

Transport and Environment Committee

10am, Thursday 27 January 2022

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Burgess, Jim Campbell (substituting for Councillor Hutchison for item 1), Child, Key, Lang, Miller, Mowat (substituting for Councillor Smith), Rose (substituting for Councillor Hutchison for items 2 to 16) and Whyte.

1. Transport and Environment Committee Business Bulletin

(a) Deputation – Edinburgh World Heritage

The deputation advised members that they had not been consulted on the proposal on communal bin hubs prior to the original decision being approved at Committee in April 2021. They had consistently advised of their notable concerns regarding the harmful impact of the proposals on the outstanding universal value (the cultural significance of Edinburgh which transcends generations and international boundaries) of the World Heritage Site – in particular, the integrity, legibility and qualities of its historic urban planning. The deputation's professional view on this matter had been echoed by significant concern within the local community.

The deputation's advice to the Council from the outset had been that the proposals within the World Heritage Site should take a step back, and explore a wider range of options, beyond communal bin hubs, inclusively with the community.

The deputation's position was that the introduction of bin hubs into the World Heritage Site without all, or the substantial majority of, the mitigation measures advised by Edinburgh World Heritage would cause a significant level of harm to the World Heritage Site. The adoption of the advised mitigation measures alongside meaningful community engagement would substantially reduce the heritage impact and move towards a positive balance of conservation, city and community needs.

(b) Deputation – New Town and Broughton Community Council

The deputation expressed concern that there had been no consultation or even engagement with residents, residents' associations, community councils and Heritage Organisations. The Council had not conducted any impact assessments despite the view of experts and requests from Edinburgh World Heritage and HES that such assessment should be carried out.

New Town residents supported the Council's ambition of greater recycling, cleaner streets and less pollution but felt that the way the Committee was taking these decisions was both undemocratic and lacking in transparency.

The Community Council wished to work with the Council to develop a system that not only carried the support of the community but also looked for a long-term and sustainable solution that would not permanently scar the streetscape of this beautiful City.

The deputation urged the Committee to take a step back, pause and consider the lasting impact its decision would have on the unique heritage of Edinburgh.

(c) Deputation – The Cockburn Association

The deputation expressed concern that there had been no consultation prior to the decision on the communal bins project by Committee in April 2021.

The Cockburn Association believed there were significant issues that remained unresolved and the information in the business bulletin suggested otherwise. There were a particular number of aesthetic and heritage issues that needed to be addressed.

The deputation asked the Committee to revisit its decision not to undertake an environmental impact assessment or HIA even on a limited or partial scope and to consider the wider objectives of street scape management to ensure community and business buy in going forward.

(d) Business Bulletin - Communal Bins Project

The Transport and Environment Committee Business Bulletin for January 2022 was presented.

Motion

To note the Business Bulletin.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the update report on the Business Bulletin regarding the communal bin project.
- 2) To consider that the report on the consultation exercise did not reflect the concerns reported to councillors that this was only a communication exercise, many residents couldn't access the information as there were long queues; the information that residents expected about the siting of the bins was not available and that there was no additional information to what was available on the Council website.
- 3) To recognise that there continued to be significant concern about the effect of bins on the World Heritage Site if the parameters agreed at Transport and Environment Committee of 22nd April 2021 were strictly adhered to.

- 4) To understand that there had been further consultation but was concerned that the report before us today indicated that suggestions made by Edinburgh World Heritage and Historic Environment Scotland had not been taken up and recommended that:
- a) Committee noted that as councillors had not seen the details of the concerns raised by Heritage Bodies, Residents, Living Streets and the Access Panel because there was only a truncated note in the Business Bulletin and no formal report.
 - b) In recognition of this lack of detailed information and the significant concern expressed by residents, that no further action was taken on installing bin hubs in the World Heritage Site without convening facilitated meetings with residents and stakeholders to discuss the competing issues and until Councillors had had the opportunity to assess the competing concerns and consider whether there was a way forward which addressed the concerns.

- moved by Councillor Mowat, seconded by Councillor Whyte

Voting

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 Jim Campbell, Lang, Mowat and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

(References – Transport and Environment Committee 22 April 2021 (item 5); Business Bulletin, submitted; written submissions from Edinburgh World Heritage, Newtown and Broughton Community Council and Stockbridge and Inverleith Community Council, submitted.)

Declaration of Interests

Councillor Child declared a non-financial interest in the above item as a Trustee of the Edinburgh World Heritage Trust.

Councillor Miller declared a non-financial interest in the above item as a resident of London Street.

2. 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

(a) Presentation by the Petitioner

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’ had been received. The petition had received 225 signatures.

The petitioner was heard and requested that the committee considered installing a pedestrian safety crossing and traffic calming measures to ensure the school zone speed limit was adhered to at the site at Edinburgh Steiner school on 60 Spylaw Road. The petitioner further advised that the school was willing to fundraise to help meet the costs.

(b) Report by the Executive Director of Corporate Services

Committee had previously approved a priority system to manage requests for pedestrian crossing facilities which evaluated locations and the crossing type most suitable for each location.

As temporary Spaces for People measures were in place at the Edinburgh Steiner School, its School Travel Plan Review was being prioritised and the survey for this was currently underway. The deadline for survey responses had been extended to January 2022 at the request of the school. The information arising from the survey would 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.

Following agreement of the Action Plan, design work would commence on those actions prioritised most highly. This process of design, consultation and delivery for a signalised pedestrian crossing facility was normally expected to take around 18 months to complete. This could however vary, depending on the complexity of the design and the local environment.

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.

Decision

To request a further report from the Executive Director of Place on the matter.

(References – Transport and Environment Committee 2009; report by the Executive Director of Corporate Services, submitted)

3. Minutes

Decision

- 1) To approve the minute of the Transport and Environment Committee of 11 November 2021 as a correct record.
- 2) To approve the minute of the Transport and Environment Committee of 2 December 2021 as a correct record.

4. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted)

5. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for January 2022 was presented.

Decision

- 1) To agree to close the following actions:
 - Action 2 – Special Uplifts Service
 - Action 12 – Presentation by Lothian Buses
 - Action 15(2) – Motion by Councillor Miller – Safe Cycle Journeys to School
 - Action 22(2) – Spaces for People – Mobility and Dropped Kerbs
 - Action 23(1) – Strategic Review of Parking – Results Phase 1 Consultation
 - Action 24(1) – 2020 Air Quality Annual Progress Report
 - Action 26(5) – Liberton Brae and Kirk Brae – Junction and Pedestrian turning counts
 - Action 29(1) – Communal Bin Review Update
 - Action 34(1) – Funding Third Sector Delivery Partner – Changeworks Resources for Life – Key Performance Indicators
 - Action 36(1) and (3) – Active Travel Measures – Travelling Safety (formerly Spaces for People) – Drop Kerb Update and Drum Brae North Scheme Risk Assessment
 - Action 39(2) – Newbridge Parking Restrictions – Acknowledgement of Receipt of Photographs from Councillor Lang
 - Action 40 – Motion by the Green Group – Zero Waste Hierarchy for Edinburgh World Heritage Sites
 - Action 42 – Work Programme – Lead Officers
- 2) To provide a briefing note on the consultation and timescales to Committee on the Strategic Review of Parking.
- 3) To provide a briefing note on the trial closure of Cammo Road explaining why this may be delayed to Summer 2022.
- 4) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

6. West Edinburgh Link – Compulsory Purchase Order

The West Edinburgh Link project aimed to connect South Gyle, Edinburgh Park and nearby local neighbourhoods and to transform the quality of cycling, walking, public spaces and accessibility for all along a 10km route in the west of Edinburgh.

Approval was sought to serve a Compulsory Purchase Order (CPO) in respect of the plots of privately-owned land detailed in Appendix 1 of the report by the Executive Director of Place. The acquisition of these plots by the Council was required to enable the construction of the project. The CPO would only be implemented if title or access had not been able to be acquired by agreement, to maintain both funding and construction programmes.

Decision

- 1) To agree to pursue a Compulsory Purchase Order (CPO) for the land noted in Appendix 1 of the report and to instruct the Head of Legal, Risk and Compliance to commence proceedings.
- 2) To note that it was intended to submit a draft CPO to the next appropriate meeting of the City of Edinburgh Council for authority to exercise compulsory purchase powers.
- 3) To note that the Council would continue to seek a negotiated purchase of, or servitude access to, the land noted in Appendix 1 of the report in parallel with the CPO process.

(References – Transport and Environment Committee 14 October 2021 (item 1); report by the Executive Director of Place, submitted.)

7. Air Quality Annual Progress Report

The 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 was submitted.

Even without the effect of the pandemic, long term trends showed concentrations of the main pollutants were decreasing at most locations across the city, albeit there remained hot spot areas of concern, especially in the Central Air Quality Management Area.

Any lasting impact on air quality from changes in travel patterns and behaviour as the country moved on from the pandemic would be better understood once monitoring data became available in the future.

The Council intended to revoke the Inverleith Row Air Quality Management Area 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 would be sought in the financial year 2022/23 to assist with the revocation process.

Motion

- 1) To note the statutory Annual Progress Report submitted to the Scottish and UK Governments as part of the Local Air Quality Management Framework.
 - 2) To note the air quality improvements within the Inverleith Row Air Quality Management Area and the Council's intention to revoke the associated designation.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the statutory Annual Progress Report submitted to the Scottish and UK Governments as part of the Local Air Quality Management Framework.

- 2) To express concern that Edinburgh had five Air Quality Management Areas (AQMA) in which air quality had failed to meet safety standards.
 - 3) To note from the report that following new evidence on the adverse health effects of air pollution, the World Health Organisation had published revised health-based air quality guidelines but that Scottish air quality objectives had yet to be revised in line with these.
 - 4) To recognise that the main cause of this harmful pollution was exhaust gases from cars and other vehicles and that before the Covid pandemic around 60,000 commuting vehicles were travelling through Edinburgh every day.
 - 5) To recognise that air quality improvements would depend on reducing the pollution caused by this traffic and that the forthcoming Low Emission Zone was intended to tackle this issue.
 - 6) To note the recent general improvement in air quality as a result of reduced traffic because of the Covid pandemic. However, recognises that as restrictions eased, traffic levels were likely to return towards pre-pandemic levels with a consequent impact on air quality.
 - 7) To agree not to revoke the Inverleith AQMA until it could be confirmed that pollution levels would not again breach air quality standards once Covid pandemic restrictions were lifted and that the LEZ would prove to be effective in this location.
- moved by Councillor Burgess, seconded by Councillor Miller

Voting

The voting was as follows:

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

(For the motion - Councillors Bird, Child, Doran, Key, Lang, Macinnes and Miller.

For the amendment - Councillors Burgess, Miller, Rose and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

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

8. Low Emissions Zone Carbon Impact

Information was provided of the further analysis to evidence the Low Emissions Zone 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.

After considering consultation feedback regarding the Scheme's potential to reduce CO2 emissions and the results of the National Modelling Framework (NMF) CO2 emission modelling, changes to the Scheme boundary or grace period could not be justified.

The Scheme would be evaluated annually to understand its contributions to reducing NO2 and CO2 emissions, alongside progress towards achieving other Scheme objectives. Evaluation methodologies would integrate with the City Mobility Plan (CMP), 2030 Climate Strategy and the Local Air Quality Management regime.

Actions contained within the CMP and Climate Strategy would deliver significant reductions in CO2 emissions associated with transport, through demand management, decarbonisation and modal shift.

Motion

- 1) To note that the report responded to the actions approved by Committee on 26 October 2021 and followed Committee approval of the preferred Low Emission Zone scheme for consultation (the Scheme), on 17 June 2021.
 - 2) To note that Low Emission Zones (LEZs) could not directly reduce vehicular carbon dioxide (CO2) emissions within Scotland's current LEZ structures. Managing demand, decarbonisation and modal shift would reduce CO2.
 - 3) To 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.
 - 4) To agree to proceed with the Scheme and to publish it for a period of 28-days as per statutory requirements.
 - 5) To 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.
 - 6) To note that the recently published Cleaner Air for Scotland 2 strategy agreed to explore opportunities for promoting zero carbon city centres within Scotland's LEZ structure by 2026. The Council's 2030 Climate Strategy agreed to explore this from 2022/23.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note that despite the scheme in its current format being rejected by the Committee on 26 October 2021 no changes had been made or were proposed in the current report.
- 2) To therefore consider that the proposed Low Emission Zone remained poorly designed, expensive and would not meet its stated aim to improve air quality.
- 3) To agree that a study on likely patterns of traffic and pollution displacement should proceed before the adoption of any LEZ scheme.

- 4) To regret that the consultation presented a fait accompli and, once again as with other Council consultations, did not incorporate any of the rich and varied consultation feedback into the final proposals.
 - 5) To therefore reject the current LEZ scheme and to instruct officers to produce a report in 3 cycles on a range of options for consultation, to incorporate analysis of likely traffic and pollution displacement from each scheme, evidence-based analysis of likely reductions in air pollution levels to be achieved and consideration of how any proposed scheme could become self-financing, if necessary by lobbying the Scottish Government to change the penalty mechanisms in this regard.
- moved by Councillor Whyte, seconded by Councillor Mowat

Amendment 2

To approve the recommendations in the report and to add the following:

- 1) To thank officers for the considerable work to evaluate the carbon impact of the proposed LEZ.
- 2) To note that, as per paragraph 4.5, future euro standards were expected to include measures based on CO2 emissions, and committee therefore to agree that when new euro standards were agreed council officers would begin the process to evaluate making changes to vehicles permitted within the Low Emission Zone and report this to committee.
- 3) To note that feedback received in the consultation showed some misconceptions of the LEZ scope and of LEZ support funds, therefore committee to agree the Council's public communications should ensure greater public understanding of which vehicles were affected and what support funding was available to people impacted.
- 4) To thank the Preston Street Primary School community for their engagement and input into the Low Emission Zone designs, to welcome the suggested measures proposed by the community and to agree that officers put in place traffic level and air quality monitoring around the school and consider how the following could be applied:
 - Permanent widening of pavements around school to make a buffer from the road and reduce crowding
 - Reduce the number of lanes approaching school northbound on Dalkeith Road to two lanes
 - Reposition the bus stop on Dalkeith Road to position away from the school
 - Enforcement of parking restrictions around school during key times
 - Prioritisation of traffic signalling around school pick/up and drop off times to pedestrians
 - Introduction of additional traffic calming measures around school.

5) To request a members' briefing as soon as possible and agree to bring a report to Committee once significant progress had been made.

- moved by Councillor Miller, seconded by Councillor Burgess

Amendment 3

1) To note that this report responded to the actions approved by Committee on 26 October 2021 and followed Committee approval of the preferred Low Emission Zone scheme for consultation (the Scheme), on 17 June 2021.

2) To note that Low Emission Zones (LEZs) could not directly reduce vehicular carbon dioxide (CO₂) emissions within Scotland's current LEZ structures. Managing demand, decarbonisation and modal shift will reduce CO₂.

3) To 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.

4) To note the findings of the Council's earlier 2019 Low Emission Zone (LEZ) consultation in which:

- 78% of respondents supported the proposed city-wide LEZ applying to buses and coaches, with 81% support for the city-wide LEZ applying to HGVs, LGVs and vans.
- support for a city wide LEZ was greater than that for a city centre only LEZ.

5) To recognise the continued concern expressed by residents on the potential for traffic displacement to areas around a city centre zone, and that the air quality modelling forecasts increases in NO_x concentration in a number of streets outside the LEZ boundary following the implementation of the proposed scheme.

6) To believe that, after almost six years of work and another two years before restrictions were enforced, it was important to be ambitious in driving down pollution levels and improving air quality for all communities, not just those within the core city centre area.

7) To therefore agree not to approve the proposed scheme and to agree that officers should return to committee in two cycles with plans for a city wide LEZ and the necessary statutory and non-statutory consultations which would be required.

- moved by Councillor Lang, seconded by Councillor Bird

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 amendment 1	-	3 votes
For amendment 2	-	1 vote

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

For amendment 1 – Councillors Mowat, Rose and Whyte.

For amendment 2 – Councillor Lang.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note that this report responded to the actions approved by Committee on 26 October 2021 and followed Committee approval of the preferred Low Emission Zone scheme for consultation (the Scheme), on 17 June 2021.
- 2) To note that Low Emission Zones (LEZs) could not directly reduce vehicular carbon dioxide (CO₂) emissions within Scotland's current LEZ structures. Managing demand, decarbonisation and modal shift will reduce CO₂.
- 3) To 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.
- 4) To agree to proceed with the Scheme and to publish it for a period of 28-days as per statutory requirements.
- 5) To 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.
- 6) To note that the recently published Cleaner Air for Scotland 2 strategy agreed to explore opportunities for promoting zero carbon city centres within Scotland's LEZ structure by 2026. The Council's 2030 Climate Strategy agreed to explore this from 2022/23.
- 7) To thank officers for the considerable work to evaluate the carbon impact of the proposed LEZ.
- 8) To note that, as per paragraph 4.5, future euro standards were expected to include measures based on CO₂ emissions, and committee therefore agreed that when new euro standards were agreed council officers would begin the process to evaluate making changes to vehicles permitted within the Low Emission Zone and report this to committee.
- 9) To note that feedback received in the consultation showed some misconceptions of the LEZ scope and of LEZ support funds, therefore committee agreed the Council's public communications should ensure greater public understanding of

which vehicles were affected and what support funding was available to people impacted.

- 10) To thank the Preston Street Primary School community for their engagement and input into the Low Emission Zone designs, welcomed the suggested measures proposed by the community and agreed that officers put in place traffic level and air quality monitoring around the school and consider how the following could be applied:
- Permanent widening of pavements around school to make a buffer from the road and reduce crowding
 - Reduce the number of lanes approaching school northbound on Dalkeith Road to two lanes
 - Reposition the bus stop on Dalkeith Road to position away from the school
 - Enforcement of parking restrictions around school during key times
 - Prioritisation of traffic signalling around school pick/up and drop off times to pedestrians
 - Introduction of additional traffic calming measures around school.
- 11) To request a members' briefing as soon as possible and agree to bring a report to Committee once significant progress had been made.

(References – Transport and Environment Committee 17 June 2021 (item 9) and 26 October 2021 (item 1); report by the Executive Director of Place, submitted; written submission from Corstorphine Community Council, submitted.)

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

TRO/20/20 which set out proposed speed limit reductions from 40mph to 30mph at various locations across the city, was advertised between 29 October to 19 November 2021. On completion of the public consultation, the Council had received 52 responses. 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.

Motion

- 1) To note 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.
 - 2) To set aside the objections and give approval to make the Traffic Regulation Order as advertised.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To agree the recommendations except those in regard to the following which should remain at 40mph:

Milton Link; Sir Harry Lauder Road between its junctions with Milton Road East and Baileyfield Road; Calder Road; and Wester Hailes Road.

- moved by Councillor Whyte, seconded by Councillor Rose

Voting

For the motion - 8 votes

For the amendment - 3 votes

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

For the amendment – Councillors Mowat, Rose and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

(References – Transport and Environment Committee 27 February 2020 (item 4); report by the Executive Director of Place, submitted)

10. Kirkliston Junction Reconfiguration

An update was provided on historic and proposed improvements to the Kirkliston Town Centre junction.

As part of the planning approval for application 17/04571/PPP for the development at the northeast of Wellflats Road, there was a requirement for the developer to complete a full upgrade of the traffic signals at the Crossroads and to provide Microprocessor Optimised Vehicle Actuation (MOVA) control as part of the upgrade.

Officers were 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.

In line with the approved Transport Hierarchy it was 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.

Motion

- 1) To note the report previously considered at this Committee on 5 December 2019 relating to the junction.
- 2) To note the historic improvements implemented at this junction in 2005 and ongoing timing improvements undertaken by Council officers.

- 3) To note the proposed junction signals improvement works required for a nearby housing development which were expected to be completed in 2022.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To add at end:

To note the intention to undertake journey time assessments before and after the implementation of the improvements works and to agree this comparison data should be made available to the Committee by way of a business bulletin update once available.

- Moved by Councillor Lang, seconded by Councillor Bird

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 report previously considered at this Committee on 5 December 2019 relating to the junction.
- 2) To note the historic improvements implemented at this junction in 2005 and ongoing timing improvements undertaken by Council officers.
- 3) To note the proposed junction signals improvement works required for a nearby housing development which were expected to be completed in 2022.
- 4) To note the intention to undertake journey time assessments before and after the implementation of the improvements works and to agree this comparison data should be made available to the Committee by way of a business bulletin update once available.

(References – Transport and Environment Committee 5 December 2019 (item 2) and 14 October 2021 (item 7); report by the Executive Director of Place, submitted)

11. Progress Update on the Water Vision and Operational Management of the Drainage Network

In response to motions by Councillors Osler and Mowat, an update was provided on the implementation of the Vision for Water Management and on the operational management of the city's roads drainage infrastructure.

The Vision for Water Management in the City of Edinburgh (Water Vision) was being actively driven forward by the newly formed Blue Green City Partnership. This was a partnership between Scottish Water, Scottish Environment Protection Agency (SEPA) and the Council. The group reported to the Edinburgh and Lothians Strategic Drainage Partnership.

The first operational meeting with Scottish Water on the management of roads drainage infrastructure was scheduled for early 2022.

Routine meetings would be established, and work streams developed to drive improved communication and co-ordination. Officers were also developing plans to create the new multi-disciplinary team required to implement the recommendations which fell within the responsibility of the Council.

Motion

- 1) To note progress on the implementation of the Vision for Water Management.
- 2) To note the progress on the Green Blue Network project to date.
- 3) To note that a dedicated multi-disciplinary in-house team would be required to progress the recommendations which fell to the Council and that officers were working on the development of plans for this team.
- 4) To note 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.
- 5) To approve the discharge of Motions on drainage and flooding from the Council meeting August 2021.
- 6) To agree that officers would circulate the response from Scottish Government on funding for drainage infrastructure and flood prevention.
- 7) To agree that officers would provide an update on the outcome of discussions with heritage and planning colleagues on planning permission required for conservation area and heritage properties to make them watertight.
- 8) To agree that officers would look at improving communications to residents.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To accept recommendations 1.1.1 to 1.1.4 of the report, but to re-number 1.1.4 to 1.1.7.

To add

- 1) To specifically ask the Executive Director of Place to prepare a gully recovery programme that identified the organisation and resources required to deliver an efficient proactive and reactive maintenance regime to minimise flooding risks due to any gully issues within the control of this Council.
- 2) To note for clarity, expects the dedicated multi-disciplinary in-house approach to include provision for regular road / gutter clearing, to minimise the build-up of any detritus that might restrict the efficiency / effectiveness of the drainage networks that support our pavements, paths or roads.
- 3) To expect that costed options to achieve the above would be available to inform the 2022/23 budget debate.
- 4) To request a follow-up report, less this important topic be lost, to this Committee (or any successor Committee) following the formation of a new Council after the forthcoming local elections and in light of any new budget provisions.

- moved by Councillor Whyte, seconded by Councillor Rose

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

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note progress on the implementation of the Vision for Water Management.
- 2) To note the progress on the Green Blue Network project to date.
- 3) To note that a dedicated multi-disciplinary in-house team would be required to progress the recommendations which fell to the Council and that officers were working on the development of plans for this team.
- 4) To note 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.
- 5) To specifically ask the Executive Director of Place to prepare a gully recovery programme that identified the organisation and resources required to deliver an efficient proactive and reactive maintenance regime to minimise flooding risks due to any gully issues within the control of this Council.
- 6) To note for clarity, expects the dedicated multi-disciplinary in-house approach to include provision for regular road / gutter clearing, to minimise the build-up of any detritus that might restrict the efficiency / effectiveness of the drainage networks that support our pavements, paths or roads.
- 7) To expect that costed options to achieve the above would be available to inform the 2022/23 budget debate.
- 8) To request a follow-up report, less this important topic be lost, to this Committee (or any successor Committee) following the formation of a new Council after the forthcoming local elections and in light of any new budget provisions.
- 9) To agree that officers would circulate the response from Scottish Government on funding for drainage infrastructure and flood prevention.
- 10) To agree that officers would provide an update on the outcome of discussions with heritage and planning colleagues on planning permission required for conservation area and heritage properties to make them watertight.
- 11) To agree that officers would look at improving communications to residents.

(References – Acts of Council No.1 and 15 of 26 August 2021; report by the Executive Director of Place, submitted)

12. National Litter and Fly-Tipping Strategy Consultation Response

The Scottish Government had invited the Council to submit its views on potential actions to tackle litter and fly-tipping in Scotland. Responses to the consultation would inform the development of the final National Litter and Fly-Tipping Strategy to be published in early 2022.

The draft consultation response on behalf of the Council was presented for approval.

Decision

- 1) To approve the draft response to the Consultation on the National Litter and Fly-Tipping Strategy.
- 2) To agree that the final consultation response would be circulated to Committee once it had been submitted.

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

13. Revenue Monitoring Update 2021/22 Month Six Position

An update was provided on financial performance regarding revenue budgets 2021/22 forecast at month six for the services within the remit of this Committee.

The 'business as usual' forecast position, excluding Covid-19 impact, was an improvement of circa £1.1m from that reported to Committee at month five. The projected overspend at month six was £0.440m for Place Directorate, of which £0.365m related to services within the remit of this Committee.

The forecast position in respect of Covid-19 impact was a cost of £12.420m for Place Directorate and £8.684m for services within the remit of the Committee. This forecast overall was largely in line with that previously reported at month five.

Decision

- 1) To note the overall Place revenue budget month six position for 2021/22 was a projected £0.440m overspend (excluding Covid-19 impact). Services within the remit of the Committee were forecasting an overspend of £0.365m.
- 2) To note the General Fund Covid-19 costs of circa £12.420m, in addition to the pressures set out at 1) above, had been forecast for the overall Place Directorate at month six with circa £8.684m relating to services within the remit of the Committee.
- 3) To note the measures being taken by the Executive Director of Place to address budget pressures and risks.
- 4) To note that progress updates would be reported to Committee.

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

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

The Governance, Risk and Best Value Committee had referred this report to the Transport and Environment Committee for ongoing scrutiny of relevant overdue management actions.

Decision

To note the report.

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

15. Place Directorate Internal Audit Actions Update

An update was provided on progress on management actions arising from Internal Audits which specifically related to services which fell within the remit of this Committee.

The Place Senior Management team were committed to ensuring appropriate action was taken to progress open internal audit actions to conclusion, with appropriate focus on closure of all high rated findings and all findings that were over one year overdue.

Motion

- 1) To note the progress made on the overdue Internal Audit management actions relating to the services within the remit of this Committee.
- 2) To note that there were audit actions which had been agreed corporately, which services which sit within the remit of this Committee were working on.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To agree to receive a report at the next Committee meeting detailing any recently closed actions and setting out in detail how any remaining actions could be closed before the end of April 2022. To note that there were seven actions still open.
- 2) To note that repeated requests for action and assurance from the Senior Leadership Team that closing Overdue Audit Actions was being given extra priority and additional resources had failed to result in the desired change and to agree that any failure to close overdue actions by the end of April should be considered through the Council's Performance Management processes.

- moved by Councillor Whyte, seconded by Councillor Mowat

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

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the progress made on the overdue Internal Audit management actions relating to the services within the remit of this Committee.
- 2) To note that there were audit actions which had been agreed corporately, which services which sit within the remit of this Committee were working on.
- 3) To agree to receive a report at the next Committee meeting detailing any recently closed actions and setting out in detail how any remaining actions could be closed before the end of April 2022. To note that there were seven actions still open.
- 4) To note that repeated requests for action and assurance from the Senior Leadership Team that closing Overdue Audit Actions was being given extra

priority and additional resources had failed to result in the desired change and to agree that any failure to close overdue actions by the end of April should be considered through the Council's Performance Management processes.

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

16. Emergency Motion By Ward Councillors – Sciennes Primary playground on Sciennes Road

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to the matter, in accordance with Standing Order 17.2(b).

The following motion by Councillor Burgess was submitted in terms of Standing Order 17.2:

“Committee:

1. Notes the longstanding and ongoing challenge of providing adequate playground space for children at Sciennes Primary school and that this motion has been submitted on behalf of all four Southside-Newington ward councillors with the support of Sciennes Parent Council.
2. Notes that because building works at Sciennes primary school have required use of the existing playground for portacabins, agreement has been reached with the Council to extend the play area into Sciennes Road in front of the school on a temporary basis and that this has been implemented, with some actions outstanding.
3. Notes that with the move of the Royal Hospital for Sick Children to Little France, it has been possible to close Sciennes Road to vehicular traffic without significant disruption to traffic flows, although passage for pedestrians and cyclists through the new play area has been maintained, resulting in some concern over welfare of pupils and the need for additional school staff to be present while the play area is in use.
4. Requests that council officers bring forward a report on closing Sciennes Road to traffic in front of Sciennes Primary school on a permanent basis to provide adequate playground space for the school in the long term, using the most appropriate mechanism such as Traffic Regulation, Stopping-Up or Redetermination Order etc.
5. Requests that in the meantime, while a permanent closure is investigated, that all practical measures are taken to make the temporary, partial closure safe and secure for children, including signage and road painting as previously agreed, and also exploring closing the road to pedestrians and cyclists during use of the play area during school time.
6. Requests that appropriate council officers meet with ward councillors and parent council representatives as soon as possible to progress this matter and that a members' briefing is provided to this committee and ward councillors by the end of March.”

- moved by Councillor Rose, seconded by Councillor Miller

Decision

To approve the motion by Southside/Newington Ward Councillors.