

# Item 4.1 - Minutes

## Transport and Environment Committee

10.00am, Thursday 16 May 2019

### Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Arthur, Bird, Booth (items 1 to 17), Bruce, Burgess, Cook, Douglas, Gloyer, Key and Miller (substituting for Councillor Booth, item 18 onwards)

### 1. Non-Member Motion by Councillor Main – Buses for All

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#### (a) Deputation by Edinburgh University School of Social and Political Science Maternity

The Committee agreed to hear a deputation from Dr Coree Brown Swann on behalf of the Edinburgh University School of Social and Political Science – Maternity in relation to the Non-Member Motion by Councillor Main on Buses for All.

The deputation highlighted the following issues:

- The lack of accessibility for prams and wheelchairs in the new model of bus provided by Lothian Buses.
- The importance of bus usage for parents and carers.
- The negative impact of the new bus design on their ability to access services.
- The difficulties of standing for long periods for parents and carers with disabilities.
- The concern that bus users were frequently turning towards cars as an alternative mode of transport which would be harmful to the environment.
- The lack of communication and consultation from Lothian Buses on these issues.

The deputation requested that the Committee considered the issues raised by the deputation.

#### (b) Non-Member Motion by Councillor Main – Buses for All

The following non-member motion by Councillor Main was submitted in terms of Standing Order 30.1:

- “1) Notes that a world class and inclusive public transport system is needed in Edinburgh if our capital is to grow sustainably.

- 2) Notes that Lothian Buses is consistently rated as one of the UK's best bus companies, and that many of Edinburgh's citizens are proud that it remains publicly owned.
  - 3) Notes that much of Lothian Buses fleet has defined and separate spaces for wheelchairs and buggies, as well as dedicated seating for people with mobility problems and storage space for folded buggies.
  - 4) Welcomes that Lothian Buses pledges to "make the travel experience even better" for parents and carers travelling with young children and state that many of their "newest buses have an additional space for a buggy as well as the wheelchair space".
  - 5) Notes that concerns from the public have been raised about changes within new and refurbished buses entering service with Lothian Buses. These include not having separate spaces for wheelchairs and buggies; not having sufficient storage space for folded buggies; and, not having a main exit door which fully supports people with mobility problems, including the elderly.
  - 6) Agrees that the Transport & Environment Convener will write to Lothian Buses asking: 1. What consultation Lothian Buses undertakes with passengers and disability support groups before introducing a new bus design? 2. What policy Lothian Buses has on the provision of separate spaces for wheelchairs and buggies? 3. For individual years 2009 to 2019, how many buses entered public service with Lothian Buses and what proportion had separate spaces for wheelchairs and buggies? 4. That the Managing Director of Lothian Buses holds an open meeting with passengers, parents, senior citizens and disability support groups to discuss points 1-3.
  - 7) Agrees that the answers to these questions will be reported in the Transport and Environment Business Bulletin within 1 cycle."
- moved by Councillor Burgess, seconded by Councillor Booth

### **Decision**

To approve the following adjusted motion by Councillor Main:

- 1) To note that a world class and inclusive public transport system was needed in Edinburgh if our capital was to grow sustainably.
- 2) To note that Lothian Buses was consistently rated as one of the UK's best bus companies, and that many of Edinburgh's citizens were proud that it remained publicly owned.
- 3) To note that much of Lothian Buses fleet had defined and separate spaces for wheelchairs and buggies, as well as dedicated seating for people with mobility problems and storage space for folded buggies.
- 4) To welcome that Lothian Buses pledged to "make the travel experience even better" for parents and carers travelling with young children and

stated that many of their “newest buses have an additional space for a buggy as well as the wheelchair space”.

- 5) To welcome the additional capacity added to the Lothian Buses (LB) fleet with the new Enviro400XLB buses.
- 6) To note concerns expressed by some bus users and members of the public around the new Enviro400XLB and other new or refurbished buses, in particular focusing on the following issues:
  - i) The number of spaces for prams/buggies had been reduced to one, which was shared with wheelchair users, thus reducing overall accessibility and creating potential conflict between bus users.
  - ii) Insufficient storage space for folded buggies.
  - iii) The introduction of the middle door, combined with the length of the bus, meant some passengers were exiting the bus some distance from the kerb, creating challenges, in particular for those with limited mobility, including the elderly.
  - iv) The increased length of the buses would potentially have repercussions for other road users, for example where buses block other road features such as pedestrian crossings.
- 7) To agree that the Transport & Environment Convener would write to Lothian Buses asking:
  - i) What consultation Lothian Buses had undertaken with passengers and disability support groups before they introduced a new bus design?
  - ii) What policy Lothian Buses had on the provision of separate spaces for wheelchairs and buggies?
  - iii) For individual years 2009 to 2019, how many buses entered public service with Lothian Buses and what proportion had separate spaces for wheelchairs and buggies?
  - iv) That the Managing Director of Lothian Buses held an open meeting with passengers, parents, senior citizens and disability support groups to discuss points a-c above.
- 8) To agree that the answers to these questions would be reported in the Transport and Environment Business Bulletin within 1 cycle.
- 9) To agree that the Convener would also invite the Chief Executive of Lothian Buses to a future meeting of the Transport and Environment Committee to discuss how these issues with can be resolved.

### **Declaration of Interests**

Councillors Booth, Doran and Macinnes declared a non-financial interest in this item as a Director of Transport for Edinburgh.

## 2. Deputation – Edinburgh City Centre Transformation – Proposed Strategy

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The Committee agreed to hear a deputation by James Hibbet and four pupils on behalf of St John Vianney Primary School in relation to the Edinburgh City Centre Transformation – Proposed Strategy.

The deputation highlighted the following:

- Their work with Jacobs on the transforming the city centre, including a public consultation.
- The environmental benefit of introducing electric cars and buses into the city, due to the risk of poor air quality.
- That a survey conducted by the school indicated that people were concerned by air pollution.
- That green areas within the city should be preserved.
- That there was a need to encourage more use of public transport. Increasing advertising, banning car usage at certain times of the day and to reducing fares were presented as potential solutions.
- That there needed to be more bins and litter picking to reduce litter in the city.

The deputation requested that the Committee consider the points raised by the deputation.

### **Declaration of Interests**

Councillor Macinnes declared a non-financial interest in this item as the school was within her ward.

## 3. Deputation – Business Bulletin

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The Committee agreed to hear a deputation by John Yellowlees and George Rendall on behalf of Murrayfield Community Council in relation to the Business Bulletin on the City Centre West to East Link (CCWEL).

The deputation highlighted the following issues:

- That they opposed the CCWEL route along Roseburn Place.
- That there was likely to be difficulties for shops on Roseburn Terrace during construction.
- That business owners wished for reassurance from the City of Edinburgh Council during the period of construction.
- That there would be a reduction in parking would create difficulties for deliveries and pick-ups.

The deputation requested that the Committee consider a compensation scheme to support traders through the construction of the CCWEL.

#### **4. Deputation – Tackling Air Pollution – Low Emission Zones**

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The Committee agreed to hear a deputation by Gavin Thomson on behalf of Friends of the Earth Scotland in relation to Tackling Air Pollution – Low Emission Zones.

The deputation highlighted the following issues:

- The detrimental impact of air pollution in Edinburgh.
- That the Council's proposed Low Emission Zone (LEZ) did not go far enough to address the scale of air pollution within the city.
- Residential areas outwith the inner zone would experience higher traffic and thus greater levels of air pollution as cars would be redirected to peripheral zones of the city.
- The citywide zone would not restrict cars at all.

The deputation requested that the Committee reconsider the boundaries of the LEZ to restrict cars in the citywide zone.

#### **5. Deputation – Tackling Air Pollution – Low Emission Zones**

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The Committee agreed to hear a deputation by Pete Gregson and George Rendall on behalf of The Roseburn Vision in relation to Tackling Air Pollution – Low Emission Zones.

The deputation highlighted the following:

- That a ban on older diesel vehicles would not go far enough according to research by the Scottish Environmental Protection Agency (SEPA).
- That clean air zones would not be an effective measure to reduce air pollution.
- That the highest carbon dioxide emissions came from the most congested roads with the highest buildings.
- That congestion charging, increasing electric charging points and subsidising electric cars would be effective measures of reducing congestion in the city centre.

In terms of Standing Order 8.1(f), Mr Gregson was asked to leave the Committee by the Convener.

Mr Rendall went on to raise the following:

- Serious concerns regarding the air quality in Roseburn after the completion of the CCWEL through Roseburn Terrace.
- The effect of the increase of pollution levels as a result on the health of residents in the area.

The deputation asked that the Committee give consideration to requesting that officers monitored the air quality in Roseburn to give the deputation estimates on air quality levels after the implementation of the CCWEL through Roseburn Terrace.

## 6. Edinburgh City Centre Transformation – Proposed Strategy

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Edinburgh City Centre Transformation's (ECCT) Proposed Strategy set out the programme to prioritise movement on foot, bike and public transport in central streets and to adapt public spaces to support urban life, a thriving economy, conservation Edinburgh's unique heritage and provide improved access and opportunity for all.

### Motion

- 1) To approve the Edinburgh City Centre Transformation Proposed Strategy for a six-week public consultation to begin on 20 May 2019, detailed in Appendix 1 of the report.
  - 2) To note Edinburgh City Centre Transformation's relationship to the emerging City Mobility Plan, proposed Low Emission Zone, and design, operation and management of the City Centre, including city centre projects currently underway.
  - 3) To approve the launch of the Meadows to George Street design proposals for public consultation for six-weeks commencing 27 May 2019.
- moved by Councillor Macinnes, seconded by Councillor Doran

### Amendment

- 1) To approve the Edinburgh City Centre Transformation Proposed Strategy for a six-week public consultation to begin on 20 May 2019, detailed in Appendix 1 of the report.
  - 2) To note Edinburgh City Centre Transformation's relationship to the emerging City Mobility Plan, proposed Low Emission Zone, and design, operation and management of the city centre, including city centre projects currently underway.
  - 3) To approve the launch of the Meadows to George Street design proposals for public consultation for six-weeks commencing 27 May 2019.
  - 4) To recognise that the ten year proposed plan in its current form would lead to significant capacity reduction on direct North-South routes, which could lead to lack of social cohesion and increase social isolation.
  - 5) To agree the importance of finalised proposals being realistic, deliverable and capable of commanding support of public transport operators.
  - 6) To agree that post-consultation proposals should minimise any material disadvantage to both Lothian Buses, which was majority owned by the City of Edinburgh Council and its passengers, for example, through decreased revenues and higher passenger fares.
  - 7) To agree it was essential that final proposals did not make the city centre harder to access for the disabled or those with particular needs, such as families with buggies or prams.
- moved by Councillor Cook, seconded by Councillor Douglas

## **Voting**

For the motion - 8 votes

For the amendment - 3 votes

(For the motion – Councillors Arthur, Bird, Booth, Burgess, Doran, Gloyer, Key and Macinnes

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

## **Decision**

- 1) To approve the Edinburgh City Centre Transformation Proposed Strategy for a six-week public consultation to begin on 20 May 2019, detailed in Appendix 1 of the report.
- 2) To note Edinburgh City Centre Transformation's relationship to the emerging City Mobility Plan, proposed Low Emission Zone, and design, operation and management of the City Centre, including city centre projects currently underway.
- 3) To approve the launch of the Meadows to George Street design proposals for public consultation for six-weeks commencing 27 May 2019.

(References – Transport and Environment Committee on 28 February 2019 (item 6); report by the Executive Director of Place, submitted)

## **7. Minutes**

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### **Decision**

- 1) To approve the minute of the Transport and Environment Committee of 28 February 2019 as a correct record.
- 1) To approve the minute of the Transport and Environment Committee of 5 March 2019 as a correct record.

## **8. Transport and Environment Committee Work Programme**

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The Transport and Environment Committee Work Programme was presented.

### **Decision**

To note the Work Programme.

(Reference – Work Programme, submitted.)

## **9. Transport and Environment Committee Rolling Actions Log**

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The Transport and Environment Committee Rolling Actions Log for May 2019 was presented.

### **Decision**

- 1) To approve the closure of actions 8, 22 (action 1), 22 (action 3), 26 (action 3), and 51 (action 1).
- 2) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

## 10. Transport and Environment Committee Business Bulletin

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The Transport and Environment Committee Business Bulletin for May 2019 was presented.

### Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

## 11. Tackling Air Pollution – Low Emission Zones

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The proposals for the introduction of a Low Emission Zones (LEZs) in Edinburgh were outlined.

The purpose of the LEZ was to improve the health and well-being of people, who lived, worked or visited the city, especially those who were particularly vulnerable, the very young, the elderly and those with pre-existing health conditions. LEZs reduced pollution caused by damaging emissions from buses, commercial vehicles, cars and vans by restricting access to those vehicles that failed to meet minimum emission standards. Vehicles that did not meet those standards, or were not otherwise exempt, were liable for a penalty if they entered the zone.

The proposals set out in the report included options for a city centre and a city-wide LEZ. They described approaches to phasing including grace periods which would allow owners of polluting vehicles time to adapt existing vehicles or replace them with cleaner vehicles prior to the commencement of enforcement.

### Motion

- 1) To note that 75% of respondents to ‘Connecting Our City, Transforming Our Places’ consultation, agreed that restricting access to the most polluting vehicles to the city centre and wider city was one way to control and improve air quality.
- 2) To note that the final shape of a Low Emission Zone (LEZ) and the timing of its implementation would be subject to the content and timing of the Transport (Scotland) Bill and any secondary legislation and guidance.
- 3) To agree public consultation and stakeholder engagement on the outline proposals set out in the report that included:
  - i) City centre boundary for all vehicles, extending to a city-wide boundary for selected vehicles.
  - ii) The different types of vehicles to be included in the LEZ scheme.
  - iii) Grace periods for different vehicle types and phasing in arrangements. These would allow time for vehicle owners to prepare for the LEZ prior to enforcement.
- 4) To note the contribution of other measures to reduce air pollution including the extension of the tram to Newhaven, the expansion of electric vehicle charging infrastructure, higher emission standards for taxis and ongoing actions



associated with Air Quality Management Areas (AQMAs) as well as targeted environmental enhancements that can have a beneficial local impact.

- moved by Councillor Macinnes, seconded by Councillor Doran

### **Amendment 1**

- 1) To agree public consultation and stakeholder engagement on the outline proposals set out in the report including whether consultees felt the following proposals were appropriate, and if not, how they should be amended.
    - i) A city centre boundary for all vehicles, extending to a city-wide boundary, including whether the size and extent of those boundaries was appropriate.
    - ii) The different types of vehicles to be included in the LEZ scheme.
    - iii) Grace periods for different vehicle types and phasing in arrangements to allow time for vehicle owners to prepare for the LEZ prior to enforcement.
    - iv) How often the effectiveness of the LEZ should be reviewed subject to parliamentary power being available.
  - 2) To agree to publish the following information as part of this consultation process:
    - i) Maps showing the current Edinburgh AQMAs.
  - 3) To agree to publish the results of modelling work, when available.
- moved by Councillor Booth, seconded by Councillor Burgess

### **Amendment 2**

- 1) To note that 75% of respondents to 'Connecting Our City, Transforming Our Places' consultation, agreed that restricting access to the most polluting vehicles to the city centre and wider city was one way to control and improve air quality.
- 2) To note that the final shape of a Low Emission Zone (LEZ) and the timing of its implementation would be subject to the content and timing of the Transport (Scotland) Bill and any secondary legislation and guidance.
- 3) To agree public consultation and stakeholder engagement on the outline proposals set out in the report that included:
  - i) City centre boundary for all vehicles, extending to a city-wide boundary for selected vehicles.
  - ii) The different types of vehicles to be included in the LEZ scheme.
  - iii) Grace periods for different vehicle types and phasing in arrangements. These would allow time for vehicle owners to prepare for the LEZ prior to enforcement.
- 4) To note the contribution of other measures to reduce air pollution including the extension of the tram to Newhaven, the expansion of electric vehicle charging infrastructure, higher emission standards for taxis and ongoing actions

associated with Air Quality Management Areas (AQMAs) as well as targeted environmental enhancements that can have a beneficial local impact.

- 5) To agree that the consultation would also present options on various hours of operation of a potential future LEZ.
- moved by Councillor Cook, seconded by Councillor Douglas

In terms of Standing Order 21.11, Amendment 1 was accepted as an addendum to the motion by Councillor Macinnes.

### **Voting**

For the motion (as adjusted) - 8 votes

For the amendment - 3 votes

(For the motion – Councillors Arthur, Bird, Booth, Burgess, Doran, Gloyer, Key and Macinnes

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

### **Decision**

- 1) To note that 75% of respondents to ‘Connecting Our City, Transforming Our Places’ consultation, agreed that restricting access to the most polluting vehicles to the city centre and wider city was one way to control and improve air quality.
- 2) To note that the final shape of a Low Emission Zone (LEZ) and the timing of its implementation would be subject to the content and timing of the Transport (Scotland) Bill and any secondary legislation and guidance.
- 3) To agree public consultation and stakeholder engagement on the outline proposals set out in this report including whether consultees felt the following proposals were appropriate, and if not, how they should be amended.
  - i) A city centre boundary for all vehicles, extending to a city-wide boundary, including whether the size and extent of those boundaries is appropriate.
  - ii) The different types of vehicles to be included in the LEZ scheme.
  - iii) Grace periods for different vehicle types and phasing in arrangements to allow time for vehicle owners to prepare for the LEZ prior to enforcement.
  - iv) How often the effectiveness of the LEZ should be reviewed subject to parliamentary power being available.
- 4) To agree to publish the following information as part of this consultation process:
  - i) Maps showing the current Edinburgh AQMAs.
- 5) To agree to publish the results of modelling work, when available.

(References – Transport and Environment Committee on 17 May 2018 (item 15); report by the Executive Director of Place, submitted)

## 12. City Mobility Plan – strategic framework and package of policy measures

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A strategic framework was set out which formed the basis for the City Mobility Plan (CMP). It contained a proposed vision, objectives, packages of policy measures and key performance indicators. It had been developed in line with best practice following the European Sustainable Urban Mobility Plan (SUMP) model.

The plan would ensure that subsequent action plans, projects and activities were coordinated, assessed and developed to address the pressing mobility challenges for the city of Edinburgh.

### **Motion**

- 1) To note the findings of the spring 2019 stakeholder engagement to identify preferred City Mobility Plan (CMP) policy measures stemming from the autumn 2018 engagement 'Connecting our City, Transforming our Places
  - 2) To agree the proposed framework including the vision, objectives, packages of themed policy measures, and key performance indicators to feature in a draft CMP to be presented in draft to Committee ahead of further public and stakeholder consultation by the end of 2019.
  - 3) To agree that the policies contained in the current Local Transport Strategy 2014-2019 applied until the CMP was finalised.
- moved by Councillor Macinnes, seconded by Councillor Doran

### **Amendment 1**

- 1) To note the findings of the spring 2019 stakeholder engagement to identify preferred City Mobility Plan (CMP) policy measures that stemmed from the autumn 2018 engagement 'Connecting our City, Transforming our Places
  - 2) To agree the proposed framework including the vision, objectives, packages of themed policy measures, and key performance indicators to feature in a draft CMP to be presented in draft to Committee ahead of further public and stakeholder consultation by the end of 2019, subject to the inclusion of KPIs on shifts in modal share, the precise targets for which would be consulted on in the next phase of the process, and much greater development of proposals for the promotion of cycling.
  - 3) To agree that the policies contained in the current Local Transport Strategy 2014-2019 applied until the CMP was finalised.
- moved by Councillor Booth, seconded by Councillor Burgess

### **Amendment 2**

- 1) To note the findings of the spring 2019 stakeholder engagement to identify preferred City Mobility Plan (CMP) policy measures that stemmed from the autumn 2018 engagement 'Connecting our City, Transforming our Places
- 2) To note the proposed framework including the vision, objectives, packages of themed policy measures, and key performance indicators suggested to feature

in a draft CMP to be presented in draft to Committee ahead of further public and stakeholder consultation by the end of 2019.

- 3) To agree not to include the following proposed policy measures in the draft CMP:
  - i) Introduction of a Workplace Parking Levy.
  - ii) Exploration of road user charging to manage demand.
- 4) To agree that the policies contained in the current Local Transport Strategy 2014-2019 applied until the CMP was finalised.

- moved by Councillor Cook, seconded by Councillor Bruce

In terms of Standing Order 21.11, Amendment 1 was accepted as an addendum to the motion by Councillor Macinnes.

### **Voting**

For the motion (as adjusted) - 8 votes

For the amendment - 3 votes

(For the motion – Councillors Arthur, Bird, Booth, Burgess, Doran, Gloyer, Key and Macinnes

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

### **Decision**

- 1) To note the findings of the spring 2019 stakeholder engagement to identify preferred City Mobility Plan (CMP) policy measures that stemmed from the autumn 2018 engagement 'Connecting our City, Transforming our Places
- 2) To agree the proposed framework including the vision, objectives, packages of themed policy measures, and key performance indicators to feature in a Draft CMP to be presented in draft to Committee ahead of further public and stakeholder consultation by the end of 2019, subject to the inclusion of KPIs on shifts in modal share, the precise targets for which shall be consulted on in the next phase of the process, and much greater development of proposals for the promotion of cycling.
- 3) To agree that the policies contained in the current Local Transport Strategy 2014-2019 applied until the CMP was finalised.

(References – Transport and Environment Committee on 28 February 2019 (item 6); report by the Executive Director of Place, submitted)

## **13. Appointment of Auditor to Lothian Buses**

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The appointment of the auditors was made annually at the Lothian Buses Annual Group Meeting (LB AGM). Lothian Buses would propose to appoint Scott Moncrieff as auditors at the LB AGM on 27 June 2019 for a period of one year.

## Decision

To approve the appointment of Scott Moncrieff as the auditors of Lothian Buses Limited (LB) on 27 June 2019.

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

## Declaration of Interests

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

## 14. George Street and First New Town - Consultation and Design Development

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George Street and First New Town (GNT) was a public realm project which was aligned to the Edinburgh City Centre Transformation project. It sought to deliver a street environment that was welcoming and accessible for all users. Following extensive consultation on an initial concept design for the GNT area, the project was now at the preliminary design stage.

### Decision

- 1) To note the outcomes of consultation on the George Street and First New Town (GNT) Concept Design, as presented within the report and detailed in Appendix 2 of the report..
- 2) To approve the set of fundamental design elements within the draft preliminary design, outlined within paragraph 4.7 of the report, that was required to be delivered together to achieve transformative change within the First New Town area.
- 3) To agree the key principles of an operational plan proposed for the First New Town, as outlined in paragraph 4.8 of the report.
- 4) To note that further, non-core elements of design, as outlined in paragraph 4.9 of the report, required further stakeholder engagement to resolve issues.
- 5) To note the work underway through the Edinburgh City Centre Transformation project, to ensure strong alignment between GNT and all city centre projects, to maximise benefit to the city of delivering a coordinated package of interventions, as outlined in paragraph 4.10 of the report.
- 6) To note that phasing of a delivery programme for the GNT project would be integrated within the Edinburgh City Centre Transformation Delivery Plan as outlined in paragraph 4.11 of the report.
- 7) To note that the development of design for Hanover Street south was being developed through the adjacent Meadows to George Street project, with GNT designers working in tandem as outlined in paragraph 4.12 of the report.
- 8) To note the submission, in April, of a match funding bid to Sustrans Scotland towards the next design development steps, and towards future delivery as outlined in paragraphs 6.7 to 6.8 of the report.

(References – Transport and Environment Committee on 5 October 2017 (item 10); report by the Executive Director of Place, submitted)

## **15. Communal Bins in Muirhouse – review of the Council’s approach to waste disposal and bin storage in the high rise blocks and other communal living arrangements in Muirhouse**

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On 14 November 2018, a motion by Councillor Hutchison was approved at the North West Locality Committee. In response the issues around waste and recycling bins provision in the high rise blocks and other communal blocks in Muirhouse were reviewed and an action plan was proposed.

### **Decision**

- 1) To note the report.
- 2) To refer the report to the Housing and Economy Committee on Thursday 6 June 2019 for consideration, as per the motion request.

(References – North West Locality Committee on 14 November 2018 (item 7); report by the Executive Director of Place, submitted)

## **16. Festive Waste and Recycling Collections**

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In response to a motion by Councillor Corbett to Council, an update was provided on the issues around waste and recycling collections over the festive period, noting significant public concern regarding waste service collections over the festive period 2018/19, the backlog which arose, and how these issues followed on from problems which arose after the introduction of the new waste collection system in October.

### **Decision**

- 1) To note the report.
- 2) To agree that an update on the actions to be taken before Christmas 2019 would be reported in the Transport and Environment Committee September 2019 Business Bulletin.

(References – Act of Council (No. 18), 7 February 2019; report by the Executive Director of Place, submitted)

## **17. Waste and Cleansing Services Performance Update**

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An update was provided on the Waste and Cleansing Services performance for the final two quarters of financial year 2018/19, along with an update on the progress made towards the activities to revise the suite of performance reporting measures for the service and the next steps involved.

The report also included a review of the implementation and operation of the Routesmart route management system, the lessons learnt, and the outstanding actions required to ensure the service achieves the previously stated benefits of this technology.

## **Decision**

To note the report.

(References – Transport and Environment Committee on 6 December 2018 (item 17); report by the Executive Director of Place, submitted)

## **18. Review of Chargeable Garden Waste Policy**

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In response to a motion by Councillor Lang to Council, the policy and terms and conditions relating to the chargeable garden waste service following the first year of operating the chargeable service were reviewed.

### **Motion**

- 1) To approve the revised policy detailed in Appendix 3 of the report, and note that the Terms and Conditions would be updated in line with this.
  - 2) To approve that the £25 charge would be frozen for 2019/20 but that the service would cease for a four week period over Christmas (two collection cycles) to allow resources to be used to provide resilience to other services in the festive period.
  - 3) To note the steps which were being taken to address any remaining customer concerns on an individual basis and discharge the motion pertaining to a refund scheme.
  - 4) To note the extent to which the service had outperformed its initial targets in terms of service uptake, and that the next registration period was anticipated to take place between 26 June and 7 August 2019.
- moved by Councillor Macinnes, seconded by Councillor Doran

### **Amendment 1**

To agree in principle not to commence a second year of chargeable service and to instruct officers to report back to committee on reintroducing fortnightly garden waste uplifts funded in the same manner as general household waste collections. The report should include the option of integrated garden/food waste uplifts.

- moved by Councillor Cook, seconded by Councillor Bruce

### **Amendment 2**

- 1) To approve the revised policy detailed in Appendix 3 of the report and note that the Terms and Conditions would be updated in line with this.
- 2) To approve that the £25 charge would be frozen for 2019/20 but that the service would cease for a four week period over Christmas (two collection cycles) to allow resources to be used to provide resilience to other services in the festive period.
- 3) To note the steps which were being taken to address any remaining customer concerns on an individual basis and discharge the motion pertaining to a refund scheme.

- 4) To note the extent to which the service had outperformed its initial targets in terms of service uptake, and that the next registration period was anticipated to take place between 26 June and 7 August 2019.
  - 5) To note with concern the reduction in the tonnage of garden waste recycled in 2018/19 and in the first five months since the start of charging for collection and therefore to call for an update report on tonnage of garden waste recycled in order to monitor this performance.
- moved by Councillor Burgess, seconded by Councillor Miller

In terms of Standing Order 21.11, Amendments 1 and 2 were accepted as addendums to the motion by Councillor Macinnes.

In terms of Standing Order 21.11, Amendment 2 was accepted as an addendum to the amendment by Councillor Cook.

### **Voting**

For the motion (as adjusted) - 5 votes

For amendment (as adjusted) - 6 votes

(For the motion – Councillors Arthur, Bird, Doran, Key and Macinnes

For the amendment – Councillors Bruce, Burgess, Cook, Douglas, Gloyer and Miller.)

### **Decision**

- 1) To agree in principle not to commence a second year of chargeable service and to instruct officers to report back to committee on reintroducing fortnightly garden waste uplifts funded in the same manner as general household waste collections. This report should include the option of integrated garden/food waste uplifts.
- 2) To note with concern the reduction in the tonnage of garden waste recycled in 2018/19 and in the first five months since the start of charging for collection and therefore to call for an update report on tonnage of garden waste recycled in order to monitor this performance.

(References – Act of Council (No. 10), 22 November 2018; report by the Executive Director of Place, submitted)

## **19. Policies – Assurance Statement**

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The policies relevant to the remit of the Transport and Environment Committee were reviewed and assurance provided that these reports remain relevant.

### **Decision**

- 1) To note that the Council policies detailed in this report had been reviewed and were considered as being current, relevant and fit for purpose.
- 2) To note that a further review would be carried out to ensure that all relevant policies were recorded appropriately on the Council's Policy Register and reviewed annually.



(References – Transport and Environment Committee on 7 December 2017 (item 13); report by the Executive Director of Place, submitted)

## **20. Motion by the Coalition – Deposit Return Scheme**

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The following adjusted motion by the Coalition was submitted and in terms of Standing Order 16.2 was ruled urgent by the Convener.

“The Committee

- 1) Welcomes the recent announcement by the Scottish Government’s Cabinet Secretary for Environment, Climate Change and Land Reform that a Deposit Return Scheme will be introduced in Scotland, the first part of the UK to do so.
- 2) Understands that the scheme will require a 20p deposit on all single use containers including glass, PET, aluminium and steel containers, and that it is designed to help prevent our drinks containers polluting our streets and our seas.
- 3) Recognises that this is an ambitious scheme but that the climate change emergency provides a significant impetus to how we approach the reduction of single use materials and help safeguard our planet.
- 4) Recognises that there are significant implications for the City of Edinburgh Council’s waste and street cleansing services.
- 5) Requests that the Head of Place Management provides a report which outlines those implications, in as much as detail, as possible within 2 cycles (September 2019). This report should include an understanding of the detail of the scheme, implementation timescales and its likely impact on kerbside recycling and on storage and uplift of used containers from retailers in our city.”

- moved by Councillor Macinnes, seconded by Councillor Doran

### **Decision**

To approve the motion by Councillor Macinnes.

## **21. Motion by the Green Group – Waste and 2030 Climate Emergency**

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The following adjusted motion by the Coalition was submitted and in terms of Standing Order 16.2 was ruled urgent by the Convener.

“Committee;

- 1) Welcomes the decision of Corporate, Policy & Strategy committee on 14 May in response to the climate emergency to agree ‘the target of working towards a net-zero carbon target by 2030’;
- 2) Recognises that the generation and disposal of waste is a significant source of climate-changing pollution;
- 3) Therefore in response to the new 2030 net-zero carbon target, calls for a report on minimising climate-changing pollution from waste”

- moved by Councillor Burgess, seconded by Councillor Miller

### **Decision**

- 1) To note the decision of Corporate, Policy & Strategy committee on 14 May in response to the climate emergency to agree 'the target of working towards a net-zero carbon target by 2030'.
- 2) To recognise that the generation and disposal of waste was a significant source of climate-changing pollution.
- 3) To call for a report on minimising climate-changing pollution from waste to come back to the Transport and Environment Committee in three cycles, in response to the new 2030 net-zero carbon target.

## **22. Strategic Review of Parking – Review Results for Areas 2 and 3 and South Morningside Consultation Results**

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### **Decision**

To continue the report to the Transport and Environment Committee additional meeting of 20 June 2019 due to time constraints.

(References – Transport and Environment Committee on 9 August 2018 (item 10); report by the Executive Director of Place, submitted)