379 | - | - | 0.379 |
| Scientific & Bereavement | - | 0.090 | - | - | 0.090 |
| Asset life reprofiling (roads, infrastructure; 2021/22 only) | 1.000 | - | - | - | 1.000 |
| Total | 2.040 | 0.469 | - | - | 2.509 |
| % of Total Savings | 81% | 19% | - | - | 100% |

Appendix 4 – Place Directorate: 2021/22 Month Six – Approved Investment Assessment – Services within the remit of the Transport and Environment Committee.

| Investment and Status Narrative | £m/ RAG Status |
|---|-------------------------------|
| Approved Investments within Transport and Environment Remit | |
| Tram concessions – Free under-19 travel. Scottish Government policy is now for under-22 free travel on buses. If this were applied to trams, the cost would exceed the approved annual level of investment funding by at least £1m, with this sum likely to increase significantly upon opening of the tram extension. | 0.500 |
| Edinburgh Bike Scheme. Following the failure of contract extension negotiations, the current scheme will end on 17 September. Alternative bike hire options are forecast to spend £0.300m of funding in-year. | 0.800 |
| Communal Bins. Zero Waste Scotland funding bid was successful and approved in November 2021 which allows contractual arrangements using this funding to be progressed. In year spend is currently being assessed. | 1.100 |
| Roads, Pavements & Carriageways. A Delivery programme has been developed and associated phasing has been shared and agreed with Finance colleagues. All funds are expected to be committed in year. | 6.000 |
| Energy and Waste Actions – Net Zero Strategy. Implementation planning underway, project management support required given tight timescales. | 0.200 |
| Increased foot and carriageway gritting and cleaning. Procurement of the additional vehicles has been undertaken. | 0.300 |
| Electric Vehicle Infrastructure. Installation of charging points for Council fleet expected in-year. | 0.250 |
| All Ability Bikes. Grant award to the Thistle Foundation to support the delivery of a service to allow adaptive cycles to be available for disabled people across the city was approved by Transport and Environment Committee at continuation of its meeting originally held on 19 August 2021. | 0.071 |
| Public Conveniences. Additional temporary toilets in premier parks and other key locations – approval to incur costs to 30 September 2021. | 0.450 |
| Sub-total | 9.671 |
| Approved Investments partially within Transport and Environment Remit | |
| Smart Cities. The related commercial terms are currently being finalised and the programme will seek to join the Council’s Change Portfolio for in-depth monitoring from September 2021. | 0.500 |
| 20 Minute Neighbourhood Strategy – Enabling Works. 18-month funding agreed at CLT on 28 July. | 0.500 |
| Fees and Charges pressure reduction. Some fees and charges were assessed as being at tipping point in terms of commerciality or affordability if full uplift applied. Funding applied against income shortfall as agreed. | 0.559 |
| Sub-total | 1.559 |
| Total Investments fully/partially within the remit of Transport and Environment Committee. | 11.230 |

Transport and Environment Committee

10.00am, Thursday 27 January 2022

Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021 – referral from the Governance, Risk and Best Value Committee

Executive/routine Executive
Wards
Council Commitments

1. For Decision/Action

- 1.1 The Governance, Risk and Best Value Committee has referred the attached report to the Transport and Environment Committee for ongoing scrutiny of relevant overdue management actions.

Stephen S. Moir
Executive Director of Corporate Services

Contact: Emily Traynor, Assistant Committee Officer
Legal and Assurance Division, Corporate Services
E-mail: emily.traynor@edinburgh.gov.uk

Referral Report

Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021 – referral from the Governance, Risk and Best Value Committee

2. Terms of Referral

- 2.1 On 14 December 2021, the Governance, Risk and Best Value Committee considered a report on the Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021. The report confirmed the three-month completion date extension agreed by the GRBV Committee in September 2021 had been applied to all open and overdue agreed management actions, with revised dates reflected.
- 2.2 The Governance, Risk and Best Value Committee agreed:
- 2.2.1 To note the status of the overdue Internal Audit findings as at 5 November 2021;
 - 2.2.2 To note that the three-month completion date extension agreed at the September 2021 Committee reflecting ongoing Covid-19 pressures across the Council had now been applied to all open and overdue agreed management actions;
 - 2.2.3 To note the status of IA Key Performance Indicators for audits that were either completed or in progress as at 5 November 2021;
 - 2.2.4 To refer the report to the relevant Council committees for ongoing scrutiny of their relevant overdue management actions;
 - 2.2.5 To refer the report to the Edinburgh Integration Joint Board Audit and Assurance Committee for information in relation to the current Health and Social Care Partnership position.
- 2.3 Following requests for clarification on the specific Internal Audit overdue findings that parent executive committees should focus on, an exercise has been completed that maps the findings included in this report to the specific committee based on their responsibilities detailed in the Council's committee terms of reference.
- 2.4 This exercise has identified an anomaly as there is currently no linear relationship between individual audit reports and committees, as it is possible for scrutiny of the actions in one Internal Audit report to be allocated across a number of Committees.

For example, a review of Planning or Licensing could potentially result in operational service delivery actions being allocated to the Planning Committee and/or Regulatory Committee, with actions that relate to the ICT arrangements that these teams use being allocated to the Finance and Resources Committee.

- 2.5 As part of preparations for the new Council following the May 2022 Local Government elections, we will complete further work on this area to determine whether there is a more effective way of ensuring a more linear allocation of responsibility for executive committee and oversight of overdue IA actions.
- 2.6 In the meantime, the information provided to each committee is based upon the allocation of agreed management actions in line with each committee's current terms of reference. A copy of the full report is also available online, with a link include in the background section of this referred report for reference.

3. Background Reading/ External References

- 3.1 [Minute of the Governance, Risk and Best Value Committee – 14 December 2021](#)
- 3.2 [Governance, Risk and Best Value Committee – 14 December 2021 webcast](#)
- 3.3 [Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021 – full report to GRBV Committee](#)

4. Appendices

Appendix 1 – report by the Chief Internal Auditor

Governance, Risk and Best Value Committee

10:00am, Tuesday, 14 December 2021

Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021

Item number

Executive/routine

Executive

Wards

Council Commitments

1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the status of the overdue Internal Audit (IA) findings as at 5 November 2021;
 - 1.1.2 notes that the three-month completion date extension agreed at the September 2021 Committee reflecting ongoing Covid-19 pressures across the Council has now been applied to all open and overdue agreed management actions;
 - 1.1.3 notes the status of IA Key Performance Indicators (KPIs) for audits that are either completed or in progress as at 5 November 2021;
 - 1.1.4 refers this paper to the relevant Council Executive committees for ongoing scrutiny of their relevant overdue management actions; and,
 - 1.1.5 refers this paper to the Edinburgh Integration Joint Board Audit and Assurance Committee for information in relation to the current Health and Social Care Partnership position.

Lesley Newdall

Chief Internal Auditor

Legal and Assurance Division, Corporate Services Directorate

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Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021

2. Executive Summary

- 2.1 The three-month completion date extension agreed at the September 2021 Committee has now been applied to all open and overdue agreed management actions, with revised dates reflected in this report.
- 2.2 The impact of the extension is that completion dates for all open management actions that were not currently overdue in October (when the extension was applied) were extended by three months, and all overdue findings had their revised completion dates extended by three months. These revised dates are reflected in Appendix 2.

Progress with Closure of Open and overdue Internal Audit findings

- 2.3 The overall progress status for closure of overdue IA findings is currently amber (stable with limited change) as at 5 November 2021, based on the average position across the last three months.
- 2.4 Increasing trends in the proportion of open IA findings that are overdue (KPI 3 in Appendix 1); the proportion of low rated overdue findings (KPI 7); and the proportion of findings that are between 90 – 180 days overdue are evident in the last month, together with a decrease in the number of overdue findings currently being reviewed by IA to determine whether they can be closed (KPI 4).
- 2.5 These increasing trends in the last month are partially offset by improvement in the proportion of IA findings that are between six months and one year overdue.
- 2.6 Whilst progress with implementation of agreed management actions has remained relatively stable across the last quarter, there has been an increase in the proportion of overdue management actions in the last month.
- 2.7 Positive progress with management actions where the latest date has been missed, or the date revised more than once in the last month, is mainly attributable to application of the three month completion date extension.
- 2.8 These outcomes confirm that further sustained focus is required on closure of overdue findings, particularly those more than one year, and between three and six

months overdue. It is also important to ensure that open findings that are not overdue are closed by their originally agreed implementation dates.

- 2.9 Further detail on the monthly trends in open and overdue findings is included at Appendix 1.

Current position as at 5 November 2021

- 2.10 A total of 108 open IA findings remain to be addressed across the Council as at 5 November 2021. This excludes open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.
- 2.11 Of the 108 currently open IA findings:
- 2.11.1 a total of 53 (49%) are open, but not yet overdue;
 - 2.11.2 55 (51%) are currently reported as overdue as they have missed the final agreed implementation dates. This reflects a decrease of 2% in comparison to the August 2021 position (53%).
 - 2.11.3 69% of the overdue findings are more than six months overdue, reflecting a decrease of 9% in comparison to August 2021 (78%) with 16% aged between six months and one year, and 53% more than one year overdue.
 - 2.11.4 evidence in relation to 5 of the 55 overdue findings is currently being reviewed by IA to confirm that it is sufficient to support closure; and,
 - 2.11.5 50 overdue findings still require to be addressed.
- 2.12 The number of overdue management actions associated with open and overdue findings where completion dates have been revised more than once since July 2018 is 44, reflecting a decrease of 4 when compared to the August 2021 position (48). This excludes the two completion date extensions applied to reflect ongoing Covid-19 impacts across the Council.

Annual Plan Delivery and Key Performance Indicators

- 2.13 IA Key Performance Indicators (KPIs) to support effective delivery of the 2021/22 IA annual plan has confirmed that action is required to ensure that services are aware of the KPIs that apply to the audit process and engage proactively with IA to ensure that any potential impacts that could cause delays are identified and effectively managed.
- 2.14 The KPIs also highlight areas where IA has not achieved their reporting delivery timeframes.
- 2.15 Reasons for delayed IA annual plan delivery that underpin KPI outcomes were discussed at the November 2021 Committee.

3. Background

- 3.1 Overdue findings arising from IA reports are reported monthly to the Corporate Leadership Team (CLT) and quarterly to the GRBV Committee.
- 3.2 This report specifically excludes open and overdue findings that relate to the Edinburgh Integration Joint Board (EIJB) and the Lothian Pension Fund (LPF). These are reported separately to the EIJB Audit and Assurance Committee and the Pensions Audit Sub-Committee respectively.
- 3.3 Findings raised by IA in audit reports typically include more than one agreed management action to address the risks identified. IA methodology requires all agreed management actions to be closed in order to close the finding.
- 3.4 The IA definition of an overdue finding is any finding where all agreed management actions have not been evidenced as implemented by management and validated as closed by IA by the date agreed by management and IA and recorded in relevant IA reports.
- 3.5 The IA definition of an overdue management action is any agreed management action supporting an open IA finding that is either open or overdue, where the individual action has not been evidenced as implemented by management and validated as closed by IA by the agreed date.
- 3.6 Where management considers that actions are complete and sufficient evidence is available to support IA review and confirm closure, the action is marked as 'implemented' by management on the IA follow-up system. When IA has reviewed the evidence provided, the management action will either be 'closed' or will remain open and returned to the relevant owner with supporting rationale provided to explain what further evidence is required to enable closure.
- 3.7 A 'started' status recorded by management confirms that the agreed management action remains open and that implementation progress ongoing.
- 3.8 A 'pending' status recorded by management confirms that the agreed management action remains open with no implementation progress evident to date.
- 3.9 An operational dashboard has been designed to track progress against the key performance indicators included in the IA Journey Map and Key Performance Indicators document that was designed to monitor progress of both management and Internal Audit with delivery of the Internal Audit annual plan. The dashboard is provided monthly to the Corporate Leadership Team and quarterly to the Committee to highlight any significant delays that could potentially impact on delivery of the annual plan.

4. Main report

- 4.1 As at 5 November 2021, there are a total of 108 open IA findings across the Council with 55 findings (51%) now overdue.

4.2 The movement in open and overdue IA findings during the period 11 August to 5 November 2021 is as follows:

| Analysis of changes between 11/08/2021 and 05/11/2021 | | | | |
|---|----------------------|-------|--------|----------------------|
| | Position at 11/08/21 | Added | Closed | Position at 05/11/21 |
| Open | 96 | 20 | 8 | 108 |
| Overdue | 51 | 8 | 4 | 55 |

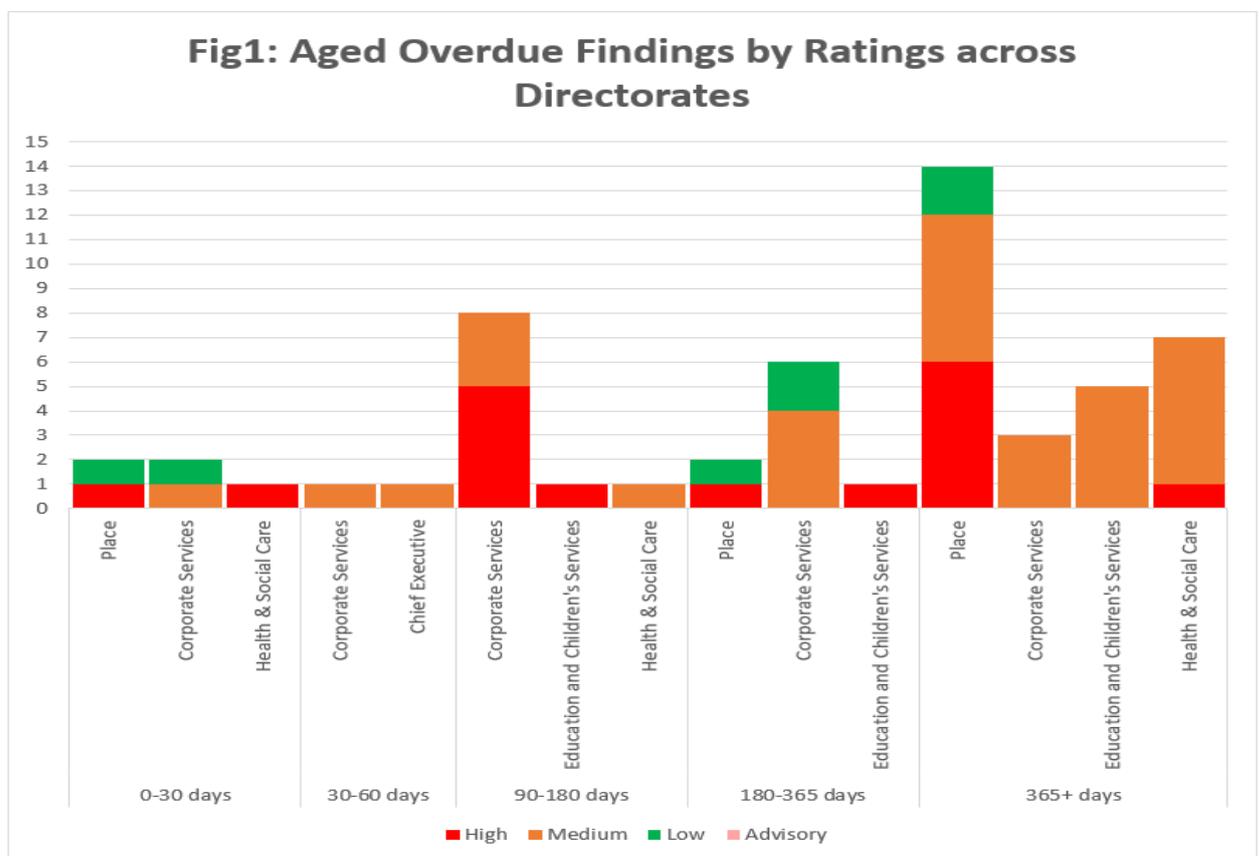
Overdue Findings

4.3 The 55 overdue findings comprise 17 High; 31 Medium; and 7 Low rated findings.

4.4 However, IA is currently reviewing evidence to support closure of 5 of these findings (2 High; 1 Medium; and 2 Low), leaving a balance of 50 overdue findings (15 High; 30 Medium; and 5 Low) still to be addressed.

Overdue findings ageing analysis

4.5 Figure 1 illustrates the ageing profile of all 55 overdue findings by rating across directorates as at 5 November 2021.



4.6 The analysis of the ageing of the 55 overdue findings outlined below highlights that Directorates made good progress last quarter with resolving findings less than three months and between six months and one year overdue, as the proportion of these findings has decreased. However, this is offset by an increase in the proportion of findings overdue between three and six months, and a consistent position with findings that are more than one year overdue.

- 7 (13%) are less than 3 months (90 days) overdue, in comparison to 18% as at August 2021;
- 10 (18%) are between 3 and 6 months (90 and 180 days) overdue, in comparison to 4% as at August 2021;
- 9 (16%) are between 6 months and one year (180 and 365 days) overdue, in comparison to 25% as at August 2021; and,
- 29 (53%) are more than one year overdue, which remains the same as the position reported in August 2021.

Management Actions Closed Based on Management's Risk Acceptance

4.7 During the period 11 August to 5 November 2021, the following management action has been closed on the basis that management has retrospectively accepted either the full or residual elements of the risks highlighted by IA in the original audit report.

4.7.1 Council Wide (all Directorates) First Line Project Governance – Project Management Skills Matrix (medium) - management has accepted the risks associated with not implementing and maintaining a centralised project management skills matrix to ensure that employees with appropriate project management skills and experience are allocated to projects, as this would require resource from both the Strategic Change and Delivery and Human Resources teams. Management has advised that this additional resource is not available, and that existing Strategic Change and Delivery team resources should continue to focus on continuing to support teams across the Council to deliver change.

Agreed Management Actions Analysis

4.8 The 108 open IA findings are supported by a total of 259 agreed management actions. Of these, 141 (54%) are overdue as the completion timeframe agreed with management when the report was finalised has not been achieved. This reflects a 2% decrease from the August 2021 position (56%).

4.9 Of the 141 overdue management actions, 28 have a status of 'implemented' and are currently with IA for review to confirm whether they can be closed, leaving a balance of 113 to be addressed.

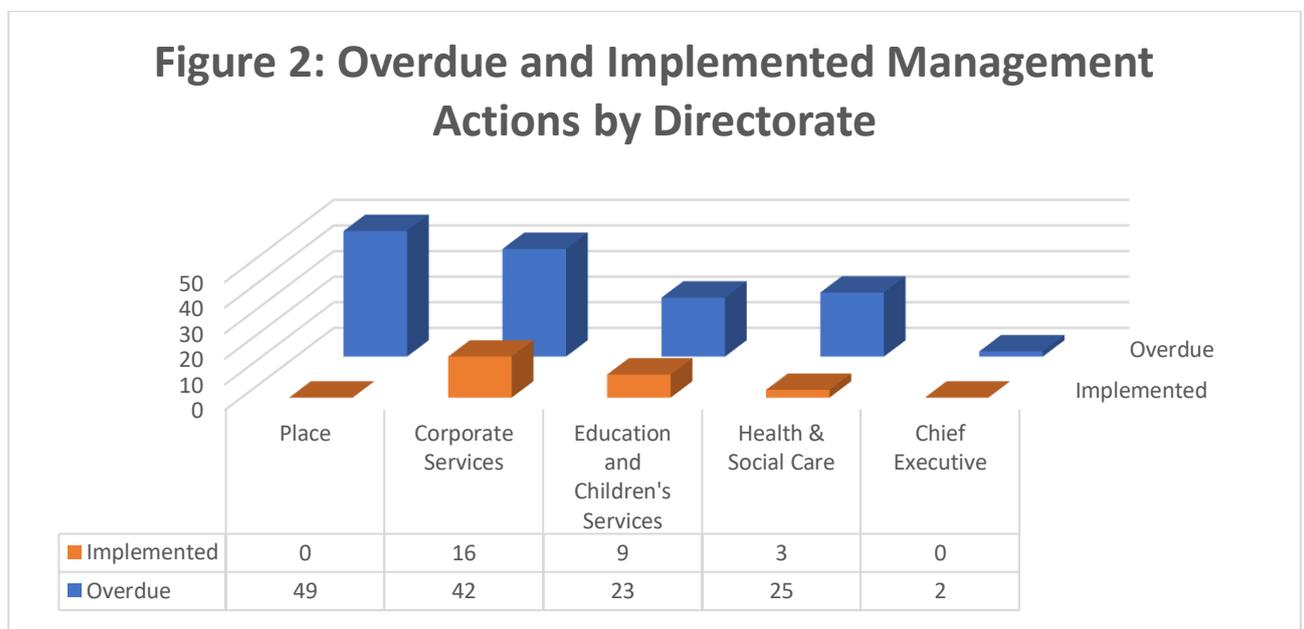
4.10 Appendix 2 provides an analysis of the 141 overdue management actions highlighting:

- their current status as at 5 November 2021 with:

- 28 implemented actions where management believe the action has been completed and it is now with IA for validation;
 - 101 started where the action is open, and implementation is ongoing; and
 - 12 pending where the action is open with no implementation progress evident to date.
- 34 instances (24%) where the latest implementation date has been missed; and
 - 44 instances (31%) where the implementation date has been revised more than once.

4.11 Appendix 2 has also been updated to reflect the relevant Executive Committees that should be responsible for ongoing scrutiny of the overdue management actions.

4.12 Figure 2 illustrates the allocation of the 141 overdue management actions across Directorates, and the 28 that have been passed to IA for review to confirm whether they can be closed.



4.13 IA has continued to achieve its established KPI for reviewing all implemented management actions within four weeks of the date they are proposed for closure by management.

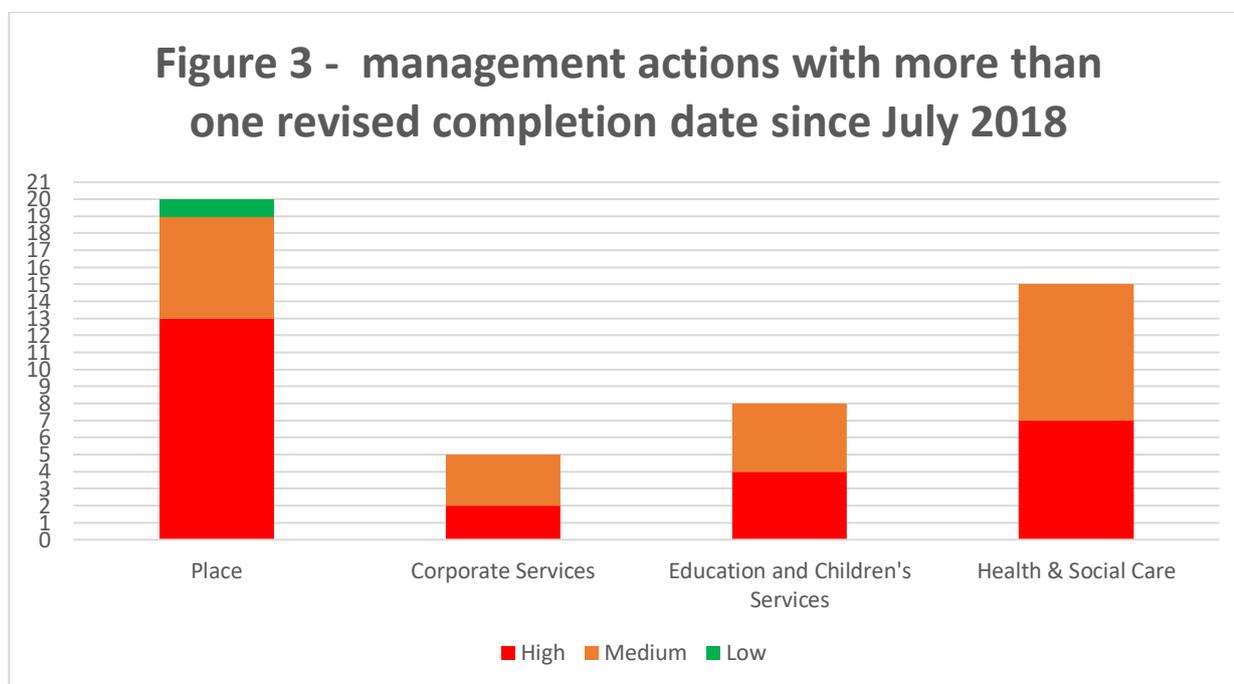
4.14 Where implementation dates longer than four weeks occur, these are supported by feedback to management requesting either additional evidence or a discussion to explain the context of the evidence provided. Where this is not provided by services within a further four weeks, the status of the action is reverted to 'started' until the further information requested is provided.

More Than One Revised Implementation Date

4.15 Figure 3 illustrates that there are currently 48 open management actions (including those that are overdue) across directorates where completion dates have been

revised between two and six times since July 2018. This number excludes the two automatic extensions applied by IA to reflect the impact of Covid-19.

- 4.16 This remains aligned with the position reported in August 2021 (48).
- 4.17 Of these 48 management actions, 26 are associated with High rated findings; 21 Medium; and 1 Low, with the majority of date revisions in the Place directorate.



Key Performance Themes Identified from the IA Dashboard

- 4.18 The IA key performance indicator dashboard has been reinstated for 2021/22 to support delivery of the annual plan by both services and the IA team; and prevent delays in completion of audits and finalisation of the IA annual opinion.
- 4.19 Reintroduction of the KPIs supported by monthly reporting to the Corporate Leadership Team and quarterly to the Committee will highlight any significant delays that could potentially impact on delivery of the annual plan, and is aligned with the requirements of both the motion and addendum agreed at Committee in August 2021 requesting that audits will be carried out in line with the timescales set out in the agreed audit plan.
- 4.20 Two audits that were included in the dashboard presented to the Committee in September (Health and Social Care Partnership: Management of Waiting Lists and Assessments; and Place: Active Travel) have been paused and carried forward into the 2022/23 IA annual plan following the rebase of the annual plan approved by the Committee in November 2021, and have now been removed from the dashboard.
- 4.21 The dashboard included at Appendix 3 reflects the current status for the 11 audits in progress where terms of reference detailing the scope of the planned reviews have been issued. This highlights that:

- 4.21.1 Services are consistently taking longer than the 5 day KPI for feedback on draft IA terms of reference, with feedback received within the 5 days for only 2 audits.
- 4.21.2 Executive Directors are generally providing feedback on draft terms of reference within the agreed 5 day response times. Delays are mainly attributable to Council wide audits where responses are not consistently received from all Executive Directors.
- 4.21.3 Internal Audit reporting delays for the Planning and Performance Framework and Health and Safety audits were highlighted in the report presented to Committee in September, and has experienced a further delay with preparing and issuing the Parking and Traffic Regulations audit report. This was mainly attributable to the timing of annual leave.
- 4.21.4 There have also been significant delays with receipt and finalisation of management responses for the Implementation of Asbestos Recommendations and Parking and Traffic Regulations audits, and a delay in finalising Executive Director approval of the Planning and Performance Framework report.

5. Next Steps

- 5.1 IA will continue to monitor the open and overdue findings position and delivery against key performance indicators, providing monthly updates to the CLT and quarterly updates to the GRBV Committee.

6. Financial impact

- 6.1 There are no direct financial impacts arising from this report, although failure to close findings and address the associated risks in a timely manner may have some inherent financial impact.

7. Stakeholder/Community Impact

- 7.1 If agreed management actions supporting closure of Internal Audit findings are not implemented, the Council will be exposed to the service delivery risks set out in the relevant Internal Audit reports. Internal Audit findings are raised as a result of control gaps or deficiencies identified during reviews therefore overdue items inherently impact upon effective risk management, compliance and governance.

8. Background reading/external references

- 8.1 [Internal Audit Overdue Findings and Key Performance Indicators as at 11 August 2021 – Paper 8.1](#)
- 8.2 [Capacity to Deliver the 2021/22 IA Annual Plan – Paper 8.3](#)

8.3 [Internal Audit Journey Map and Key Performance Indicators - Paper 7.6 Appendix 3](#)

9. Appendices

- 9.1 Appendix 1 – Monthly Trend Analysis of IA Overdue Findings and Management Actions
- 9.2 Appendix 2 – Internal Audit Overdue Management Actions as at 5 November 2021
- 9.3 Appendix 3 – Internal Audit Key Performance Indicators as at 5 November 2021

Appendix 1 - Monthly Trend Analysis of IA Overdue Findings and Management Actions

Stable with limited change

As at 5 November 2021

| Key Performance Indicator (KPI) | 11/06/2021 | | 07/07/2021 | | 11/08/2021 | | 23/09/2021 | | 05/11/2021 | | Trend | |
|---------------------------------|------------|------|------------|------|------------|------|------------|------|------------|------|----------------|--|
| IA Findings | | | | | | | | | | | | |
| 1 Open findings | 89 | 100% | 85 | 100% | 96 | 100% | 113 | 100% | 108 | 100% | Not applicable | |
| 2 Not yet due | 34 | 38% | 32 | 38% | 45 | 47% | 64 | 57% | 53 | 49% | Not applicable | |
| 3 Overdue findings | 55 | 62% | 53 | 62% | 51 | 53% | 49 | 43% | 55 | 51% | | |
| 4 Overdue - IA reviewing | 12 | 22% | 8 | 15% | 3 | 6% | 9 | 18% | 5 | 9% | | |
| 5 High Overdue | 18 | 33% | 18 | 34% | 17 | 33% | 16 | 33% | 17 | 31% | | |
| 6 Medium Overdue | 30 | 55% | 29 | 55% | 28 | 55% | 29 | 59% | 31 | 56% | | |
| 7 Low Overdue | 7 | 13% | 6 | 11% | 6 | 12% | 4 | 8% | 7 | 13% | | |
| 8 <90 days overdue | 7 | 13% | 9 | 17% | 9 | 18% | 6 | 12% | 7 | 13% | | |
| 9 90-180 days overdue | 8 | 15% | 3 | 6% | 2 | 4% | 6 | 12% | 10 | 18% | | |
| 10 180-365 days overdue | 10 | 18% | 15 | 28% | 13 | 25% | 11 | 22% | 9 | 16% | | |
| 11 >365 days overdue | 30 | 55% | 26 | 49% | 27 | 53% | 26 | 53% | 29 | 53% | | |
| Management Actions | | | | | | | | | | | | |
| 12 Open actions | 236 | 100% | 218 | 100% | 233 | 100% | 277 | 100% | 259 | 100% | Not applicable | |
| 13 Not yet due | 96 | 41% | 83 | 38% | 103 | 44% | 154 | 56% | 118 | 46% | Not applicable | |
| 14 Overdue actions | 140 | 59% | 135 | 62% | 130 | 56% | 123 | 44% | 141 | 54% | | |
| 15 Overdue - IA reviewing | 40 | 29% | 28 | 21% | 17 | 13% | 35 | 28% | 28 | 20% | | |
| 16 Latest date missed | 77 | 55% | 43 | 32% | 70 | 54% | 52 | 42% | 34 | 24% | | |
| 17 Date revised > once | 60 | 43% | 51 | 38% | 48 | 37% | 46 | 37% | 44 | 31% | | |

Trend Analysis - key



Adverse trend - action required

Stable with limited change

Positive trend with progress evident

No trend analysis is performed on open findings and findings not yet due as these numbers will naturally increase when new IA reports are finalised.

Appendix 2 - Internal Audit Overdue Management Actions as at 5 November 2021

Glossary of Terms

1. Executive Committee – This is the relevant Executive Committee that should have oversight of completion of agreed management actions
2. Project Name – This is the name of the audit report.
3. Issue Type – This is the priority of the audit finding, categorised as Critical; High; Medium; or Low
3. Issue Title - this is the title of the issue in the Original IA Report
4. Owner – The Executive Director responsible for implementation of the action.
5. Recommendation Title - this is the title of the recommendation in the original IA report
6. Agreed Management action – This is the action agreed between Internal Audit and Management to address the finding.
7. Status – This is the current status of the management action. These are categorised as:
 - Pending (the action is open and there has been no progress towards implementation),
 - Started (the action is open, and work is ongoing to implement the management action), and
 - **Implemented** (the service area believes the action has been Implemented and this is with Internal Audit for validation).
8. Estimated date – the original agreed implementation date.
9. Revised date – the current revised date. **Red** formatting in the dates field indicates the last revised date is overdue.
10. Number of revisions – the number of times the date has been revised since July 2018.
11. **Amber** formatting in the dates field indicates the date has been revised more than once.
12. Contributor – Officers involved in implementation of an agreed management action.

| Executive Committee | Project Name | Issue Type | Issue Title | Owner | Recommendation Title | Agreed Management Action | Status | Estimated Implement Date | No of Revisions | Revised Implement Date | Contributors |
|---------------------------|--|------------|---|--|--|--|---------|--------------------------|-----------------|------------------------|---|
| All Executive Committees | Assurance Actions and Annual Governance Statements | Medium | CW1903 Issue 1: Assurance Management Framework | Stephen Moir, Executive Director, Corporate Services | CW1903 Issue 1.1c: Develop and implement an assurance management framework | An assurance management framework will be developed and implemented that covers the points raised by Internal Audit and includes: liaison with directorates to assess current and best practice; clearly defined roles and responsibilities for first line directorates and the second line Corporate Governance team; process flow; monitoring / reporting / closure requirements; an assessment of existing automated tools to determine whether they can support the process; issue guidance; The framework will be implemented and rolled out across Council divisions and directorates to support completion of the 2021/22 annual governance statement for inclusion in the Council's 31 March 2022 annual financial statements. | Started | 31/12/20 | 3 | 30/12/21 | Chris Peggie Gavin King Hayley Barnett Laura Callender Layla Smith Michelle Vanhegan Mirka Vybiralova Nick Smith |
| Transport and Environment | Road Services Improvement Plan | High | PL1808 Issue 1. Roads Improvement Plan financial operating model and project governance | Paul Lawrence, Executive Director of Place | PL1808 - 1.1 Roads Service Improvement Plan review (including financial operating model) | Accepted. The Roads Service Improvement Plan (the Plan) will be reviewed following completion of the organisational restructure, and will consider the points noted in the recommendation. A review of the financial operating model will also be undertaken with the aim of embedding a new budget structure for the service. Once completed the Plan business case will be refreshed to reflect any significant changes. | Started | 30/04/20 | 1 | 01/09/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Transport and Environment | Road Services Improvement Plan | High | PL1808 Issue 1. Roads Improvement Plan financial operating model and project governance | Paul Lawrence, Executive Director of Place | PL1808 - 1.3 Roads Service Improvement Plan project governance | Accepted. The re-based plan will be managed in line with the Project Management Toolkit for Major Projects. The plan will be managed by the Roads service Performance Coordinator once appointed in the revised structure. | Started | 20/12/20 | 0 | 01/08/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |

| Executive Committee | Project Name | Issue Type | Issue Title | Owner | Recommendation Title | Agreed Management Action | Status | Estimated Implement Date | No of Revisions | Revised Implement Date | Contributors |
|---------------------------------------|--------------------------------|------------|---|--|---|--|---------|--------------------------|-----------------|------------------------|---|
| Transport and Environment | Road Services Improvement Plan | High | PL1808 Issue 1. Roads Improvement Plan financial operating model and project governance | Paul Lawrence, Executive Director of Place | PL1808 - 1.4 Post implementation reviews | A post implementation review of both the new organisational structure (31 March 2020) and completed Roads Service Improvement Plan (the Plan) actions (March 2021) will take place to assess the effectiveness of the new service and any requirements for change, and the impact of the changes delivered through the Plan. | Started | 31/03/21 | 1 | 01/11/22 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Transport and Environment | Road Services Improvement Plan | High | PL1808 Issue 2. Roads services performance monitoring and quality assurance | Paul Lawrence, Executive Director of Place | PL1808 - 2.1 Service Delivery Performance Monitoring | One of the roles included in the new Roads structure is a Roads Service Performance Coordinator. The team member appointed to this role will be responsible for designing; implementing; and maintaining a performance and quality assurance framework that will incorporate the recommendations made to support ongoing monitoring and management of the Roads service. This will involve ensuring that all Roads teams develop team plans that include key performance measures; outline their respective roles and responsibilities for delivery; and are aligned with overall Council's commitments that are relevant to Roads. | Started | 31/07/20 | 2 | 30/12/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Page 238 Transport and Environment | Road Services Improvement Plan | High | PL1808 Issue 2. Roads services performance monitoring and quality assurance | Paul Lawrence, Executive Director of Place | PL1808 - 2.2 Roads services quality assurance framework | 1. The existing Transport Design and Delivery quality framework will be revised to reflect the new Roads and Transport Infrastructure Service and rolled out across the service. As part of this review, the recommendations highlighted above will be considered and incorporated where appropriate. The Design, Structures and Flood Prevention Manager will be responsible for refreshing the quality framework once appointed. 2. A sampling regime will be designed and embedded for safety inspections to ensure that defects are being categorised properly. This process will be designed and implemented by the Team Leader for Safety Inspections to be appointed as part of the ongoing restructure. 3. A sampling regime will be designed and embedded for road defect repairs to ensure that repairs are fit for purpose and effective. 4. Key performance indicators for each team will be included in the target setting for each 4th tier manager and their direct reports to ensure focus on these measures. Emerging themes from Team Plans and quality assurance reviews will also be shared with Roads teams, and individual and team training needs will be considered based on the themes identified. This process will be designed and implemented by the Service Performance Coordinator to be appointed as part of the ongoing restructure. | Started | 30/06/20 | 1 | 30/06/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Transport and Environment | Road Services Improvement Plan | Low | PL1808 Issue 3. Roads inspection, defect categorisation, and repairs | Paul Lawrence, Executive Director of Place | PL1808 - 3.2b) Inspector accreditation | 2. Ensure all relevant Inspectors are accredited by an appropriately accredited professional body. | Started | 31/08/20 | 0 | 01/04/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |

| Executive Committee | Project Name | Issue Type | Issue Title | Owner | Recommendation Title | Agreed Management Action | Status | Estimated Implement Date | No of Revisions | Revised Implement Date | Contributors |
|---------------------------|---|------------|--|--|---|--|---------|--------------------------|-----------------|------------------------|--|
| Transport and Environment | Road Services Improvement Plan | Low | PL1808 Issue 3. Roads inspection, defect categorisation, and repairs | Paul Lawrence, Executive Director of Place | PL1808 - 3.3 Management information for planned inspections | On appointment, the new Service Performance Coordinator and Team Leader – Safety Inspections will work with Pitney Bowes (the supplier of the Confirm system) to develop a new process to plan and monitor safety inspection performance | Started | 31/03/20 | 4 | 30/09/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Transport and Environment | Road Services Improvement Plan | Low | PL1808 Issue 4. Roads - Management of public liability claims | Paul Lawrence, Executive Director of Place | PL1808 - 4.1 Management of public liability claims | A new process will be developed within the Confirm system which requires reconciliation between accident claim enquiries and those logged on the Local Authority Claims Handling System (LACHS) system. | Started | 28/05/20 | 1 | 31/03/21 | Alison Coburn Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Jamie Watson Jordan Walker Matthew MacArthur Nicole Fraser Ross Murray Sean Gilchrist |
| Transport and Environment | Street Lighting and Traffic Signals | Medium | Street Lighting - Inventory and Maintenance | Paul Lawrence, Executive Director of Place | PL1810 Issue 2: Rec 1 - Street lighting inventory completeness and electrical testing results | Rebased as at 30/03/2021 Clear processes will be designed, recorded (in the Street Lighting Operational guide), and implemented to ensure that following completion of wards in the EESLP:- progress with electrical testing is monitored and actioned; and- checks are performed over the completeness and accuracy of all inventory data held on Confirm (e.g. routine sample testing across the wards). Following the completion of further wards in the EESLP, Internal Audit will perform sample testing to ensure the data held on Confirm is accurate and complete, and that electrical testing outcomes are being recorded. IA will also confirm that the inventory checks have been designed and implemented. It is expected that the EESLP will complete in late 2021, and therefore an implementation date of 31/03/2022 has been agreed with IA. | Started | 20/12/19 | 4 | 30/06/22 | Alan Simpson Alison Coburn Claire Duchart Cliff Hutt David Givan Gareth Barwell Gavin Brown George Gaunt Lindsey McPhillips Matthew MacArthur Nicole Fraser Robert Mansell Ross Murray Tony Booth |
| Transport and Environment | Unsupported Technology (Shadow IT) and End User Computing | Medium | CW1914 Issue 1: Digital strategy and governance | Paul Lawrence, Executive Director of Place | CW1914 Rec 1.4c - Review of existing shadow IT contracts (Place) | The following actions were discussed and agreed by the Council's Corporate Leadership Team and will be applied by all Directorates following receipt of guidance from Commercial and Procurement Services as per recommendation 1.4a above. 1. The Directorate will complete a review of all contracts supporting the ongoing use of shadow IT / cloud based applications used within divisions in comparison to the guidance provided by Commercial and Procurement Services (CPS) to ensure identify any contracts that need to be refreshed or procured, with support from CPS and Digital Services. 2. Where inadequate contracts are | Started | 30/09/21 | 0 | 30/12/21 | Alison Coburn Audrey Dutton Gareth Barwell Karl Chapman Lindsay Robertson Matthew MacArthur Nicky Brown |
| Transport and Environment | Unsupported Technology (Shadow IT) and End User Computing | High | CW1914 Issue 2: Ongoing shadow IT and end user computing management | Paul Lawrence, Executive Director of Place | CW1914 Rec 2.1b - Second line assurance and oversight (Place) | The following actions were discussed and agreed by the Council's Corporate Leadership Team and will be applied by all first line divisions and directorates. 1. divisions and directorates will confirm whether they are consistently applying shadow IT framework and meet the requirements of the Council's externally hosted ICT services protocol in their annual assurance statements, and with any gaps or instances of non-compliance disclosed; 2. reliance will be placed on third line oversight by Internal Audit (IA), acknowledging that the assurance provided in relation to the ongoing management of shadow IT technology applications across the Council will be considered as part of IA's ongoing risk based assurance proposals, with assurance unlikely to be provided on an ongoing basis. | Started | 30/07/21 | 1 | 30/12/21 | Alison Coburn Audrey Dutton Gareth Barwell Karl Chapman Lindsay Robertson Matthew MacArthur Nicky Brown Peter Watton Ross Murray |

Appendix 3 - Internal Audit Key Performance Indicators as at 5 November 2021

| Directorate | Department | Review | Audit Status | Terms of Ref | Terms of Ref | Close out | Report | | Mgt Resps | Final Draft | Director | Final Report | Team Central | Comments |
|--------------------|-------------------------------|---|--------------|-----------------------------|------------------------------|----------------------------------|-----------------------------------|-------------------------------------|---------------------|--------------------------------|-------------------------|--------------------------------------|--|---|
| | | | | Service Resps <=5 days post | Director Resps <=5 days post | <=5days after fieldwork complete | Issued by IA <=10 days post close | W/Shop <=5 days after report issued | Agreed <=5days post | to Directors <=5 days post Mgt | Approval <= 3 days from | issued by IA <= 5 days post Director | Updated by IA <=5 days of final report | |
| Corporate Services | Legal and Assurance | Elections in Covid Environment - design review | Complete | 3 | 2 | 1 | 10 | N/A | N/A | 2 | 1 | 1 | 7 | Final report issued to AK 31.5.21 Draft report comments requested by 21/05 |
| Corporate Services | Human Resources | Scottish Local Govt Living Wage - design review | Complete | 17 | 1 | 8 | 9 | 4 | 1 | 1 | 2 | 5 | N/A | Final report issued on 28.10.21. Survey issued on 29.10.21. |
| Corporate Services | Human Resources | Employee Lifecycle and Data Management | Reporting | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Fieldwork now complete. Waiting for responses from HR on fieldwork outcomes prior to drafting report. |
| Corporate Services | Strategic Change and Delivery | Planning and Performance Framework design review | Reporting | 26 | 2 | 3 | 35 | 15 | 13 | 9 | 0 | 0 | 0 | Report issued to Exec Director on 24th September; awaiting responses. |
| Council Wide | CHS; P&FM; HPS | Health and Safety - Implementation of asbestos recommendations | Reporting | 6 | 6 | 34 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | Management responses were due 3 November - not all have been received. |
| Council Wide | Council Wide | Fraud and Serious Organised Gavin | Fieldwork | 74 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Draft Tor to Executive Directors 06.09.21, final responses received (Place) 20.10.21. No responses received from some services. |
| Council Wide | N/A | Implementation of Whistleblowing and Child Protection Recommendations | Fieldwork | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Fieldwork in progress |
| Educ & Child Servs | Criminal Justice | Criminal Justice | Fieldwork | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Fieldwork will commence 8/11/21 |
| Place | Place Mgt, Transport | Parking and Traffic Regulations | Reporting | 4 | 2 | 3 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | ToR updated to reflect Covid-19 and issued 21/9 - Key contact on leave until 4/10 so due back 8/10 Ongoing discussion re management responses since 18/10/21. Delay in issuing report was due to annual leave in service which delayed confirmation of factual accuracy of findings. |
| Corporate Services | Digital Services | Digital and Smart Cities Strategy | Fieldwork | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Fieldwork in progress and ongoing engagement with Executive Director re terms of reference. |
| Corporate Services | Customer | Council Tax and Business Rates | Fieldwork | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Fieldwork delayed due to time required to extract data from source systems to support data analytics work. |

Transport and Environment Committee

10.00am, Thursday, 27 January 2022

Place Directorate Internal Audit – Actions Update

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

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note:
 - 1.1.1 The progress made on the overdue Internal Audit management actions relating to the services within the remit of this Committee
 - 1.1.2 That there are audit actions which have been agreed corporately, which services which sit within the remit of this Committee are working on.

Paul Lawrence

Executive Director of Place

Contact: Gareth Barwell, Service Director, Operational Services

E-mail: gareth.barwell@edinburgh.gov.uk | Tel: 0131 529 5844

Place Directorate Internal Audit – Actions Update

2. Executive Summary

- 2.1 This report sits alongside the referral report from the Governance, Risk and Best Value Committee on [14 December 2021](#) on overdue findings and provides an update on progress on management actions arising from Internal Audits which specifically relate to services which fall within the remit of this Committee.
- 2.2 The Place Senior Management team are committed to ensuring appropriate action is taken to progress open internal audit actions to conclusion, with appropriate focus on closure of all high rated findings and all findings that are over one year overdue.

3. Background

- 3.1 On 14 December 2021, the Governance, Risk and Best Value Committee considered a report on overdue findings and key performance indicators presented by Internal Audit (IA). The report was based on information prepared 5 November 2021.
- 3.2 This report was referred to Transport and Environment Committee for information and is included on this meeting agenda.

4. Main report

- 4.1 Appendix 1 provides an updated summary of the overdue Internal Audit actions as at 5 November 2021 which fall within the remit of the Transport and Environment Committee.
- 4.2 There are nine Internal Audit management actions which are overdue on their original implementation date which relate to the remit of this Committee. These actions sit within audit areas:
 - 4.2.1 Road Services Improvement Plan – PL1808 (eight); and
 - 4.2.2 Street Lighting and Traffic Signals – PL1810 (one).

- 4.3 Since 5 November 2021, two actions from the Road Services Improvement Plan audit have been marked as closed and one further action has been marked as implemented (awaiting review by IA).
- 4.4 There are a small number of overdue management actions which relate to Internal Audits on Council processes which are being implemented across all Council Services. These include services within the remit of this Committee. These include:

RES1809 – Supplier Management Framework and CIS Payments

- 4.4.1 Outstanding actions relate to support and guidance for contract managers, and risk assessments for tier 1 and 2 contracts. Evidence has now been submitted for action 1.3(3) and closure is awaiting IA review.

CE1902 – Policy Management Framework

- 4.4.2 Issue 1.2b – relates to a review of the completeness and accuracy of the Council’s policies and online policy register. This has now been marked as implemented and is awaiting IA approval.

CW1702 - Resilience BC

- 4.4.3 The actions under this audit all now have revised implementation dates to recognise that the Council will prepare new Business Impact Assessments once service resumption post COVID-19 is completed.

CW1914 - Unsupported Technology (Shadow IT) and End User Computing

- 4.4.4 Issue 2 – relates to second line assurance to confirm that relevant security, information and resilience risks associated with ongoing use of shadow IT and end user computing applications are being effectively managed by directorates and divisions. This will be assessed in line with the assurance process for the 2021/22 financial year.

5. Next Steps

- 5.1 Officers will continue to progress with implementation of management actions arising from Internal Audits and will aim to conclude these within the agreed timescales.

6. Financial impact

- 6.1 There are no financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 None.

8. Background reading/external references

8.1 None.

9. Appendices

9.1 Appendix 1 – Transport and Environment Committee Extract Summary of Internal Audit: Overdue Findings as at 5 November 2021.

Appendix 1 – Transport and Environment Committee Extract Summary of Internal Audit: Overdue Findings and Key Performance Indicators as at 5 November 2021

| Audit Ref PL1808 | Audit Title – Road Services Improvement Plan | | | | Responsible manager: Cliff Hutt | |
|---------------------|--|---|------------------------------|-----------------------------|---------------------------------|---|
| Finding reference | Issue Type (Finding Rating) | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Current Status | Status Update |
| 1.1 | High | The Roads Service Improvement Plan (the Plan) will be reviewed following completion of the organisational restructure and will consider the points noted in the recommendation. A review of the financial operating model will also be undertaken with the aim of embedding a new budget structure for the service. Once completed the Plan business case will be refreshed to reflect any significant changes. | 30/04/2020 | 01/09/2021 | In progress | Implemented status of this action was overturned by Internal Audit (IA) as more evidence was to be sought. |
| 1.3 | High | The re-based plan will be managed in line with the Project Management Toolkit for Major Projects. The plan will be managed by the Roads service Performance Coordinator once appointed in the revised structure. | 20/12/2020 | 01/08/2021 | In progress | Alternative evidence is to be submitted to show that risk has been mitigated. This is due to the Project Management Toolkit not applying to the Plan. An approach has been agreed with IA and this is currently being progressed. |
| 1.4 | High | A post implementation review of both the new organisational structure (31 March 2020) and completed Roads Service Improvement Plan (the Plan) actions (March 2021) will take place to assess the effectiveness of the new service and any requirements for change, and the impact of the changes delivered through the Plan. | 31/03/2021 | 01/11/2022 | In progress | The implementation date for this action was revised to recognise the delay in implementing the new service structure as a result of COVID-19. This review will now be completed by 01/11/2022. |

| | | | | | | |
|-----|------|---|------------|------------|-----------------|--|
| 2.1 | High | <p>One of the roles included in the new Roads structure is a Roads Service Performance Coordinator. The team member appointed to this role will be responsible for designing; implementing; and maintaining a performance and quality assurance framework that will incorporate the recommendations made to support ongoing monitoring and management of the Roads service.</p> <p>This will involve ensuring that all Roads teams develop team plans that include key performance measures; outline their respective roles and responsibilities for delivery; and are aligned with overall Council's commitments that are relevant to Roads.</p> | 31/07/2020 | 30/12/2021 | In progress | <p>Since last update, revised KPIs have been approved and submitted to Strategy and Insight to create a performance dashboard. Following review with service a revised date for this action will be submitted.</p> |
| 2.2 | High | <p>1. The existing Transport Design and Delivery quality framework will be revised to reflect the new Roads and Transport Infrastructure Service and rolled out across the service. As part of this review, the recommendations highlighted above will be considered and incorporated where appropriate. The Design, Structures and Flood Prevention Manager will be responsible for refreshing the quality 30/06/2021 31/03/2021 In progress Evidence of implementation submitted to Internal Audit on 01/04/2021, 14/04/2021 and 16/04/2021. Internal audit have requested additional information in order to close this action. 88 framework once appointed.</p> <p>2. A sampling regime will be designed and embedded for safety inspections to ensure that defects are being categorised properly. This process will be designed and implemented by the Team Leader for Safety Inspections to be appointed as part of the ongoing restructure.</p> | 30/06/2020 | 30/06/2021 | Now Implemented | <p>Evidence has been submitted and this action has been marked as implemented. Closure is awaiting IA approval.</p> |

| | | | | | | |
|-------|-----|--|------------|------------|-------------|---|
| | | <p>3. A sampling regime will be designed and embedded for road defect repairs to ensure that repairs are fit for purpose and effective.</p> <p>4. Key performance indicators for each team will be included in the target setting for each 4th tier manager and their direct reports to ensure focus on these measures. Emerging themes from Team Plans and quality assurance reviews will also be shared with Roads teams, and individual and team training needs will be considered based on the themes identified. This process will be designed and implemented by the Service Performance Coordinator to be appointed as part of the ongoing restructure.</p> | | | | |
| 3.3 | Low | On appointment, the new Service Performance Coordinator and Team Leader – Safety Inspections will work with Pitney Bowes (the supplier of the Confirm system) to develop a new process to plan and monitor safety inspection performance | 31/03/2020 | 30/09/2021 | Now closed | This action has been closed since the IA report of 5 November 2021 was prepared. |
| 4.1 | Low | A new process will be developed within the Confirm system which requires reconciliation between accident claim enquiries and those logged on the Local Authority Claims Handling System (LACHS) system. | 28/05/2020 | 31/03/2021 | In progress | Additional evidence has been requested by IA. |
| 3.2b) | Low | Design and implement a training framework for all relevant Inspectors in line with the newly adopted 'Road Safety Inspection and Defect Categorisation Procedure' | 31/08/2020 | 01/04/2021 | Now closed | This action has been closed since the IA report of 5 November 2021 was prepared. |

| Audit Ref PL1810 | Audit Title – Street Lighting and Traffic Signals | | | | Responsible manager: Cliff Hutt | |
|---------------------|---|--|------------------------------|-----------------------------|---------------------------------|--|
| Finding reference | Issue Type (Finding Rating) | Agreed Management Action | Original Implementation Date | Revised Implementation Date | Current Status | Status Update |
| 2.1 | Medium | <p>Clear processes will be designed, recorded (in the Street Lighting Operational guide), and implemented to ensure that following completion of wards in the EESLP:</p> <ul style="list-style-type: none"> - progress with electrical testing is monitored and actioned; and - checks are performed over the completeness and accuracy of all inventory data held on Confirm (e.g. routine sample testing across the wards). <p>Following the completion of further wards in the EESLP, Internal Audit will perform sample testing to ensure the data held on Confirm is accurate and complete, and that electrical testing outcomes are being recorded. IA will also confirm that the inventory checks have been designed and implemented. It is expected that the EESLP will complete in late 2021, and therefore an implementation date of 31/03/2022 has been agreed with IA.</p> | 20/12/2019 | 30/06/2022 | In progress | Revised implementation date has been set for 30 June 2022. |

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

27 January 2022

DEPUTATION REQUESTS

| Subject | Deputation |
|--|---|
| 3.1 In relation to Item 6.1 on the agenda – Business Bulletin, specifically the Communal Bins Project | Edinburgh World Heritage (verbal) New Town and Broughton Community Council (verbal and written) The Cockburn Association (verbal) Stockbridge and Inverleith Community Council (written) |
| 3.2 In relation to Item 7.4 on the agenda – LEZ Carbon Impact – Report by the Executive Director of Place | Corstorphine Community Council (written) |

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Deputation to the Transport and Environment Committee meeting on 27 January 2022 regarding item 6.1 Business Bulletin

Introduction

Since April 2021 when the City of Edinburgh Council (“the Council”) made its original decision to impose Communal Bin Hubs right across the New Town, the Council has refused to consult, engage or listen to the residents, their associations, Community Councils and Heritage Organisations.

The Business Bulletin before the Transport and Environment Committee today (“TEC”) is just another example where the Council has, again, failed to listen to experts or those affected by its decisions. Based on lengthy interactions with Edinburgh World Heritage (“EWH”) and Historic Environment Scotland (“HES”), the Council had an opportunity to re-think its extremely unpopular policy and consider some small mitigating suggestions. But it has failed to do so, ignored the advice of these Heritage Organisations and taken a “we know best” approach.

The Business Bulletin misrepresents facts and has not fully explained the Heritage Organisations’ views. The Committee does not even have the opportunity today to debate the minimal amendments proposed by EWH and HES.

The Council have been made aware of the very strong objections there are to the decision to abandon doorstep collection of Gull-proof bags and recycling boxes. A recent survey carried out by Angus Robertson MSP (and Cabinet Secretary for Constitution, External Affairs and Culture) shows that just over 90% of residents do not support the imposition of Communal Bin Hubs. This is supported by our own NTBCC online survey and a recent door-to-door poll on India Street. In addition, the Council’s ‘Information Events’ also demonstrated how opposed the New Town community is to these changes.

However, the Council continues to ignore those it represents.

Before dealing with the details of the Business Bulletin, it is important to remind the Committee, how it reached this current decision in April 2021.

- There was no consultation or even engagement with residents, residents’ associations, and community councils.
- There was no consultation or engagement with Heritage Organisations
- The Council has not conducted any impact assessments, despite the view of experts that such assessment should be carried out. It continues to refuse to conduct such assessments despite request from EWH and HES.

New Town residents support the Council’s ambition of greater recycling, cleaner streets and less pollution. However, the way the Committee is taking these decisions is both undemocratic and lacking in transparency. As the Council will know, only too well, effective decision making involves and does not exclude those that are affected by its decisions.

Committee members will have received last week, our ‘Five-Year plan for Waste Management’ (attached to this deputation). This aims to approach the matter of waste and recycling in an imaginative way and

looks to best practice nationally and internationally. The NTBCC wish to work with the Council to develop a system that not only carries the support of the community but also looks for a long-term and sustainable solution that will not permanently scar the streetscape of this beautiful City.

As a consequence, we are urging the Committee to just take a step back, pause and consider the lasting impact its decision will have on the unique heritage of Edinburgh. Once imposed, the Council will not be able to reverse its decision or if it did – it would again cost millions of pounds. Millions of pounds of public money.

Impact on the World Heritage Site

The Council has repeatedly and publicly stated that it was working closely with EWH and HES to lessen the impact on the streetscape. However, we now learn that apart from a change to the tone of the colour of the bin lids, none of the suggestions proposed by the heritage bodies are to be considered further or even discussed. It is now clear that the roll out of the Communal Bin Hubs will not make any allowance for the existence of the internationally important World Heritage Site. The Council's obligation to protecting (and where possible enhancing) the City's World Heritage Status lies in tatters. In 2017, the Council committed to a duty of care to the World Heritage site and conservation areas when it signed the current five-year management plan. It appears that the Council is failing in its duty.

The Committee should be reminded of the words of those Heritage Organisations, which are charged with protecting Edinburgh World Heritage status:

Edinburgh World Heritage says:

It is worth stating that any major decisions concerning changes to services in local areas should be taken with the consent of the community. While this may not be a statutory obligation in the case of waste disposal, we believe that moving forward without the support of local people and community groups would set an unfortunate precedent for the future.

...we are concerned that the current plan to locate numerous new bin hubs across the New Town represents a threat to the visual integrity of the New Town. Adding street clutter will negatively alter the character of our Georgian terraces. An Environmental Impact Assessment is being considered, which we believe is required.

Historic Environment Scotland states:

It is our view that the proposed roll-out of bin hubs throughout the World Heritage Site has the potential to have a significant impact, particularly within the carefully planned and consistent classical streets within the New Town.

A one-size-fits-all strategy for the wider city, which includes the World Heritage Site will mean that a series of bin hubs will be sited on streets currently without any visible waste collection.

The introduction of standard designed bin hubs in these streets will have a negative visual impact on this part of the World Heritage Site and we would welcome an alternative approach.

Business Bulletin

Turning to the specifics of the Business Bulletin.

Engagement

The Business Bulletin boasts of the number of engagements it has undertaken. However, it significantly underplays the strength of feeling it received at these meetings and the extent to which it has just ignored the views of the Heritage Organisations. For example, the Bulletin refers to 300 people attending the information events and expressing their views. As a matter of fact, there were many more than who attended these sessions but due to the number of officials at each and the limitations of the selected venues only a small proportion were able to record their views. The Council's own data (obtained by a freedom of information request) shows that the significant majority of those who did express an opinion were opposed to the current plans. This is consistent with all other surveys that have been conducted and referred to above.

The Bulletin refers to its "detailed discussions" with EWH and HES "to look at mitigating measures to reduce the impact of the bins in the Edinburgh World Heritage". However, the report gives the misleading impression that while it accepts some, it has rejected others. The team has rejected every single measure put forward by EWH and HES with the exception of changing "the tone of the green lids". After hours of discussion, with serious concern shown by these statutory organisations whose remit, among other things, is to protect Edinburgh's World Heritage status and Outstanding Universal Value, the team believes the only improvement that should be made is to make the tone of green lids different.

Equalities Matters

The Bulletin implies concern from the Edinburgh Access Panel and Living Streets Edinburgh to some of the suggested mitigations. We understand the concerns about people with impaired vision having to cross the street to put their waste into a bin but believe that there should be a balanced consideration of the changes. At present people with impaired mobility or vision can place their waste and recycling outside their door for collection – this is surely significantly better than having to take the waste to a Communal Bin Hub. If the proposals are accepted, they will now need to carry their waste to the nearest hub, which could be 100m away from their home and then place it in the bin. Surely the least risk solution is to maintain kerb side collection for as many people as possible. It should be noted that there has still been no equalities assessment been undertaken about the loss of kerb side collection.

The Bulletin states that there cannot be an approach to placing the Communal Bin Hubs on "the garden side/other side of the street" since in the majority of the locations this is not supported by the "agreed parameters" and criteria to site bins across the City. But it is the Council who created these "agreed parameters" and criteria and it must be flexible to preserve the streetscape. No evidence has been provided to support the view that putting the bins on the garden side of the road on a limited number of streets will expose residents to any significant risk.

Pavement Clutter

With regard to the issues of additional pavement clutter caused by the recycling boxes, it should be noted that all 130,000 households that have kerb side collection are putting their waste on to the pavement outside their home for collection. Although we fully support the unnecessary cluttering of our pavements, it is not reasonable to remove everything from the pavement. There is no evidence in this Business Bulletin of eg how many accidents have been caused by Gull-proof bags (hanging from railings) on the pavements on those streets that have kerbside collection.

The recycling boxes and food waste bins in the New Town are generally on the street for a matter of few hours every week. Again, eliminating this short term use of the pavements should be balanced against the need to carry waste to the nearest communal bin where that waste will be stored for a number of days until collected and adds to the street clutter.

It should be noted that residents in the New Town – those affected by these decisions, remain completely in the dark, about all the locations the Council expect to place these Communal Bin Hubs. This is one of the most crucial pieces of information, and yet at the ‘Information Events’ - there was no information given. This is another example where residents and residents’ associations have been kept away from the process and unable to have any meaningful impact.

Zero Waste Hierarchy

The decision of the TEC at its 14 October 2021 meeting that residents should be supported to adopt a zero waste hierarchy has never been explained despite requests for clarification. We now learn that this will be met by including information on waste reduction and re-use in the planned communication campaign. This is an extremely disappointing outcome given the willingness of New Town residents to work with the Council to improve recycling and introduce sustainable waste management arrangements that minimise the impact on the streetscape of the World Heritage site. The Council needs to work more pro-actively with residents to fulfil these goals.

Conclusions

The NTBCC has looked to engage positively with the Council at every opportunity. But it is continually rebutted. The Committee refuses to consider ANY amendments to its policy - even when they are proposed by expert organisations such as EWH and HES. It is now clear from numerous surveys that 90% of residents oppose the replacement of kerbside collection with Communal Bin Hubs.

The Council’s own mock-ups of these Bin Hubs show how overbearing and obtrusive they will be. They will permanently scar the Edinburgh streetscape and the Committee’s unwillingness to consider even the smallest of amendments demonstrates how it appears to be unable to listen and consider other points of views.

We would like the Committee to consider the following questions with respect to its Communal Bin Hub policy:

- Will it achieve the stated goals of improving recycling and reducing safety risks?
- Why has no heritage or environmental impact assessment been undertaken?
- Why has there been no meaningful consultation?
- Why does the Council continue to ignore the views of its residents and heritage organisations?
- Why have not all aspects of the project been subjected to equalities assessment?

- Are we managing our World Heritage site in accordance with our commitments to UNESCO and the commitment the Council undertook in 2017?
- Is this plan the best value for money?

We urge the Committee to take a moment, pause and consider other alternatives. Not for just the sake of the residents it serves but also for the heritage of this City, before it is irrevocably damaged.

Carol Nimmo

Chair – NTBCC

25 January 2022

Waste Management In Edinburgh's New Town: Five-Year Plan Summary

New Town and Broughton Community Council (NTBCC) and the New Town Street Associations are fully supportive of Council's objective to substantially increase recycling rates and improve waste management in Edinburgh. However, we object to the imposition of the 'one size fits all', citywide solution of communal bin hubs on the following grounds:

1. Protection of Heritage and Streetscape has not been properly considered

- The New Town streetscape highlighted in the World Heritage Site Statement of Outstanding Universal Value must be protected.
- The proposal to install fixed communal bin hubs every 100 metres across the New Town is inappropriate and out of step with other UK and international world heritage cities.
- The Council has a duty of care for the World Heritage Site, which it committed to when signing the current five-year management plan in 2017. Any waste management plan in the World Heritage site needs to reflect that commitment.

2. Lack of transparency and evidence that plan will fulfil goals to increase recycling or improve safety

- Use of TRO process rather than Planning has reduced external scrutiny and need for consultation
- No impact assessments have been conducted to support decision to remove kerb side collection.

3. The decision does not carry the support of the local community

- There has been no consultation with local residents, community groups or heritage organisations nor any analysis or consideration of the needs of the New Town population.
- A recent survey conducted by the MSP, Angus Robertson, indicates that 91% of the community are unsupportive of the Council's decision. This figure is consistent with the feedback from the CEC 'information sessions' and NTBCC's own survey.

CEC is right to be looking to improve recycling and waste management in this historic city centre, however we need a collaborative plan, with buy in from the local population which takes account of national and international best practice. The local residents are keen to work with the CEC to find the best solution.

NTBCC and the New Town Street Associations urge the Council to pause and consider our proposed five-year collaborative plan. **The current system works generally well and should not be replaced until a better solution is found.** We request that the Council:

- Agree a five year moratorium
- Improve the current system of gull-proof bags and recycling boxes
- Address any health and safety issues of waste collection
- Collaborate with residents to devise a strategy that meets needs of the community
- Investigate international best practice and pilot new solutions

We urge the Council to work with (and not against) us

WASTE MANAGEMENT IN EDINBURGH'S NEW TOWN

A FIVE YEAR COLLABORATIVE PLAN



NOVEMBER 2021

MORAY FEU, INDIA STREET ASSOCIATION, HERIOT ROW EAST ASSOCIATION, NORTHUMBERLAND AND NELSON ST ASSOCIATION, INCORPORATING ABERCROMBY PLACE, GT KING AND ST VINCENT ST ASSOCIATION, DRUMMOND CIVIC ASSOCIATION AND REGENT, ROYAL, CARLTON TERRACES AND MEWS ASSOCIATION

NEW TOWN STREET ASSOCIATIONS



Gull-Proof bags on the street for a few hours



Recycling material pre-sorted and collected in hours



Fixed and permanent structures despoiling the character of the streetscape



NEW TOWN STREET ASSOCIATIONS

EXECUTIVE SUMMARY

The New Town and Broughton Community Council and New Town Street Associations call on Edinburgh City Council to pause the rollout of Communal Bin Hubs in the New Town and work with heritage bodies and communities on a collaborative plan for waste management fit for a World Heritage site.

Learning from best practice in World Heritage cities elsewhere in Europe and beyond, Edinburgh can deliver a world-class waste management system, which improves recycling without damaging the streetscape.

A FIVE YEAR PLAN FOR MANAGING RECYCLABLES AND WASTE IN EDINBURGH NEW TOWN

- 1. Agree a five year moratorium on proposed changes in Gull-proof bag streets** to allow careful review of options suitable for a World Heritage Site and design a world-class system to meet the future needs of Edinburgh.
- 2. Improve the current system of Gull-proof bags and recycling boxes.** Short-term low-cost improvements to the Gull-proof bags and recycling system would buy time to properly explore a new strategy.
- 3. Collaborate and innovate, communicate with local residents and build buy in on recycling and waste collection.** A positive campaign implemented in such a way that informed residents and would build support and understanding for the existing system and any agreed long-term changes.
- 4. Devise the strategy in response to the needs.** Understand the disparate population of the New Town and shape the strategy to meet their needs. These could include prospective legislative changes for a deposit return scheme and changes relating to Short Term Let regulations. Most significantly take account of the need to minimise impact on the historic environment from the outset.
- 5. Address the Health and Safety issues identified by the Council from use of Gull-proof bags.** Undertake risk assessment of overall process for all users of any changes to current arrangements and consult other cities on their experience.
- 6. Encourage and pilot mobile solutions to sorted waste collections.** Explore innovative mobile means of collecting rubbish, learning from experience in other historic sites.
- 7. Investigate practicality and costs of Waste Rooms and Underground solutions** Options appraisal of best long-term solution to rubbish for Edinburgh World Heritage site, learning from experience in other historic cities.
- 8. Work with the Community rather than against us.** If we work together we can improve waste management in Edinburgh and preserve the heritage of the New Town.

NEW TOWN STREET ASSOCIATIONS

Edinburgh is one of the most beautiful cities in the world and is rightly proud of its historic architecture and unspoiled streetscapes. Working together we can create a solution for waste management of which Edinburgh can be proud.

THE WASTE MANAGEMENT CHALLENGE

Edinburgh needs to improve recycling to hit targets and respond to new pressures of waste generation. The city centre has some of the finest architecture in the world, but its layout and topography are challenging for vehicles and service delivery. Money is scarce. Against that background, implementing a new waste management strategy appropriate for the internationally important streetscape of the World Heritage Site is extremely challenging. How Edinburgh chooses to tackle this challenge will be visible to the world. NTBCC and the New Town Street Associations propose that, rather than continuing to press the Edinburgh-wide “One size fits all approach” inappropriately on to the New Town and World Heritage site, Edinburgh uses this opportunity to develop a world-class approach to waste management.



Edinburgh City Council is right to be looking forward to transform how waste is collected and managed across the City. A World Heritage Site calls for special consideration. There is an opportunity to create a 5-year plan to make, shape and implement a ‘best in class’ waste management process in a historic city to achieve the following goals:

- Pristine streets
- Progressive solutions for a World Heritage site
- An inclusive and environmentally progressive strategy
- Making Edinburgh the leader in sustainable living in a cherished historic city
- Solving shared problems through collaboration

A Conservation Success, which cannot be taken for granted

The ordered elegance of Edinburgh’s New Town led to its designation (together with the Old Town) as a World Heritage Site. The streetscape, buildings and integrity of the New Town are of Outstanding Universal Value.

Edinburgh Council took account of this when introducing communal waste bins originally for much of the City Centre. It was decided to retain individual collections involving gull-proof bags for the 43 streets with the highest architectural quality, including the palace-fronted streets of the New Town. The decision was taken working closely with Historic Scotland (now Historic Environment Scotland) and Edinburgh World Heritage and with considerable consultation with local residents.



NEW TOWN STREET ASSOCIATIONS

For these 43 Gull-proof bag streets there are no containers permanently on the streets and rubbish is collected swiftly and unobtrusively.

The Management Plan for the World Heritage site stresses the importance of managing the public realm for the integrity of the New Town and also highlights street clutter as a key challenge.

Edinburgh City Council is currently implementing a new LED lighting scheme, which has fittings very carefully designed to be in keeping with the character and streetscape of the New Town. This is an excellent example of how modernisation of a public service can maintain and enhance the streetscape.

With creativity and a proper assessment of the challenges, a waste service can be provided in the New Town without detriment to its character. Failing to take account of the unique streetscape of the New Town in providing public services will undermine the huge conservation success story of the New Town and send a message to residents, proprietors and visitors from across the world that the Council no longer attaches importance to that streetscape. The Council cannot with credibility enforce the necessary conservation measures for the New Town, while at the same time showing so little care for the Outstanding Universal Value of its streetscape.

Current Communal Bin Hub Proposals

Edinburgh City Council has decided to introduce a new Communal Bin Hub Service with the very laudable aim of achieving a step change in recycling. They have also decided to stop the Gull-proof bag and recycling service in the streets, which were previously considered to be too sensitive for communal bins. No special provision is proposed for the Gull-proof bag streets of the New Town and the Council has decided they should be treated in the same way as all other streets.



In making this decision there was no consultation with Heritage bodies, the Community Council or local residents. There was no assessment of the impact of the decision on the streetscape. Despite Historic Environment Scotland stating that the proposed roll-out of bin hubs throughout the World Heritage Site has the potential to have a significant impact, Edinburgh City Council has decided not to do an Environmental Impact Assessment, which means there will be no formal assessment of the impact of the proposals.



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Using the Council's criteria, this would result in Communal Bin hubs in the palace-fronted streets of the New Town, similar to those above. These would be very intrusive and damaging to the streetscape and public realm. An impact assessment of Communal Bin hubs in the New Town compared with the current system involving gull-proof bags is provided at Annex A.

IT IS APPARENT THAT COMMUNAL BIN HUBS IN THE NEW TOWN WOULD INFLICT SIGNIFICANT HERITAGE DAMAGE FOR NO CLEAR RETURN.

Edinburgh has an opportunity to pause and develop a waste management strategy suitable for a World Heritage City. We need a plan that puts Edinburgh at the forefront of good practice based on a strategy that comes from working with local residents and heritage specialists not against them.

PROPOSAL FOR A 5 YEAR COLLABORATIVE STRATEGY TO MAKE, SHAPE AND IMPLEMENT BEST IN CLASS

We propose that, if Edinburgh wishes to systematise waste collection in the New Town World Heritage site, it should do so by developing a tailored strategy in conjunction with heritage experts and local residents, building from the following 8 points.

1. Five Year Moratorium on Terminating Gull-proof Bags

First, recognise that the current proposals are not appropriate for the New Town. It would be wrong to implement a permanent solution that damages the streetscape for so little perceived benefit. Edinburgh should not have to be ashamed of the visual scar produced by its waste management. We already have a system that has been very carefully designed to meet the needs of residents and have minimal impact, and has been copied by other Heritage cities.



Waste generation policies are changing fast, with Deposit Return Schemes, and a greater focus on the responsibilities of manufacturers and suppliers. Systematised materials management and recycling will play a much greater part in future. Bulky visually intrusive bins are now being heavily pushed by the waste-management supply industry. But they will have a serious permanent, deleterious impact on the visual character of the New Town.

Edinburgh should be aiming to be at the forefront of new technologies for waste management, not tied into a costly and damaging system for the New Town, which will be out of date before it is installed.

Other Heritage Cities are innovating novel systematised, design-led approaches from which we can learn. A pause will enable Edinburgh to harness collective energy to design and deliver a scheme which both conserves the streetscape and ensures people friendly recycling / waste management.

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2. Improve the current system of Gull-proof bags and Recycling Boxes

The current system has not been reviewed in response to changing waste patterns. General household waste has reduced and red box recycling waste has grown. For most households cardboard and plastic recycling represents their biggest waste category, yet it is collected infrequently and if a pick up is missed it is a total 4-week wait for the next - which is beyond the storage capacity of many homes.



Basically, the system does not have capacity for the recent increased volume of cardboard and plastic recycling. In contrast blue box collection for glass is underutilized and could be have more infrequent collections.

Litter can also be a problem particularly on windy days as few of the boxes have lids. The re-design of boxes and/or the availability of lids could also greatly reduce these problems associated with the current service provided. Council Officials have also expressed unhappiness that some residents on gull-proof bag streets are using nearby communal bins. This also appears higher on streets with a large number of short-term let properties. There are a number of ways in which this could be addressed, if required.

Short-term low cost improvements to the gull-proof bag and box system would buy time to properly devise and implement a new strategy.

It should also be accepted that for some locations and for some residents it could be the most appropriate long-term solution.





NEW TOWN STREET ASSOCIATIONS

3. Collaborate and innovate, communicate with local residents and build buy in on recycling and waste collection improvements

There is considerable evidence that actively encouraging residents to properly sort and clean waste is the most important factor in achieving high rates of recyclable rubbish. Imposing a visually damaging system against local opposition is likely to undermine the objectives of the scheme. Working collaboratively to create a strategy is the best way of solving the problem of achieving good recycling rates in a heritage city. A variety of methods could be done to achieve this, including inclusive steering arrangements, citizen's jury, design-led competition etc.

There is also a more immediate communication need. The New Town population is mobile with a substantial student population, short-term lets and a routine turnover of new residents. The purpose of the Gull-proof bag and box system is poorly understood by incoming residents. Very few residents understand that the communal bins adjacent to the Gull-proof bag streets are only intended for the use of that street and not to be used by people living in Gull-proof bag streets. There have been only one or two attempts to reach out to residents over the last decade about this and no sustained communications. This falls well short of what could be done.

There is an immediate need to educate residents and small businesses on the correct use of the current system to increase participation and recycling rates. This could include reviewing use of Gull-proof bags on those streets with continuing low levels of use.

A positive campaign implemented in such a way that it informs new residents would build support and understanding for the existing system and any agreed long-term changes.

4. Devise the strategy in response to the needs.

Understand the disparate population of the New Town and shape the strategy to meet their needs. For some people carrying sorted rubbish a distance is no problem but their lifestyle means that they may not be home in the morning to put out and take in containers for rubbish. Older or disabled residents may especially value the doorstep collection but would struggle to deposit rubbish in a communal container at some distance from their homes.

Where residents are walking to a Communal Bin rather than using a doorstep service, consideration could be given to increasing the frequency of such collections and building meeting those needs into the strategy. There is no obvious reason for penalising residents for this behaviour - particularly if the alternative is a bin in a more intrusive/damaging location.

According to the Council data problems of leakage into Communal bins are highest where short-term let occupancy rates are highest. Permanent residents should not be penalised for the behaviour of those in unlicensed rentals by taking away gull proof bag services. The planned

NEW TOWN STREET ASSOCIATIONS

licensing of short-term lets should provide an opportunity to establish Council waste policy for these businesses and ensure that their rubbish is dealt with in a way that does not cause an adverse impact on the streetscape.

Understand the reasons why the current communal bins do not work well in some locations and address these issues (e.g. AirBnB properties, use by commercial businesses, insufficient frequency of collections, fly-tipping). Identify potential changes to location and mix of communal bins within the New Town.

Adjust frequency of collection to better match need. Investigate packaging return options with delivery companies.

Most significantly take account of the need to minimise impact on the historic environment from the outset.

5. Address the Health and Safety issues identified by CEC from use of Gull-proof bags.

Concern about the health and safety of waste operatives has been cited as one of the main drivers of the Communal Bin Review. Evidence released by the Council under FOI shows that this problem is on the decline, aided by improvements in bag design. Two incidents took place in 2020 associated with Gull proof bags and recycling boxes. Nevertheless, there may be scope to improve matters further by removing any of the old style Gull-proof bags without Velcro.

Any consideration of the health and safety of waste management must include examination of the impact on all users, including residents carrying and lifting rubbish into large street containers.

6. Encourage and pilot mobile solutions to sorted waste collections

A moratorium is an opportunity to explore more innovative alternatives to the gull proof bag and box system. One solution is to provide mobile rubbish collecting devices that are put on the street for an advertised short period. This is done by electric vehicles, lorries or even, in Venice, barges. People bring their rubbish to the location at the time the vehicle or bin is there and put it into different slots appropriately. In time purpose-built mobile pods could perform this function. A five-year plan would allow Edinburgh to take advantage of radical solutions such as these, appropriate to the city's needs.

7. Waste Rooms and Underground solutions

Many cities around the world have created underground storage facilities for rubbish, some of very high design quality. Such a scheme has already been implemented in the Grassmarket. These are expensive but in the longer term could be part of a strategy for Edinburgh. More recently many heritage cities are implementing less expensive waste rooms / Ecopoints which keep the entire waste infrastructure completely out of sight- e.g. the World Heritage Site of Cordoba.

Cordoba World Heritage Site - From improving appearance to completely removing

- 51% Communal Bin capacity- with well-designed covers
- 4% Underground containers
- 23% Door to door collection
- 23% Waste rooms/Ecopoints

Ecopoints are seen as the most advanced solution- a public waste room in a building. The plan is to extend Ecopoints to the whole historical town centre (32,000 residents) removing all of the 51% capacity in communal bins in streets. So far Cordoba has removed 153 street bins. Each waste room serves about 770 inhabitants.

Compacting bins and the use of sensors would improve the management of waste collection facilities.

By working together designers, residents, heritage experts and waste managers could create innovative infrastructure solutions underground or in buildings which meet the needs of the city with minimal or no impact on the historic environment.

8. Work with the Community rather than against us

We are proud of and care deeply about the heritage in the New Town and are anxious to see it remain for future generations. We want to increase recycling and play our part in making that happen. There is time to pause now and see if we can rise to this challenge by working together. If we work together, Edinburgh can become a leader in waste management in World Heritage sites. Imposing large numbers of ugly bulk containers on sensitive streetscapes is the wrong way forward. As can be seen in Annex B, historic cities around the world are already showing that there is an alternative.

Surely Edinburgh can match and surpass them?

NEW TOWN STREET ASSOCIATIONS

Annex A

IMPACT ASSESSMENT: EXISTING WASTE MANAGEMENT AND COMMUNAL BIN HUBS

| | Gull-proof bags and recycling boxes | Communal Bin Hubs |
|--|--|---|
| Impact on Streetscape | Bags and boxes on street for a temporary period. Little or no impact | Permanent presence on the street of large numbers of ugly bin hubs. Minimal mitigation (colour and railings) proposed by ECC. |
| Impact on amenity | Little or no impact. Temporary presence of recycling boxes on pavements could be reduced by training operatives. | Vermin and graffiti problems. Fly tipping problems. |
| Cost | Gull-proof bags £80k per year Red box recycling £40k per year (Source ECC FOI) | No costs provided by ECC. Expected to be neutral overall. Substantial funding is being sought from Zero Waste Scotland. |
| Health and safety | Small number of incidents per year 2 incidents from GP bags and recycling boxes in 2020 Source ECC FOI | Not assessed. Much of the risk transferred to residents who will have to carry rubbish and insert into large bins |
| Impact on recyclable waste collection | High quality sorted waste. Sorted rubbish in red boxes exceeds capacity | Likely to be problems of contamination of recyclables |

NEW TOWN STREET ASSOCIATIONS

Annex B

Historic Cities & Their Waste Strategies

There is much we can learn from cities with similar challenges. World Heritage sites and Heritage cities across Europe have been working together to share good practice and solve problems. Intherwaste Europe, [*Collection of Good Practices for Waste Management in Urban Heritage sites 2019*](#)

The City of **Amsterdam** has up to 15,000 underground containers in total for rubbish but most of the waste in the historic centre and World Heritage Site is still collected by twice weekly pick-up of bagged waste from the pavements (either from 6am or 5pm). Because their experience is waste is not separated properly, from early 2022 plastics and drink containers will no longer be separated from general rubbish throughout the city. Large orange containers are being removed, and plastics will be separated from general rubbish in future by machine.

Bath followed Edinburgh and introduced gull-proof bags to collect waste throughout its World Heritage site.

Bergen (including the World Heritage Site of Bryggen) in 2008 Bergen made the bold decision to move all waste collection underground and remove all waste bins and containers from its historic centre covering 12,000 households and 7sq km. The underground waste system was constructed together with other new infrastructure - district heating, rehabilitation of waste water and cable. Customers (private, business and passers-by) use chip and pin to access waste inlets. The waste moves through underground pipes by vacuum to collection stations. The system works for household waste, paper, plastic and cardboard at the moment and is being enhanced to deal with glass, metal and bulky waste. Commercial and domestic waste can be mixed because of the ID tracking.

Cordoba World Heritage Site has been working on reducing the visual impact of waste collection infrastructure for decades. In 1995 they installed the first designed container housings near the Mosque and in 2003 initiated some underground provision and container housings throughout the old town. The current strategy is to replace all communal street bins with waste rooms or Ecopoints. These may be accessed from outside or inside for waste disposal but the containers are never visible. The rooms are insulated acoustically and thermally, and many have automatic sensors to detect the fullness of the bins.

Ibiza and Porto are also developing waste rooms in their historic centres.

Mallorca has introduced mobile bins for aesthetic and topographic reasons in the historic city centre. The bins are transported by electric vehicle and placed for just a few hours at a time. The waste disposal company can adjust the amount and types of container placed at the spot each time to meet demand.

Venice - in 2016 Venice introduced a new system of waste collection to minimise impact on the historic environment and limit problems with gulls and rats. The solution is that people who are up early can deposit rubbish between 6 and 8.30 am in barges with compacters, which are

NEW TOWN STREET ASSOCIATIONS

removed the rest of the time. General waste is received every day, with recyclables on alternate days. Rubbish is also collected door to door, for the convenience of residents and tourists but the refuse collector rings the doorbell so that no rubbish is left in the street. Information about waste collection is widely publicised and made available in 19 languages and through Apps. Tourists are warned that if they do not follow the rules they and their landlord can be fined - and the landlord may pass on the charge to them.

Florence - Florence chose to eliminate waste bins in the historic centre and replace with underground waste facilities. In total 672 waste bins were eliminated between **2008 and 2016**, replacing them with 45 underground stations. The underground facilities are monitored, cleaned and washed every day. The project is seen as a significant contribution to the maintenance of the architectural and historical qualities of the World Heritage Site.

Before and after images in Florence REMOVING the solution proposed for New Town Edinburgh





Adam McVey
Leader of City of Edinburgh Council

Sent by email; adam.mcvey@edinburgh.gov.uk

25th January 2022

Dear Adam,

Thank you very much for your time last Friday to discuss our very serious concerns about Edinburgh Council's decision to impose Communal Bin Hubs across Edinburgh's New Town – a World Heritage site.

As you know, while there were only five us at the meeting, evidence points to the vast majority of New Town residents agreeing with our position.

I thought it might be helpful to recap on our discussion.

The decision taken by seven members of the Transport and Environment Committee on 22 April 2021 to replace Gull-proof bags and recycling boxes with 7 metre Communal Bin Hubs every 100 metres across the World heritage Site has proved to be extremely controversial. The decision was taken without any engagement, consultation or discussion with residents, resident associations and heritage organisations. No impact assessments of any kind have been commissioned. As we explained, our own survey, a recent one conducted on India Street as well as Angus Robertson's office all show that an overwhelming majority of residents in the area affected by this decision (up to 90%) object to the Council's decision. This is only reinforced by the Council's own information on the views expressed at the 'Information Events' held over the past few months (obtained through a freedom of information request).

Residents in the New Town are as passionate as CEC about developing a clean environment: with less pollution; greater levels of recycling; and greener transport. However, this must be achieved in a way that at least protects the streetscape. The two are not mutually exclusive. We strongly disagree with your view that Communal Bins Hubs are analogous to parked cars in terms of their overall impact on the streetscape. Evidence across the City shows that these bins: invite graffiti, attract vermin, are smelly and encourage fly tipping. They also stop people taking personal responsibility for their own recycling – as recycling bins can often be found filled with landfill waste. There is a great risk that sequential decisions made by the Council have the effect of salami-slicing away at its World Heritage status.

We remain extremely concerned that the Council does not appear to be taking appropriate responsibility for Edinburgh World Heritage site and conservation area. The Council committed to this duty of care when you personally, on behalf of the Council, signed the current five-year management plan in 2017 We are disturbed by your view that the Council's current approach of 'one size fits all' must be maintained irrespective of residents' and others' views, and irrespective of the obligation world heritage status brings – that a more considered approach is required.

As we explained, we have found the engagement with, and decision-making process of, the Council to be completely undemocratic and untransparent. It appears as if the Council take the 'we know best' approach to these matters, ignore the views of those it is serving and is determined - come what may - to implement its decision. As you will certainly be aware, next Thursday's Transport and Environment Committee will consider a Business Bulletin that confirms that despite the views expressed by the heritage bodies charged with protecting the status of the World Heritage Site that the Council is intent on implementing a common approach to waste collection across the New Town. The only conclusion is that the Council has no wish to engage with the community it serves or carry its support.

You appeared to be unaware of the Edinburgh World Heritage and Historic Environment Scotland's public position on the imposition of these Communal Bin Hubs. So it might be helpful for me to outline them here for you.

EWH's website:

It is worth stating that any major decisions concerning changes to services in local areas should be taken with the consent of the community. While this may not be a statutory obligation in the case of waste disposal, we believe that moving forward without the support of local people and community groups would set an unfortunate precedent for the future.

...we are concerned that the current plan to locate numerous new bin hubs across the New Town represents a threat to the visual integrity of the New Town. Adding street clutter will negatively alter the character of our Georgian terraces. An Environmental Impact Assessment is being considered, which we believe is required.

HES has stated (to the Council):

It is our view that the proposed roll-out of bin hubs throughout the World Heritage Site has the potential to have a significant impact, particularly within the carefully planned and consistent classical streets within the New Town.

A one-size-fits-all strategy for the wider city which includes the World Heritage Site will mean that a series of bin hubs will be sited on streets currently without any visible waste collection.

The introduction of standard designed bin hubs in these streets will have a negative visual impact on this part of the World Heritage Site and we would welcome an alternative approach.

The streets that currently have Gull-proof bags and recycling boxes represent less than one percent of households affected by this decision and about the same percentage of the waste collection budget. The greatest gains in terms of recycling are not in the area with gull proof bags - best value can be achieved by focussing on those areas with on-street bins.

Taking the above into account and the strong opposition to the decision, we would urge the Council to:

- **Pause - and consider other alternatives;**
- **Seriously examine and adopt national and international best practice in this area; and**
- **Work with and not against the communities you represent**

Kind regards,

Carol Nimmo

Chair of New Town & Broughton Community Council
e chair@ntbcc.org.uk
w ntbcc.org
t @ntbcc

From:
To:
Subject:
Date:

**Submission to the Transport & Environment Committee, City of
Edinburgh Council for their meeting on Thursday 27th January 2022.**

Communal Bin Hubs

Please note that the Stockbridge and Inverleith Community Council, which includes several streets currently served by Gull Proof Bags and kerbside recycling collections, strongly objects to the proposals to institute Communal Bin Hubs in these streets. The proposal is ill thought through, and does not take any account of the unique heritage importance of Edinburgh's nineteenth century new town architecture. Improvement to recycling rates is not likely to be made with this scheme.

Furthermore we object to the lack of proper consultation with the public where the only means of objection is through the TRO system. This is far too late in the process to be a meaningful consultation.

We ask that you to adopt the proposals presented by the New Town and Broughton Community Council, and we recommend and support their carefully prepared Five Year Plan for the improvement of rubbish collection.

Tannis Dodd,

Secretary, S&ICC

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CORSTORPHINE COMMUNITY COUNCIL – Deputation to City of Edinburgh Council’s Transport & Environment Committee 27 January 2022

The Corstorphine Community Council wishes to make the following deputation to the City of Edinburgh Council’s (CEC) Transport and Environment Committee (TEC) as our residents are affected by -

7. Executive Decisions

7.4 LEZ
Carbon
Impact –
Report
by the
Executive
Director
of Place

Which is being discussed by Committee members at the TEC meeting on 27 January 2022.

Corstorphine Community Council’s efforts to engage in the deliberations around the proposed Low Emission Zone (LEZ) span several years and the two most recent deputations on this issue are appended at ANNEX A and ANNEX B. The City Council’s position on this proposal remains unchanged as does our principled opposition to the LEZ in its current iteration being advanced. I would make the following further comments.

- In our last deputation I asked that relevant City Council officers engage with Corstorphine Community Council before the LEZ returned to the Committee for consideration. Officers have made no attempt to do so. Indeed, the Community Council was not given any intimation that the proposed LEZ would return to the January 2022 TEC meeting. This demonstrates a contempt and disregard for the Community Council’s statutory (legal) responsibility for community planning. As the Director of Place is aware the Edinburgh Association of Community Councils (EACC) is proactively engaging with City Council officers who are acting on behalf of the Edinburgh Partnership to ensure such behaviors by officers are eradicated. This is an example of undermining the new ethos of trust we are seeking to engender.
- At the most recent meeting of the Edinburgh Partnership Board which I attended as Chair of the EACC the Leader of the City Council asked me whether the EACC would declare a Climate Emergency. This follows Merchiston Community Council having recently done so. Councillor Susan Rae then questioned our commitment to the Net Zero 2030 agenda. Achieving Net Zero 2030 in Edinburgh by 2030, a mere eight years away, is a Herculean task. It is galling to be challenged on the Community Council's commitment to this task while the City Council advocates an inadequate LEZ to address local pollution issues and that will, as previously highlighted, exacerbate an existing public health issue.



The Corstorphine Community Council will consider whether to submit an official objection to the proposed LEZ during deliberations at our next scheduled meeting on 15 February 2022. The EACC will consider declaring a Climate Emergency and whether to submit an official objection to the proposed LEZ at our scheduled meeting on 17 February 2022.

While recognising that we may have exhausted appealing to reason, we again reiterate our wish to engage with City Council officers on extending the boundary of the LEZ to encompass West Edinburgh.

STEVE KERR

Chair

Corstorphine Community Council

&

Chair

Edinburgh Association of Community Councils



·CORSTORPHINE·
Community Council



ANNEX A

CORSTORPHINE COMMUNITY COUNCIL – Deputation to City of Edinburgh Council’s Transport & Environment Committee 27 January 2022

The Corstorphine Community Council wishes to make the following deputation to the City of Edinburgh Council’s (CEC) Transport and Environment Committee (TEC) as our residents are affected by -

7. Executive Decisions
7.1 [Low Emission Zone - Consultation and Development](#)

Which is being discussed by Committee members at the TEC meeting on 26 October 2021.

The Corstorphine Community Council (CCC) has made several representations to the Committee in respect of the proposed Low Emission Zone (LEZ), most recently in the consultation response at ANNEX A. The response from City Council officers to the points raised in our submission was inadequate and did not respect CCC legal role as Community representatives. In addition to engaging with the TEC Convenor & Deputy Convenor and City Council officers we have hosted the members from the relevant Scottish Parliament Committee. We have consistently argued in favour of the introduction of an LEZ and against an LEZ whose boundaries exclude West Edinburgh. At a recent meeting of the Edinburgh Association of Community councils (EACC) which I Chaired -

- City Council officers are on record conceding that the ‘ring’ around the LEZ will see increase emission levels. This includes the already highly polluted West of Edinburgh containing St. John’s Road and Queensferry Road.
- City Council officers volunteered that the decision to have a limited LEZ is not predicated on the amount of funding received from the Scottish Government. This does not seem credible given that the proposed LEZ has a reported shortfall of £400,000 to be met by the City Council.
- Further City Council officers confirmed that this is not a staged process and that the boundaries of the LEZ will not be extended in the future.

The elected representation of West Edinburgh – MP, MSP, City Councillors (irrespective of political party) and Community Councillors are unanimously opposed to an LEZ that does not extend to the West of the City. At a time when the City Council is soliciting resident support for its Net Zero 2030 Strategy it is incongruous to spurn one of the most heavily populated area of Edinburgh. And this is before the significant housebuilding that has commenced and is planned for the West.



It would be a dereliction of duty to our residents if CCC did not vigorously oppose the LEZ in its current iteration. Consequently, we will record an official objection to the proposed LEZ and work with colleagues and other interested and concerned partners to lobby for an LEZ that makes sense.

We are keen to work with City Council officers on a revised and extended LEZ and sincerely hope the Committee will direct them to do so.

STEVE KERR

Chair

Corstorphine Community Council

&

Chair

Edinburgh Association of Community Councils



ANNEX B

Corstorphine Community Council submission to the consultation on Edinburgh's Proposed Low Emission Zone

Introduction

Corstorphine Community Council (CCC) represents the views and concerns of residents in the Corstorphine area of Edinburgh. It is one of the largest community councils in the city, covering the areas of Carrick Knowe, Forrester, Gyle, Maybury and the historic Corstorphine village. We would like to respond to City of Edinburgh Council's (CEC) Low Emissions Zone (LEZ) consultation, as its contents and themes have the potential to improve the local area for residents.

Residents in the Corstorphine area have ongoing concerns about poor air quality, congestion, and traffic domination. CCC and residents would like Corstorphine to be a safe, friendly, and inviting place to live but too often elevated levels of traffic make getting around difficult, especially for vulnerable people in the community, including families with small children, elderly people, and people with disabilities. Poor air quality in our community disproportionately impacts the young and old and those with pre-existing medical conditions and disabilities.

CCC has the unenviable task of dealing with one of the most polluted streets in Scotland. St Johns Road in Edinburgh is a huge air pollution hotspot, evidenced by multiple years of data and an active AQMA. It has regularly received the annual top spot on the "most polluted streets" list. The community must deal with health impacts, detriment to the local environment and economic impacts as the current mechanisms in place to deal with air quality are inadequate

The Community Council hosted a visit by the Scottish Parliament's Environment, Climate Change and Land Reform Committee. The Committee who was producing a report on poor air quality in Scotland singled out Corstorphine to the exclusion of other areas nationally for attention and comment as St. John's Road had the unwanted epithet of 'the most polluted street in Scotland.' During their visit, the Committee interviewed residents who had contracted health issues such as respiratory complaints due to living in proximity to St. John's Road. Recommended follow up work involving investigating such cases with local health centres did not take place.

The Community Council has also hosted representatives of the City Council's Transport and Environment Committee at one of regular monthly meetings to discuss action on pollution issues, particularly around the proposed LEZ for Edinburgh. The passionately felt message that was delivered was that any LEZ for Edinburgh must include the West encompassing St. John's Road and Queensferry Road.

CEC has a legal and moral duty to combat air pollution. LEZs have been shown to be the most effective way to mitigate air pollution from transport by UK Government research.¹ LEZs are sixty times more effective than a scrappage scheme and are the quickest and most cost-effective way to tackle the problem.

Air pollution is a public health issue that needs to be addressed urgently. Poor air quality is an equality and social justice issue. There is a positive relationship between air quality and social deprivation, with the poorest communities more likely to be disproportionately impacted.²

Air pollution is mostly contributed by road traffic. In 2020 in Edinburgh, half of the city's population used a private car as their main form of transport,³ and single occupancy journeys accounted for over two thirds of all car journeys. Data shows that more than half of all car trips were 5km or less, and 20% of all journeys were 1km or less.⁴ For most people, these short distances can be easily managed by foot, bus, and cycle.

1. https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/supporting_documents/Technical_Report_Amended_9_May_2017.pdf
2. Building Scotland's Low Emissions Zones – A Consultation, Transport Scotland, 2017



3. <https://www.edinburgh.gov.uk/downloads/file/29314/edinburgh-by-numbers-2020>
4. Transport and Travel in Scotland 2016, (26 September 2017)

Elevated levels of car use in Corstorphine not only contribute to poor air quality, but cause detriment through noise pollution, reduction of community cohesion, reduced street safety, congestion, social isolation and all the corresponding negative economic impacts. It is vital that CEC prioritises modal shift away from private vehicles and towards more efficient and healthier modes of transport. The roll out of LEZs can support modal shifts to less polluting transport modes.

The decisions taken from this consultation can significantly contribute to Corstorphine residents' quality of life, and implemented well, they can support several CEC and Scottish Government policies, including CEC's City Centre Transformation and City Mobility Plan, the Active Scotland Delivery Plan, the Climate Change Plan and a range of associated carbon reduction targets, the National Walking Strategy, the National Biodiversity Route map, and the Cycling Action Plan for Scotland.

To what extent are you in favour of the Edinburgh LEZ as proposed?

We find ourselves in the position of being entirely supportive of the introduction of an LEZ and adamantly opposed to the current proposal. It is telling that the Community Council and our elected representatives from both local and national legislatures have had differing views on measures that have been introduced by the City Council over the last two years. However, there is unanimity on the view that an LEZ is desirable and should encompass the West of Edinburgh.

The city centre LEZ is too small. Ideally the Community Council would like to see one LEZ boundary which covers the city boundary of Edinburgh and includes private cars as well as all other vehicle types.

The concern of the city centre LEZ that CEC proposes is that private vehicles are displaced from the city centre and further contribute to air quality issues on surrounding streets as they negotiate the city centre LEZ boundaries.

The CEC Air Quality Evidence Report demonstrates this risk - figure 25 in the report shows where private vehicles are currently causing between 40% to 67% of total NO_x emissions.⁵ The illustration shows just how detrimental private diesel car use is for air quality in and around the city centre. The report also shows the impact city-wide from private diesel cars in figures 16, 22 and 28 in particular - these vehicles' contribution to air pollution is significant and needs to be addressed as a priority. A city centre LEZ as proposed by CEC will not solve this problem.

The CEC Air Quality Evidence Report is clear in its findings:

Non-Bus Commercial vehicles and Cars create a similar level of air quality impact, particularly within the Central AQMA. Whilst this analysis has been performed for NO_x rather than NO₂, it does indicate which sources are likely to be responsible for high NO₂ concentrations in the city.
Air Quality Evidence Report, p2

We note that the Air Quality Evidence Report has been removed from the CEC website - is there a reason for its removal? It was previously accessible [on this link](#) and we feel it is an important body of evidence which should help inform decisions for the LEZ going forward.

5. Air Quality Evidence Report - Edinburgh, p 31.



As well as the above, why a city centre only system has been proposed is unclear to CCC and its residents, who are quite rightly disappointed that this LEZ proposal will do little to curb levels of air pollution in the local community. The city centre LEZ is likely to do little to mitigate the current toxic levels of air pollution that is experienced regularly in Corstorphine, as it does not restrict polluting vehicles from using roads in our local area.

An Edinburgh LEZ should be aiming for much more than simply achieving legal compliance on levels of NO₂. Local authorities set their own objectives and all the Transport Bill (in its current form) says is that local authorities' objectives "*must include an objective of contributing towards meeting the air quality objectives prescribed under section 87(1) of the Environment Act 1995.*"⁶ There is nothing stopping CEC having broader, longer-term aims on air quality, whilst also having the one objective stipulated in the Bill.

To what extent are you in favour of the boundary for the LEZ in Edinburgh as proposed?

We do not support and think that there should be a city-boundary LEZ in its stead. The proposed LEZ boundaries do not consider the residential and commercial development to the west of the city (Cammo, West Craigs, Garden District, Crosswinds etc),⁷ which will undoubtedly increase traffic and air pollution for residents and workers in the area. CCC would like the LEZ boundary to take these new developments into consideration as part of its implementation.

At a recent meeting of the Edinburgh Association of Community Councils, City Council officers attending the meeting conceded that emission levels in the areas in the 'ring' created around the proposed LEZ boundary would increase. For all the reasons stated above we cannot support the proposed boundary for the LEZ as this will exacerbate health and environment issues that are already unacceptable.

6. [https://www.parliament.scot/S5_Bills/Transport%20\(Scotland\)%20Bill/SPBill33AS052019.pdf](https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33AS052019.pdf) P.4 + 5. 9 Subsection. (1) (c) and subsection (4)
7. <https://www.edinburghnews.scotsman.com/our-region/edinburgh/10-000-new-homes-in-pipeline-for-west-of-edinburgh-1-4900344>



To what extent are you in favour of this approach which applies the grace period equally to residents, non-residents, and all vehicle types?

We are supportive of this approach.

Which of the following best fits your views on the length of the grace period?

We feel that the grace period is too long because legal compliance of air quality should have been met in 2010. We are already eleven years behind the curve - it is not acceptable that the residents and visitors of Edinburgh should be waiting until 2024 to see legal air quality levels met, especially when we are in the middle of a respiratory pandemic.

Overall, to what extent are you in favour of this local exemption approach?

We support the proposed exempted vehicles.

Steve Kerr
Chair
Corstorphine Community Council

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