

Addendum by the Administration

Transport and Environment Committee

Thursday 25 April 2024

Item 6.1 – Business Bulletin

Addendums to 6.1 Business Bulletin

Committee:

Welcomes the Travel Tracker System Update

Welcomes that the development of Lothian Buses' real time information feed is now complete for the new bus tracker screens, and that testing is underway.

Welcomes that 80–100 sites are being considered for the installation of new tracker screens at additional locations across the city, including potentially integrating them into bus stops.

Notes that the existing network of bus tracker screens does not well serve key areas of the city where car ownership is lower (e.g. Oxfangs).

Agrees, therefore, that the May 2024 Transport & Environment Committee Business Bulletin should include an overview of how sites for the 80–100 additional trackers are being identified.

Welcomes the Greenbank to Meadows Quiet Connection – Delivery of Option 3 Updated

Noting that this is a trial, agrees that it is acceptable that we look at robust but inexpensive ways to test the approach.

Notes that there continues to be a range of views in the local community about how the scheme should proceed, and that the ETRO process will provide a platform to amend the scheme in response to feedback from residents.

Agrees that whilst Option 3 (as amended) will be deployed, that the Council Officers should include in the ETRO powers to install all/part of Options 1 or 2 in response to feedback from residents.

Notes the Committee enhanced Option 3, and agrees that the modal filters should not be removed until these improvements are deployed:

1. That Braid Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this should be reflected in their layout and design.
2. Speed reduction measures should be installed on Hermitage Drive, Midmar Drive, Braid Road (southern extent) and Braid Ave where there are known speeding issues.
3. Consideration should be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage of Braid entrance.
4. Any necessary updates to local School Travel Plans are made/installed.

Moved by: Councillor Arthur
Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

25 April 2024

Item 6.1 - Business Bulletin

Committee

- 1) notes the Business Bulletin update on the trial road closure of Cammo Road.
- 2) notes Committee decided unanimously on November 2022 to delay the implementation of the trial closure at Cammo Road until the new signalised crossing was installed at Maybury Road / Craigs Road, and that this decision was made on the basis of the officer report which said works on the junction “will commence in January 2023 for a period of three to four months”.
- 3) therefore expresses its significant frustration that, 17 months on since this decision, works on the junction have yet to commence, given the trial could have been initiated, completed and evaluated, twice over in this time.
- 4) notes how the bulletin provides no guarantee that works on the junction will commence in the next few months, with the required application to vary planning consent still not submitted.
- 5) therefore agrees:
 - a) That transport officers should urgently seek via planning a definitive timetable for the commencement of the works on the Maybury Road / Craigs Road signalised junction.
 - b) That, if no guarantee can be provided that works will commence in the next six months, the agreed ETRO closure trial on Cammo Road should be commenced immediately, with the evaluation report brought back to committee in due course.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Liberal Democrat Group

Transport and Environment Committee

25 April 2024

Item 7.1 – Road Safety Delivery Plan 2024-25

Committee

At end of 1.2.1, adds:

“with the exception of the transfer of rural speed limits to the ATIP programme, and instead agrees this should remain within the road safety delivery programme with the internal transfer of resource as required”.

Add at end:

“1.2.5 notes with concern that delays to the delivery of projects funded by Section 75 contributions may now mean some of those contributions have expired, and therefore agrees the outcome of the review of the S75 register and which contributions have expired should be reported back to committee via a business bulletin as soon as practically possible.

1.2.6 notes paragraph 4.3.3 of the report which recognises how only a “modest” number of new pedestrian crossings are included in the delivery plan; and requests a business bulletin update in two cycles, setting out the complete list of sites which have been identified for new crossings with an indicative phasing of how these could be delivered over future years.”

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Green Group

Transport and Environment Committee

25 April 2024

Item 7.1 – Road Safety Delivery Plan 2024-25

Adds:

- 1.2.6 Notes evidence from the Insurance Institute for Highway Safety and VIAS institute in Belgium which shows that large and heavy vehicles such as SUVs increase the risk of pedestrian deaths.
- 1.2.7 Believes that in line with the Council's statutory duty to promote road safety and prevent accidents as well as the City Mobility Plan's aims to prioritise vulnerable road users and meet Vision Zero, the use of such vehicles should be discouraged.
- 1.2.8 Asks officer to undertake the analysis needed to develop an appropriate policy, enforcement regime and justification of the legal order to discourage the use of larger and heavier vehicles via parking permit and on street parking charges and provide councillors with budgetary information in time for the 25/26 Council budget setting process.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Kayleigh O'Neill

Addendum by the Conservative Group

Transport and Environment Committee

25 April 2024

Item 7.1 – Road Safety Delivery Plan 2024/25

- 1) Adds to the end of 1.1.2 “Recognises the difficulties set out in the Report along with the current pressures on Officer time and resources and therefore agrees not to further pursue any of the options.”
- 2) Adds new “1.1.4 The delivery of a modest pedestrian crossing programme and development of a new framework set out in 4.3.3 effectively abandons the original programme and therefore instructs Officers to communicate this to all schools and Community Councils affected by any of the infrastructure from the original programme that has not yet been delivered.”

Moved by: Cllr Christopher Cowdy

Seconded by: Cllr Marie-Clair Munro

Addendum by the Green Group

Transport and Environment Committee

25 April 2024

Item 7.2 – Electric Vehicle Charging – Programme Update

Inserts after 1.1.3

2. Committee also notes:

2.1.1 Accessibility around charging points is crucial to upkeep pedestrian safety and reinforce the transport hierarchy which places all private vehicles below modes of active and sustainable travel.

2.1.2 Edinburgh Street Design Guidance and British Standards Institute have published comprehensive standards on creating accessible charge points – for example, considering height of socket outlets, use of text and display screens, nearby dropped kerbs, turning circles and input near Blue Badge bays.

2.1.3 Recent Scottish Government announcements, responding to the Climate Change Committee 2023, which detail the publication of a new route map this year for the delivery of approximately 24,000 additional electric vehicle charge points (nationally) by 2030

3. Therefore, Committee requests:

3.1.1 The convenor, and lead officer, write to Motability to encourage expansion of their Electric Vehicle leases and ask how best the Council can work with the Motability Scheme in regard to charging support, home fittings and non-standard installation.

3.1.2 The convenor writes to the Scottish Government to request timely information on future delivery to best understand and organise resources and capacity needed from the Council.

Moved by: Cllr. Kayleigh O'Neill

Seconded by: Cllr. Jule Bandel

Amendment by the Conservative Group

Transport and Environment Committee

25 April 2024

Item 7.5 – Footway Capital Investment Programme

Deletes all and replaces with

Committee:

- 1.1 Recognises that the width of a footway is more pertinent than SIMD to a footway's risk management and priority rating.
- 1.2 Notes that all footways ranked among the most deprived 20% in Scotland receive a factor of multiplication in their priority greater than or equal to those footways rated "too narrow". (Appendix 2)
- 1.3 Committee therefore approves the prioritisation procedures for capital investment as detailed in the Main Report and Appendices 1,2, and 3, subject to a change giving the width of footway a higher priority than a low SIMD rating.

Moved by: Cllr Marie-Clair Munro

Seconded by: Cllr Christopher Cowdy

Amendment by the Green Group

Transport and Environment Committee

25 April 2024

Item 7.6 – Roads and Infrastructure Investment – Capital Delivery Priorities for 2024/25

Adds after 1.1.1:

- 1.1.2 Notes that the Climate Ready Edinburgh Plan sets out the urgent need to adapt our city to the climate emergency.
- 1.1.3 Notes that the plan identifies “reducing emissions from transport” and “embedding climate adaptation measures into key transport infrastructure” as the primary actions the Council should take through its transport policy.
- 1.1.4 Notes that the Council capital budget allocated £12.5m to "Pavements, Lighting, Roads, Streets, Trees, SUDs" as well as £750k for "Flood Prevention / Biodiversity" and additional tree officers within the revenue budget.
- 1.1.5 Notes with concern that as per the Council’s assessment of the climate impact of its Capital budgets for 2024-2034 using the methodology by the Institute of Climate Economics, 40% of the Council’s capital budget is considered as neutral or unfavourable to its climate ambitions and that “net zero” is currently an “unfunded priority” within the Council’s capital budget strategy.
- 1.1.6 Recognises the need to integrate climate and nature considerations throughout routine spending decisions across the Council.

Amends 1.1.2 (1.1.7 after reordering):

- 1.1.7 Therefore approves the programme of proposed works for 2024/25 with the added condition that design processes for carriageway resurfacing and strengthening schemes should consider:

a. Street Design Guidance

b. improvements to biodiversity and flood prevention

Moved by: Cllr Jule Bandel
Seconded by: Cllr Kayleigh O'Neill

Addendum by the Conservative Group

Transport and Environment Committee

25 April 2024

Item 7.6 – Roads and Infrastructure Investment

Adds “1.1.3 Recognise the benefits of a prioritisation weighting of 5% for schemes heavily used by cyclists as set out in 4.9 and therefore asks for a report on how investment in all cycle infrastructure, both existing and proposed, can be data led through use of cycle counters so funding can be effectively targeted.”

Adds “1.1.4 Recognises the suspension of Street Design Guidance in favour of like for like approach helped achieve record delivery in 2023/24 as set out in 4.13. Therefore, proposes suspension of Street Design Guidance for another year.”

Moved by: Cllr Christopher Cowdy

Seconded by: Cllr Marie-Claire Munro

Addendum by the SNP Group

Transport & Environment Committee

25 April 2024

8.1 - Parkgrove Drive

- 1.1.3 Notes local concerns about the effectiveness of the road layout changes around Clermiston Primary School referred to at 4.6 to promote the safety of pupils travelling to school. Further notes that yellow line restrictions to prevent parking at corners, and the lack of a refuge island at the Parkgrove Terrace/Parkgrove Road junction.
- 1.1.4 Requests that relatively lower cost 'quick win' measures such as yellow lines restrictions on Parkgrove Drive between Parkgrove Loan and Drumbrae Drive, and extending those on Drum Brae North are investigated and consideration given to whether these could be promoted via the ETRO process.
- 1.1.5 Recognises that the LTI Programme (if approved) has a limited budget and that there is no guarantee that this scheme will be funded from it; therefore requests that this scheme, if ultimately not funded through the LTI Programme, is considered for inclusion in the main road safety programme.

Moved by: Councillor Danny Aston
Seconded by: Councillor Stuart Dobbin

Addendum by the Liberal Democrat Group

Transport and Environment Committee

25 April 2024

Item 8.1 – Parkgrove Drive

Committee adds to the recommendations:

1.1.3 Notes the importance of discussion with those who live and travel along Parkgrove Drive to the development of any suggested LTI scheme and agrees the consultation with ward councillors mentioned at 5.1 of the report should include engagement with residents.

1.1.4 Agrees to receive an update via the Business Bulletin in two cycles regarding the progress in developing the suggested LTI scheme.

Moved by: Cllr Ed Thornley

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Administration

Transport and Environment Committee

25 April 2024

Item 8.2 – Edinburgh Tram York Place to Newhaven Project Delivery

Agrees to add “Landscaping along the route from Picardy Place to Newhaven - Specifically from The Shore stop to Ocean Terminal where greenspace and turfed areas have not been fully restored, and any works will be undertaken in consultation with local Councillors.” To the list of ongoing issues being monitored at 4.40.

Moved by: Councillor Faccenda

Seconded by: Councillor Arthur

Addendum by the Liberal Democrat Group

Transport and Environment Committee

25 April 2024

Item 8.2 – Edinburgh Tram York Place to Newhaven Project Delivery

Committee adds

1.1.5 That several locations along Leith Walk and Elm Row have had reduced pavement widths, under typical ESDG minimum requirements and desired widths.

1.1.6 That various residential side streets to the east of Leith Walk, as well as Easter Road, have undergone a change in traffic patterns and notes anecdotal increases in traffic at some locations since the project started.

1.2 Committee requests:

1.2.1 Locations of note where the new streetscape does not conform to 2022 Edinburgh Street Design Guidance, as requested by committee In January 2024, are included in the 'Circulation' report mentioned in 4.41, including a full re-assessment of pavements under 2.5m width (minimum "High Density Residential Strategic Streets" under ESDG P3), engaging with the Edinburgh Access Panel where appropriate;

1.2.2 Members on the Transport and Environment committee and Local Members are briefed on the completed Road Safety Audit, including on side streets;

1.2.3 Trams to Newhaven, the new Local Transport Improvement Team / Road Safety (as appropriate) and Road Operations liaise to assess and report traffic changes between Leith Walk and Easter Road as well as mitigations. including (but not limited to);

1.2.3.1 The impact on implementation of School Active Travel Plans for Leith Walk Primary (complete) and Lorne Primary;

1.2.3.2 The maintenance and upgrade of non-TTN assets impacted by the Project, such as the pavement and road surface at the end of Montgomery Street and refreshed lining of side-street loading bays.

Moved by: Cllr Kevin Lang
Seconded by: Cllr Sanne Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

25 April 2024

Item 8.2 - Edinburgh Tram York Place to Newhaven Project Delivery

Delete recommendations and insert:

"Committee:

- 1) Notes the report and lessons learned; thanks officers for their work on this project;
- 2) Notes the decision of committee in January 2024 to approve a motion by Cllr Caldwell on Public Realm (scrutiny) along Trams Phase 2, and that this report responds to that motion;
- 3) Notes that APOG and Ward member briefing groups have been disbanded;
- 4) Notes the ongoing snagging issues, design/implementation issues and outstanding landscaping issues outlined in paragraphs 4.36 to 4.43 of the report, further notes comments from Community Councils Together on Trams (CCTT) that some outstanding snagging issues have not been captured in the report;
- 5) Notes that further reports to committee will be received to address some of these outstanding snagging issues;
- 6) Therefore agrees to hold a meeting with ward councillors and (either together or separately) a meeting of Community Councils Together on Trams (CCTT) prior to those reports being presented to committee, to discuss resolution of outstanding snagging and landscaping issues;
- 7) Agrees that, with the exception of the reports mentioned above, the project will update committee by exception from this point forward;
- 8) Agrees that the handover plan and ongoing oversight of the project will be progressed by the Head of Major Projects and Commissioning."

Moved by: Councillor Chas Booth

Seconded by: Councillor Susan Rae

Amendment by the Conservative Group

Transport and Environment Committee

25 April 2024

Item 8.2 Edinburgh Tram York Place to Newhaven Project Delivery

Replaces 1.1.3 with

Agrees that the project will report six monthly to TEC Committee on the progress of the handover plan and to address issues raised by deputations on the street design in June and at today's Committee;

And adds new 1.1.5

Agrees that future major infrastructure projects will ensure consistency of street design with Council design and technical documents agreed by the Planning or Transport and Environment Committees or their successors.

Moved by: Cllr Christopher Cowdy

Seconded by: Cllr Marie-Clair Munro

Addendum by the SNP Group

City of Edinburgh Council 26 April 2024

Item 9.1 – Extended Producer Responsibility for Packaging

Add in text to 5b to read:

- Options for how EPR funds could both offset Council's costs of processing increased packaging and facilitate spending to support community-based waste and/or carbon reduction projects....

Moved by: Cllr Stuart Dobbin

Seconded by: Cllr Danny Aston