

## Transport and Environment Committee

**10.00am, Thursday 7 March 2024**

### Present

Councillors Arthur (Convener), Aston (except item 14) Bandel, Cowdy, Dijkstra-Downie (except item 10), Dobbin, Faccenda, Lang, McFarlane, Mumford (substituting for Councillor O'Neill, items 13-15), Munro, Nicolson (substituting for Councillor Aston, item 14 only), O'Neill (except items 12-15) and Ross (substituting for Councillor Dijkstra-Downie, item 10 only).

### Also present

Councillors Flannery and Parker (as ward members in respect of item 10)

## 1. Deputation

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### (a) Spokes

#### **(in relation to item Emergency Motion by Councillor Lang – Collision and Death on Whitehouse Road)**

The deputation noted it was unacceptable no immediate changes had been implemented since the collision took place. They shared that it was an extremely hostile area to cycle in due to the speed limit, queuing traffic, fast traffic, parked cars, and cars reversing into the road from the shops. The deputation made a number of suggestions for improving safety, highlighting the need for children to have safer routes to schools.

## 2. Emergency Motion by Councillor Lang – Collision and Death on Whitehouse Road

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The following motion by Councillor Lang was submitted in terms of Standing Order 17.2: "Committee

- 1) Notes with deep sadness the death of 11-year-old Thomas Wong on Whitehouse Road on 1 March 2024 following a collision with a commercial bin lorry.
- 2) Expresses its profound and sincere sympathies to Thomas' family and friends, and to people across Cramond and Barnton who are impacted by this tragic incident.
- 3) Expresses its thanks to the emergency services who responded and attended the scene so quickly.
- 4) Further expresses thanks to the staff of Cramond Primary for their hard work and compassion in helping the pupils and parents who are understandably and inevitably impacted by such a devastating event.

- 5) Notes the police investigation into this accident is ongoing, that officers continue to appeal for any witnesses or footage of the area from the time of the incident, and that Council officers will be invited to attend a joint site meeting with the police in due course.
- 6) Agrees that, once this site meeting takes place and any police feedback is received, officers should consider as a matter of urgency what actions are required to improve safety within this area including, if required, a review of the Cramond Primary School Travel Plan in conjunction with the school and Parent Council.
- 7) Requests that the committee are kept fully informed as matters are progressed and agrees a full report would come to the committee as soon as possible once conclusions and recommendations for action are available.”

### **Decision**

To approve the motion by Councillor Lang.

## **3. Deputations**

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### **(a) Westfield Street Residents**

**(in relation to item 6.1 – Business Bulletin – (Strategic Review of Parking, Phasing Timeline)**

The deputation shared a recent incident of nuisance parking, resolved by police removal of a vehicle from Westfield Street. They noted land ownership had now been confirmed and made a request for the business bulletin update on Westfield Street to be delivered in April 2024 as scheduled to assist in resolving the parking problem as soon as possible.

### **(b) NLRP12**

**(in relation to item 7.2 – Healthcare Worker and Carer (Parking) Permits**

The deputation noted the categorisations in the report were inaccurate and proposed the report be amended to accurately reflect their approved nomenclature. They proposed further changes to the report giving detailed explanations of the requirement for each change. The deputation noted, without changes to the report over 91% of unpaid carers would not qualify to apply for the permit.

### **(c) Blackford Safe Routes**

**(in relation to Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connections)**

The deputation noted modal filters were the only sensible options on residential streets with the ability to reduce the risk of death and injury by 50 percent. They noted the low traffic neighbourhood was working as planned and by removing the changes and closures in place the safety of children and young people would also be removed. The deputation shared their preference to the options outlined in the report, highlighting the reason for their choice was the fact that the safety of people was at the heart of their group.

**(d) Residents of Braid Avenue  
(in relation to Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connections)**

The deputation noted the changes made and that the closure of Braid Avenue in 2021 had a positive effect, greatly benefitting the locality. Residents are now walking wheeling and cycling with confidence in a peaceful and calm environment. The deputation noted the proposed removal of the changes and closure would be a benefit to motorists only while compromising safety of the residents. They shared their preference to the options outlined in the report.

**(e) The Whitehouse Loan Group  
(in relation to Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connections)**

The deputation noted the revised option two in the report for Clinton Road/Whitehouse Loan is a new, not revised option, they highlighted their concerns and stressed that particular option should not be considered without further consultation. The deputation gave suggestions on other possible solutions and requested councillors vote for a further evaluation of options and consultations with the local stakeholders.

**(f) Spokes South Edinburgh  
(in relation to Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connections)**

The deputation shared their preference to the options outlined in the report noting their option to be an inexpensive, allowing the same benefits already enjoyed by those currently living in Braid Avenue to be provided to others across the Braids estate. They noted the other options would be poor value for money and shared concern the costs may result in other safety projects being cancelled.

**(g) SW20  
(in relation to Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connections)**

The deputation anticipated a balanced decision would be made. Quoting “On one side of the scale” they listed 18 facts from option one for the Braid Estate and option two for Clinton Road only. These features included reduced speeding, better pedestrian safety, safer junctions and access to all homes by vehicle. They then asked committee members if there were any facts they could place on “the other side of the scale.”

## **4. Minutes**

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### **Decision**

To approve the minute of the Transport and Environment Committee of 1 February 2024 as a correct record.

## 5. Work Programme

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The Transport and Environment Committee Work Programme was presented.

### Decision

To note the Work Programme.

(Reference – Work Programme 7 March 2024, submitted.)

## 6. Rolling Actions Log

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The Transport and Environment Committee Rolling Actions Log was presented.

### Decision

- 1) To agree to close the following actions:
    - Action 15 – Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae / Lady Nairn and bus for Dumbiedykes
    - Action 32 (1) – Secure On-Street Cycle Parking Project – Progress Report
    - Action 43 (4) – Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road
    - Action 44 – Motion by Councillor Lang – Travelling Safely Schemes
    - Action 47 (2) – Response to Motion by Councillor Cowdy – Better Buses for Ratho
    - Action 48 – Motion by Councillor Bandel – Staff Resourcing for the City Mobility Plan
    - Action 61 – Business Bulletin
    - Action 63 (2) – Supported Bus Services
    - Action 64 (3) – Travelling Safely Schemes
    - Action 67 - Bus Lane Penalty Charge Levels
    - Action 70 – Motion by Councillor Aston – Skip Permits
    - Action 76 (1 and 3) – Business Bulletin – Corstorphine Connections
    - Action 79 (4) – Strategic Review of Parking: Progress Report
    - Action 81 – Air Quality Annual Progress Report
    - Action 86 (1) – Business Bulletin
    - Action 87 (3) – Business City Mobility Plan – 1<sup>st</sup> Review
  - 2) To agree Action 72 – Motion by Councillor Munro – New Style Bus Trackers would remain open to allow for the briefing note requested to be prepared and circulated.
  - 3) To note the remaining outstanding actions.
- (Reference – Rolling Actions Log, 1 February 2024, submitted.)

## 7. Business Bulletin

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The Transport and Environment Committee Business Bulletin was submitted.

### Decision

- 1) To note Ratho community's preference for a direct but route. The Ratho community would also encourage a variant / hybrid approach to what has been published in the tender specification document.
- 2) To note for information Ratho community provides to council a variant suggestion. This was discussed with Pentland Hills Ward Councillors on 4/3/2024. Ratho community sees a hybrid route which can support employment and social inclusion amongst many other IIA markers and support a reduction of car reliance. The Ratho community suggested variant includes:
  - AM peak (0600 till 0900) 30 minute interval direct service to City Centre via Ratho Station
  - Interpeak (0900 till 1500) 60 minute interval shuttle service Ratho - Ratho Station – Gyle
  - PM peak (1530 till 1900) 30 minute interval service direct via Ratho Station
  - Evening (1900 till 2400) 60 minute interval service direct via Ratho Station
- 3) To note key points noted on this hybrid route:
  - Gyle access from the direct service for employment etc would be from the A8 pedestrian crossing/footpath
  - Interpeak service would mean a connection to Edinburgh/Ratho but daylight hours ensures it's safer to achieve this.
- 4) To note related to the current procurement, council officers were asked to confirm to Transport and Environment Committee members:
  - 4.1) If any Invitations To Tender (ITTs) been issued for supported bus services?
  - 4.2) Can a copy of the procurement timetable be provided to the TEC?
  - 4.3) Would a variant bid in respect of Ratho that combined aspects of the four route options be permitted?
  - 4.4) If a variant bid is possible, can example(s) of variant route(s) / timetable be provided to tenderers to support a successful bidding process
- 5) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, 7 March 2024, submitted.)

## 8. Procurement of the Decriminalised Parking Enforcement Contract

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The Council's current contract for the provision of Decriminalised Parking Enforcement (DPE) services was due to expire in October 2024. An update was provided on the work

undertaken to consider how these services could continue to be delivered in the most cost-effective manner. It also provided details on the outcome of this work and the recommended contracting approach to ensure best value for the Council and for residents and businesses in Edinburgh.

### **Motion**

- 1) To note that the insourcing of Decriminalised Parking Enforcement (DPE) services had been assessed against the current provision. The outcome of this analysis was summarised in Appendix 1.
- 2) To note that following the submission of an amendment by the SNP Group to Committee on 1 February 2024, a decision on the insourcing assessment was deferred until the Council's budget process was completed to determine if funds could be secured to provide an insourced service. Funding was not identified through the budget process and outsourcing the next DPE contract was currently considered the most economically advantageous choice for the Council.
- 3) To note that following the conclusion of the insourcing assessment, the British Parking Association (BPA) Model Contract had been identified as the Council's preferred contract model for the next DPE contract due to its transparency and the partnership approach that it promotes.
- 4) To note the output-based approach that had been used to develop the Council's contract specification and the tender evaluation process that would ensure the Council obtains best value from this contract tender process.
- 5) To note that following internal discussion and advice from Commercial and Procurement Services, an extension to the current contract, for a period of up to 12 months, would be requested.
- 6) To note that future updates on the contract award would be presented to Finance and Resources Committee, in line with Council Contract Standing Orders.
  - moved by Councillor Arthur, seconded by Councillor Faccenda

### **Amendment 1**

- 1) To note that the insourcing of Decriminalised Parking Enforcement (DPE) services had been assessed against the current provision. The outcome of this analysis was summarised in Appendix 1
- 2) To note that following the submission of an amendment by the SNP Group to Committee on 1 February 2024, a decision on the insourcing assessment was deferred until the Council's budget process was completed to determine if funds could be secured to provide an insourced service. Funding was not identified through the budget process and outsourcing the next DPE contract was currently considered the most economically advantageous choice for the Council.
- 3) To note that following the conclusion of the insourcing assessment, the British Parking Association (BPA) Model Contract had been identified as the Council's preferred contract model for the next DPE contract due to its transparency and the partnership approach that it promotes.

- 4) To note the output-based approach that had been used to develop the Council's contract specification and the tender evaluation process that would ensure the Council obtains best value from this contract tender process.
  - 5) To note that following internal discussion and advice from Commercial and Procurement Services, an extension to the current contract, for a period of up to 12 months, would be requested.
  - 6) To note that future updates on the contract award would be presented to Finance and Resources Committee, in line with Council Contract Standing Orders.
  - 7) To note that one of major benefits identified of the current contractual arrangement is the economies of scale produced by the collaborative working with other local authorities as outlined at paragraph 1.20.
  - 8) To note that despite these economies of scale, the shareholders of whichever DPE provider is awarded the contract will be beneficiaries of resulting profits, rather than that revenue accruing to this Council to be invested in local services.
  - 9) To agree therefore that officers would investigate the potential for establishing a Local Authority Trading Company or similar entity which could tender for the DPE contract at the next tendering opportunity; and to liaise with the three other local authorities which the City of Edinburgh Council is currently collaborating with, and with other potentially interested local authorities, to explore their interest in this, with a report to follow on this in 2025.
- moved by Councillor Aston, seconded by Councillor Dobbin

## **Amendment 2**

- 1) To note that the insourcing of Decriminalised Parking Enforcement (DPE) services had been assessed against the current provision. The outcome of this analysis was summarised in Appendix 1
- 2) To note that following the submission of an amendment by the SNP Group to Committee on 1 February 2024, a decision on the insourcing assessment was deferred until the Council's budget process was completed to determine if funds could be secured to provide an insourced service. Funding was not identified through the budget process and outsourcing the next DPE contract was currently considered the most economically advantageous choice for the Council.
- 3) To note that following the conclusion of the insourcing assessment, the British Parking Association (BPA) Model Contract had been identified as the Council's preferred contract model for the next DPE contract due to its transparency and the partnership approach that it promotes.
- 4) To note the output-based approach that had been used to develop the Council's contract specification and the tender evaluation process that would ensure the Council obtains best value from this contract tender process.
- 5) To note that following internal discussion and advice from Commercial and Procurement Services, an extension to the current contract, for a period of up to 12 months, would be requested.

- 6) To note that future updates on the contract award would be presented to Finance and Resources Committee, in line with Council Contract Standing Orders.
  - 7) To also request an update in a Business Bulletin ahead of September's Finance and Resources Committee which details how the aforementioned output based approach will:
    - a) Expand 'On Street Enforcement Services' given new powers issued by the Scottish Government from 11 December 2023 to ban pavement parking, double parking and parking across dropped kerbs.
    - b) Ensure cars are removed from tram lines (in particular on Leith Walk)
    - c) Ensure 'Suspension and Dispensation Services' and 'Lines and Signs Maintenance Services' prioritise accessibility and regard to the transport hierarchy in all works carried out
    - d) Consider equalities' impacts related to 'Permit Management', 'Back Office Support Services', 'Notice Processing Solution', 'Traffic Order Support Services', and 'Parking and Project Consultancy Services' and its relationship with applicant eligibility and tech literacy.
- moved by Councillor O'Neill, seconded by Councillor Bandel

In accordance with Standing Order 22.13, Amendments 1 and 2 were accepted as addenda to the motion.

## **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note that the insourcing of Decriminalised Parking Enforcement (DPE) services had been assessed against the current provision. The outcome of this analysis was summarised in Appendix 1 of the report by the Executive Director of Place
- 2) To note that following the submission of an amendment by the SNP Group to Committee on 1 February 2024, a decision on the insourcing assessment was deferred until the Council's budget process was completed to determine if funds could be secured to provide an insourced service. Funding was not identified through the budget process and outsourcing the next DPE contract was currently considered the most economically advantageous choice for the Council.
- 3) To note that following the conclusion of the insourcing assessment, the British Parking Association (BPA) Model Contract had been identified as the Council's preferred contract model for the next DPE contract due to its transparency and the partnership approach that it promotes.
- 4) To note the output-based approach that had been used to develop the Council's contract specification and the tender evaluation process that would ensure the Council obtains best value from this contract tender process.
- 5) To note that following internal discussion and advice from Commercial and Procurement Services, an extension to the current contract, for a period of up to 12 months, would be requested.



- 6) To note that future updates on the contract award would be presented to Finance and Resources Committee, in line with Council Contract Standing Orders.
- 7) To note that one of major benefits identified of the current contractual arrangement is the economies of scale produced by the collaborative working with other local authorities as outlined at paragraph 1.20.
- 8) To note that despite these economies of scale, the shareholders of whichever DPE provider is awarded the contract would be beneficiaries of resulting profits, rather than that revenue accruing to this Council to be invested in local services.
- 9) To agree therefore that officers would investigate the potential for establishing a Local Authority Trading Company or similar entity which could tender for the DPE contract at the next tendering opportunity; and to liaise with the three other local authorities which the City of Edinburgh Council is currently collaborating with, and with other potentially interested local authorities, to explore their interest in this, with a report to follow on this in 2025.
- 10) To request an update in a Business Bulletin ahead of September's Finance and Resources Committee which details how the aforementioned output based approach will:
  - a) Expand 'On Street Enforcement Services' given new powers issued by the Scottish Government from 11 December 2023 to ban pavement parking, double parking and parking across dropped kerbs.
  - b) Ensure cars are removed from tram lines (in particular on Leith Walk)
  - c) Ensure 'Suspension and Dispensation Services' and 'Lines and Signs Maintenance Services' prioritise accessibility and regard to the transport hierarchy in all works carried out
  - d) Consider equalities' impacts related to 'Permit Management', 'Back Office Support Services', 'Notice Processing Solution', 'Traffic Order Support Services', and 'Parking and Project Consultancy Services' and its relationship with applicant eligibility and tech literacy.

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

## **9. Healthcare Worker and Carer Parking Permits**

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An update was provided on the results of an engagement on potential changes to the Council's healthcare worker permits (HWP) and on the proposed introduction of carer parking permits. Authority was sought to commence the necessary legal processes to proceed with changes to the HWP and to introduce two new permit types for carers.

### **Decision**

To agree an amended report would come back to the committee meeting of 25 April 2024 to allow officers to investigate issues raised in amendments submitted and allow further consideration on hours suggested, costs for each permit type, funding for the scheme, and visit durations. The report to also include which issues would be covered by the policy and which issues would be covered in TROs.

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

## **10. Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps**

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### **(a) Councillor Parker (ward councillor)**

Councillor Parker noted the quiet route provided a variety of benefits and the removal of modal filters from the southern end of the quiet route would be letting down the children and young people who use the route and the residents who live on the route. He noted large amounts of money should not be spent on segregated cycle lanes, when cheaper and superior options were available.

After highlighting all the benefits of the quiet route, he also spoke of the negative impact of the options proposed and shared the views of the residents from the consultation, He then requested committee pay attention to the evidence, listen to resident concerns and imply the same solutions that have drastically improved the situation for residents Braid Avenue and Braid Road to other streets to allow them to enjoy the same benefits.

### **(b) Councillor Flannery (ward councillor)**

Councillor Flannery highlighted the northern section of Whitehouse Loan falls into the Southside/Newington ward. She noted having gone through previous travelling safety schemes; it was right to look at previous decisions again as over time things can change. She noted it was important to give residents the full consultation respect, and all stakeholders should be given a choice and a chance to share their views, some of which do match the proposed options.

She noted it was important for committee members to draw on the experiences of the pandemic safety schemes imposed and look very carefully at what was being proposed now, being sure to only impose something that is actually required and when doing so use a holistic approach.

### **(c) Report by the Executive Director of Place**

A response was provided to a motion relating to the Braid Road, Greenbank to Meadows Quiet Connection Travelling Safely scheme that was approved by the Committee on 15 June 2023. A summary was also provided of the responses received through a public engagement exercise on options for re-designing two sections of the scheme, at the Braid Estate and Clinton Road/ Whitehouse Loan.

### **Motion**

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.
- 2) To note the revised Options developed in response to the feedback received.
- 3) To agree to support the enhanced Option 2 for the Clinton Road/Whitehouse Loan section.

- 4) To agree to support the enhanced Option 3 for the Braid Estate section, and agree all reasonable steps would be taken to minimise pedestrian/cyclist shared spaces and conflicts.
  - 5) To agree that Braid Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
  - 6) To note that the Council had assessed traffic speeds on Hermitage Drive, Midmar Drive, the southern extent of Braid Road and Braid Ave (pre covid) and found these to be high enough that some speed reduction measures are appropriate (in line with the Council's standard procedures for speed reduction mitigations).
  - 7). To agree consideration should be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage of Braid entrance.
  - 8) To agree the Transport and Environment Committee Convener would write to Police Scotland requesting the Safety Cameras Scotland to enforce the known speeding problem on the southern half of Braid Road and other speeding sites identified by the Council (e.g. Bridge Road, Swanston Road and Woodhall Road).
  - 9) To agree any necessary updates to local School Travel Plans are made.
  - 10) To agree to commence the revised scheme for another six-month feedback period under the ETRO process.
  - 11) To agree the April Transport and Environment Business Bulletin includes an indicative timeline and costs for this work, and an update in May on all other Travelling Safely schemes, including costs of the two alternative approaches to deliver option 3 and any impact on other schemes.
- moved by Councillor Arthur, seconded by Councillor Faccenda

#### **Amendment 1**

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.
  - 2) To note the revised Options developed in response to the feedback received.
  - 3) To approve Option 2 for Clinton Road/Whitehouse Loan, introducing a new modal filter on Church Hill (between Clinton Road and Greenhill Gardens) preventing through traffic from using Clinton Road.
  - 4) To approve Revised Option 1 for the Braid Estate section with the addition of segregated cycleways on Braid Avenue and Hermitage Drive.
- moved by Councillor Aston, moved by Councillor Dobbin

#### **Amendment 2**

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton

Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.

- 2) To note the revised Options developed in response to the feedback received.
- 3) To note that none of the four options for the Clinton Road/Whitehouse Loan part of the cycle route commanded majority support among residents but that options 1A and 2 commanded more support than the others. However, taking officer recommendations into account, to agree to the delivery of a revised Option 2 which involves the introduction of a new modal filter on Clinton Road, instead of Church Hill.
- 4) To note the Whitehouse Loan Group's proposal so that it could be included, subject to sufficient funding becoming available, in any future survey.
- 5) To recognise that a majority of residents support option 3 of the Braid Estate proposals. Therefore, taking officer recommendations into account, to agree to implement revised option 3 using an approach that reduces shared pedestrian/cyclist spaces and potential conflicts as much as possible.
- 6) To welcome the recognition in paragraph 4.42 of the report by the Executive Director of place of high traffic speeds on Midmar Drive and Hermitage Drive. To note that high traffic speeds are also of concern on the southern part of Braid Road and on Braid Avenue, pre-pandemic, and therefore welcomes action to introduce appropriate and effective speed reduction measures on these streets as soon as possible.
- 7) To agree to commence another six-month feedback period under the ETRO process.

- moved by Councillor Ross, seconded by Councillor Lang.

### **Amendment 3**

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.
- 2) To note the revised Options developed in response to the feedback received.
- 3) To note the aims of the Council's City Mobility Plan to improve conditions for walking, wheeling and cycling, and to achieve a 30% reduction in car kilometres by 2030.
- 4) To welcome the considerable road safety improvements for people who walk, wheel and cycle the 40% reduction in traffic the Greenbank to Meadows Quiet Connection had achieved to date.
- 5) To note that any reopening of roads would lead to an increase in traffic and therefore a reduction in road safety and believe that this cannot be fully mitigated by a segregated cycle lane.

- 6) To note with concern the significant detrimental equalities impact of reopening roads, in particular the disproportionate impact on young people, disabled people and those on low incomes.
- 7) To note the overwhelmingly positive feedback received from residents on several streets where modal filters had been installed as part of the Greenbank to Meadows Quiet Connection, including on Braid Road and Braid Avenue.
- 8) To note that traffic count evidence showed that concerns expressed in the consultation around traffic displacement and increased traffic levels due to the scheme were not evidenced, and that the use of modal filters was having a positive impact on reducing traffic in the Estate, in line with the Council's objectives for traffic reduction to improve safety and tackle the climate emergency.
- 9) To note that other negative feedback received from the consultation about speeding on Hermitage Drive and Midmar Drive, and the aesthetics of the route, would be addressed by all options brought forward.
- 10) To further note that options utilising modal filters can be delivered at a much lower cost than options reopening roads which would cause delays to other active travel projects due to their high cost.
- 11) To believe that any changes to the Greenbank to Meadows Quiet Connection would seek to have the greatest positive impact on road safety for the most vulnerable road users in line with the Sustainable Transport Hierarchy.
- 12) To select revised Option 2 for the Northern section and revised Option 1 for the Southern section of the Greenbank to Meadows Quiet Connection to be taken forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order.
  - moved by Councillor Bandel, seconded by Councillor O'Neill

#### **Amendment 4**

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.
- 2) To note the revised Options developed in response to the feedback received.
- 3) To note that none of the four options for Clinton Road/Whitehouse Loan proposals had majority support from residents but that option 1a was the most often selected as the first preference and commanded more support than the others.
- 4) To therefore agree to take forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order - Option 1a which involves removing parking on Clinton Road, thus allowing vehicles to pass without mounting the footway, but with Whitehouse Loan re-opened to southbound traffic at Strathearn Road.

- 5) To note the Whitehouse Loan Group’s proposal was supported by 39 respondents but beyond the scope of an Experimental Order and agree that it is considered for future funding.
- 6) To note that a majority of residents support the original option 3 of the Braid Estate proposals.
- 7) To therefore agree to take forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order - Option 3 without revisal.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.13, Amendment 2 was withdrawn with the exception of paragraph 4, which was accepted and an addendum to the motion.

## **Voting**

### **First Vote**

For the motion (as adjusted)	–	4 votes
For Amendment 1	–	3 votes
For Amendment 3	–	2 votes
For Amendment 4	–	2 votes

(For the motion (as adjusted): Councillors Arthur, Faccenda, Lang, and Ross.

For Amendment 1: Councillors Aston, Dobbin and McFarlane.

For Amendment 3: Councillors Bandel and O’Neill.

For Amendment 4: Councillors Cowdy and Munro.)

As there was no overall majority, the Convener used his power under Standing Order X and Amendment 4 fell. A second vote was taken between the motion (as adjusted), Amendment 1 and Amendment 3.

### **Second Vote**

For the motion (as adjusted)	–	6 votes
For Amendment 1	–	3 votes
For Amendment 3	–	2 votes

(For the motion (as adjusted): Councillors Arthur, Cowdy, Faccenda, Lang, Munro and Ross.

For Amendment 1: Councillors Aston, Dobbin and McFarlane.

For Amendment 3: Councillors Bandel and O’Neill.)

## **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the results of the public engagement activity that took place in September and October 2023 on options for re-designs of two sections of the Greenbank to Meadows Quiet Connection scheme, in the Braid Estate and Clinton Road/Whitehouse Loan areas, including the comments received in response to the various proposed options.
- 2) To note the revised Options developed in response to the feedback received.

- 3) To select a preferred Option for the two sections to be taken forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order.
- 4) To agree to support the enhanced Option 2 for the Clinton Road/Whitehouse Loan section.
- 5) To agree to support the enhanced Option 3 for the Braid Estate section, and agree all reasonable steps would be taken to minimise pedestrian/cyclist shared spaces and conflicts.
- 6) To agree that Braid Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
- 7) To note that the Council had assessed traffic speeds on Hermitage Drive, Midmar Drive, the southern extent of Braid Road and Braid Ave (pre covid) and found these to be high enough that some speed reduction measures were appropriate (in line with the Council's standard procedures for speed reduction mitigations).
8. To agree consideration should be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage of Braid entrance.
- 9) To agree the Transport and Environment Convener would write to Police Scotland requesting the Safety Cameras Scotland to enforce the known speeding problem on the southern half of Braid Road and other speeding sites identified by the Council (e.g. Bridge Road, Swanston Road and Woodhall Road).
- 10) To agree any necessary updates to local School Travel Plans are made.
- 11) To agree to commence the revised scheme for another six-month feedback period under the ETRO process.
- 12) To agree the April Transport and Environment Business Bulletin includes an indicative timeline and costs for this work, and an update in May on all other Travelling Safely schemes, including costs of the two alternative approaches to deliver option 3 and any impact on other schemes.
- 13) To note the Whitehouse Loan Group's proposal so that it could be included, subject to sufficient funding becoming available, in any future survey.

(Reference – Transport and Environment Committee of 15 June 2023 (item 13); report by the Executive Director of Place, submitted.)

### **Declarations of interest**

Councillor Munro made a transparency statement in relation to the above item of business as a resident of the Greenbank/Meadows area.

## **11. Revenue Budget Monitoring 23/24 Month Nine Position**

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The report summarised the month nine 2023/24 revenue monitoring position for the services within the remit of the committee.

## Decision

- 1) To note that services within the remit of this Committee collectively forecast an underspend against budget of £0.130m for 2023/24, as at month nine. This was the net position, including £1.300m of non-recurring measures and adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures.
- 2) To note that approved budget savings for 2023/24, within the remit of this Committee were assessed at 85% 'green' with 15% at 'amber'.
- 3) To note that plans would be developed by 31 March 2024 to address cost pressures which had been identified in respect of financial year 2024/25.

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

## 12. Traffic Orders

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A response was provided to the action agreed by Committee in November 2023 requesting options to allow Transport and Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.

### Motion

- 1) To note the process changes being introduced to improve transparency of the traffic orders process.
- 2) To note the options presented on how to progress with decision making on Traffic Orders in the future.
- 3) To support the officer recommendation in paragraph 4.18 of the report by the Executive Director of Place for the Committee Terms of Reference to be updated to transfer responsibility for statutory decisions on Traffic Orders to Transport and Environment Committee.
- 4) If recommendation 1.1.3 is agreed, request that the next report on Committee Terms of Reference presented to the Council reflects the request for the Committee remit be updated.
  - moved by Councillor Arthur, seconded by Councillor Faccenda

### Amendment 1

- 1) To note the process changes being introduced to improve transparency of the traffic orders process.
- 2) To note the options presented on how to progress with decision making on Traffic Orders in the future.
- 3) To agree to recommend to Council that responsibility for statutory decisions on Traffic Orders is retained at the Licensing Sub-Committee of the Regulatory Committee.
  - moved by Councillor Aston, seconded by Councillor Dobbin



## **Amendment 2**

- 1) To note the process changes being introduced to improve transparency of the traffic orders process.
- 2) To note the options presented on how to progress with decision making on Traffic Orders in the future.
- 3) To note the issues of the quasi-judicial nature of the decision required of a TRO, as set out in paragraph 4.13 of the report by the Executive Director of Place.
- 4) To note that making of Quasi-judicial decisions most appropriately sits within the role of Licensing Sub-Committee.
- 5) To note that an oversight structure set out in paragraphs 4.5 – 4.10 of the report by the Executive Director of Place would allow Committee to continue to be involved and take a view on key transport changes being delivered through the statutory order processes.
- 6) To note that given the workload presented to Committee over the last 2 years and the current Work Programme, a sub-committee is likely to impose an excessive burden on resources.
- 7) To agree Option 1 – to retain responsibility for the statutory element of determining Traffic Orders with Regulatory Committee and Licensing Sub-Committee, with increased oversight through Transport and Environment Committee.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.13, Amendment 2 (1.1.3 only) was accepted as an addendum to amendment 1.

## **Voting**

The voting was as follows:

For the motion – 5 votes  
For Amendment 1 (as adjusted) – 5 votes

(For the motion – Councillors Arthur, Bandel, Dijkstra-Downie, Faccenda, Lang.  
For Amendment 1 (as adjusted) – Councillors Aston, Cowdy, Dobbin, McFarlane and Munro

## **Casting Vote**

As there were an equal number of votes, the Chair used his casting vote to make the decision.

## **Decision**

To approve the following motion by Councillor Arthur:

- 1) To note the process changes being introduced to improve transparency of the traffic orders process.
- 2) To note the options presented on how to progress with decision making on Traffic Orders in the future.

- 3) To support the officer recommendation in paragraph 4.18 of the report by the Executive Director of Place for the Committee Terms of Reference to be updated to transfer responsibility for statutory decisions on Traffic Orders to Transport and Environment Committee.
- 4) To request that the next report on Committee Terms of Reference presented to the Council reflects the request for the Committee remit be updated.

(References – Transport and Environment Committee of 16 November 2024 (item 5); report by the Executive Director of Place, submitted.)

### **13. Motion by Councillor Lang – Additional Capital Investment in Transport**

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

- 1) To welcome the majority decision of Council to allocate an additional £12.5 million of capital investment in each of the next three financial years for “pavements, lighting, roads Condition, SuDS and road safety projects”.
- 2) To believe this funding across 2024/25, 2025/26, and 2026/27 provided a level of certainty for officers to ensure the Council better responds to the priorities of local communities.
- 3) To recognise how this additional money responds specifically to the committee report from September 2023 which made clear how extra investment was required if Edinburgh was to avoid an overall decline in the condition of its road network.
- 4) To further recognise how the added investment offered an important opportunity to accelerate elements of the current road safety action plan, including the option of additional dedicated staff to deliver projects.
- 5) To note that reports would be presented to committee in April which would help to detail how this additional £12.5 million would be spent but believed it important to set out its expectation that this new money would be allocated across the different areas in a way that ensures:
  - a) the overall Road Condition Index (RCI) for Edinburgh improves in 2024/25
  - b) a faster delivery of the current list of agreed road safety projects.
- 6) To additionally request that the Road and Infrastructure Capital Investment Programme 2024/25 report in April also provides an update on how the additional capital of £450,000 allocated in the budget for the Water of Leith works programme would be delivered.

#### **Motion**

To approve the motion by Councillor Lang.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

#### **Amendment 1**

To add 5c:

“To accelerate the delivery of the dropped kerb and decluttering programme via the Capital Investment Programme 2024/25”.

- moved by Councillor Arthur, seconded by Councillor Faccenda

### **Amendment 2**

To add immediately before “ensures” in point 5:

“prioritises the delivery of outstanding road safety projects above all other considerations and “

- moved by Councillor Aston, seconded by Councillor Dobbin

### **Amendment 3**

Deletes 3 and replace with:

“To recognise the urgent need to invest in the delivery of the City Mobility Plan to fulfil the Council’s commitments to walking, wheeling, cycling, public transport, improving air quality, health and wellbeing, tackling poverty, and meeting our 2030 climate targets.”

Amends 5 to:

“To note that reports would be presented to committee in April which would help to detail how this additional £12.5 million would be spent but believed it important to set out its expectation that this new money should be allocated across the different areas in a way that ensures a speedy delivery of actions arising from the City Mobility Plan, prioritising

- A) faster delivery of the current list of agreed road safety projects, including the Major Junctions Review and School Travel Plan Review
- B) a dropped kerb programme
- C) expansion of the secure bike hangar scheme.”

- moved by Councillor Bandel, seconded by Councillor O’Neill

In accordance with standing order 22.13, Amendment 1 was accepted as an addendum to the motion.

### **Voting**

The voting was as follows:

For the motion (as adjusted)	–	6 votes
For Amendment 2	–	3 votes
For Amendment 3	–	2 votes

(For the motion as adjusted– Councillors Arthur, Cowdy, Dijkstra-Downie, Faccenda, Lang and Munro.

For Amendment 2 - Councillors Aston, Dobbin, and McFarlane.

For Amendment 3 – Councillors Bandel and Mumford.)

### **Decision**

To approve the following adjusted motion by Councillor Lang:

- 1) To welcome the majority decision of Council to allocate an additional £12.5 million of capital investment in each of the next three financial years for “pavements, lighting, roads Condition, SuDS and road safety projects”.
- 2) To believe this funding across 2024/25, 2025/26, and 2026/27 provided a level of certainty for officers to ensure the Council better responds to the priorities of local communities.
- 3) To recognise how this additional money responds specifically to the committee report from September 2023 which made clear how extra investment was required if Edinburgh was to avoid an overall decline in the condition of its road network.
- 4) To further recognise how the added investment offered an important opportunity to accelerate elements of the current road safety action plan, including the option of additional dedicated staff to deliver projects.
- 5) To note that reports would be presented to committee in April which would help to detail how this additional £12.5 million would be spent but believed it important to set out its expectation that this new money would be allocated across the different areas in a way that ensures:
  - a) the overall Road Condition Index (RCI) for Edinburgh improves in 2024/25
  - b) a faster delivery of the current list of agreed road safety projects
  - c) accelerate the delivery of the dropped kerb and decluttering programme via the Capital Investment Programme 2024/25.
- 6) To additionally request that the Road and Infrastructure Capital Investment Programme 2024/25 report in April also provided an update on how the additional capital of £450,000 allocated in the budget for the Water of Leith works programme will be delivered.

#### **14. Motion by Councillor Nicolson – Craigleith Green Blue Network**

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The following motion by Councillor Nicolson was submitted in terms of Standing Order 32:

- 1) To welcome the excellent work done to date by officers in recommending proposals for the Craigleith Catchment Study.
- 2) To note ongoing resident’s concerns within Craigleith Hill Avenue regarding flood risks and development of flood mitigation measures.
- 3) To understand that the modelling work for flood risk within the catchment study was still ongoing and several projects to mitigate flooding issues in Craigleith were being considered.
- 4) To further understand that Western General Hospital (NHS Lothian), City of Edinburgh Council Flood Prevention Team, Scottish Water and the Edinburgh and Lothian Strategic Drainage Partnership working group (E&LSDP) are jointly working to identify potential solutions within the Craigleith Catchment study area.
- 5) To agree that a collaborative community approach between stakeholders had the potential to reach the best outcome within this catchment.

- 6) To further agree to request an update report on progress of the shortlisted projects in Craigleith catchment in two cycles.

### **Motion**

To approve the motion by Councillor Nicolson.

- moved by Councillor Nicolson, seconded by Councillor McFarlane

### **Amendment**

To insert new paragraphs and renumber accordingly:

- 1) To note that increasing numbers of Edinburgh residents are being impacted by flooding and that the 2023/24 budget allocated an extra £2m for flood prevention.
- 2) To note a report was received by the Transport and Environment Committee in May 2023 identifying five programmes of work and the projects initially prioritised for investment.
- 3) To note that the Craigleith Catchment Enhancement project was allocated £400k but also additional monies of £795k were assigned to Surface Water Enhancements that include Orchard Park and Easter Drylaw.
- 4) To note that 1.1.2 of the recommendations of the report by the Executive Director of Place stated "That an update will be provided by way of Business Bulletin in May 2024.

To replace old paragraph 6 with new paragraph 10:

- 10) To agree to change the May 2024 Business Bulletin to a full report and to request that provided an update on progress of all projects in the Craigleith Catchment and any related Surface Water Enhancement projects.

### **Moved by:**

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing order 22.13, the amendment was accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Nicolson:

- 1) To welcome the excellent work done to date by officers in recommending proposals for the Craigleith Catchment Study
- 2) To note ongoing resident's concerns within Craigleith Hill Avenue regarding flood risks and development of flood mitigation measures
- 3) To understand that the modelling work for flood risk within the catchment study was still ongoing and several projects to mitigate flooding issues in Craigleith were being considered.
- 4) To further understand that Western General Hospital (NHS Lothian), City of Edinburgh Council Flood Prevention Team, Scottish Water and the Edinburgh and

Lothian Strategic Drainage Partnership working group (E&LSDP) are jointly working to identify potential solutions within the Craigleith Catchment study area

- 5) To agree that a collaborative community approach between stakeholders had the potential to reach the best outcome within this catchment.
- 6) To note that increasing numbers of Edinburgh residents are being impacted by flooding and that the 2023/24 budget allocated an extra £2m for flood prevention.
- 7) To note a report was received by the Transport and Environment Committee in May 2023 identifying five programmes of work and the projects initially prioritised for investment.
- 8) To note that the Craigleith Catchment Enhancement project was allocated £400k but also additional monies of £795k were assigned to Surface Water Enhancements that include Orchard Park and Easter Drylaw.
- 9) To note that 1.1.2 of the recommendations of the report stated "That an update will be provided by way of Business Bulletin in May 2024
- 10) To agree to change the May 2024 Business Bulletin to a full report and to request that provided an update on progress of all projects in the Craigleith Catchment and any related Surface Water Enhancement projects

## **15. Motion by Councillor Mowat – CCWEL Project**

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The following motion by Councillor Mowat was submitted in terms of Standing Order 32:

“Council notes the large number of complaints received about the design, construction and implementation of the CCWEL project from Roseburn to Charlotte Square and considers that residents' concerns should be addressed and calls for a report to review:

1. The process from commissioning to design and implementation and
2. To consider lessons learned so that any further projects progress more smoothly and quickly.”

### **Motion**

To approve the motion by Councillor Mowat

- moved by Councillor Mowat, seconded by Councillor Munro

### **Amendment**

- 1) To note the scheme has not been officially opened yet.
- 2) To replace “complaints” with “feedback”.
- 3) To ask that the report is presented within 12 months and includes any available data on usage levels and feedback from residents/users/businesses.
- 4) To requests that the report also includes any available feedback from Sight Scotland.

- moved by Councillor Arthur, seconded by Councillor Faccenda

In accordance with Standing order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

## Decision

To approve the following adjusted motion by Councillor Mowat:

- 1) Council notes the large number of complaints and positive feedback received about the design, construction and implementation of the CCWEL project from Roseburn to Charlotte Square and considered that residents' concerns should be addressed and calls for a report to review:
  - a) The process from commissioning to design and implementation and
  - b) To consider lessons learned so that any further projects progress more smoothly and quickly.
  - c) To include any available feedback from Sight Scotland
- 2) To ask that the report is presented within 12 months and includes any available data on usage levels and feedback from residents/users/businesses.
- 3) To note the scheme has not been officially opened yet.