

Motions and Amendments

Policy and Sustainability Committee

10.00 am Thursday, 14th May, 2020

Virtual Meeting - via Skype

Motions and Amendments

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Amendment by Conservative Group

Policy and Sustainability Committee

14 May 2020

Item 6.1 – Local Police Plan 2020 -2023

Committee:

Thanks the Divisional Commander, Edinburgh City Division for his Plan. Notes the Plan was written following public consultation in November 2019 and therefore does not address the threats, risks, public restrictions and altered policing situation of the current Covid-19 pandemic which is likely to be relatively long lasting in some form.

Therefore, deletes Recommendation 1.1 and replaces with

- 1.1 Agrees to defer approval the Plan until such time as the following information is provided:
 - a) A full assessment is made of the implications of the Covid-19 emergency addressing the risks and mitigation identified for Edinburgh, any public feedback that might alter priorities and any altered national Police priorities and that these are worked into an updated, dynamic plan;
 - b) Details of the management of Police officer numbers in the City of Edinburgh is given noting the reduction in numbers in recent years and detailing the continued partnership with the Council and any budget implications of Community Officers provision;
 - c) Details of specific measures linking the Strategic Outcomes and Objectives to the Performance Framework in order that the “Why, what, how, and so what?” of the plan can be better understood and measured by the public and elected members and in line with the references to the Police and Fire Reform (Scotland) Act 2012 as set out in paragraph 3.1 of the report by the Chief Executive.

Moved by Councillor Iain Whyte

Seconded by Councillor Jim Campbell

Addendum by the Green Group

Policy and Sustainability Committee

14 May 2020

Item 6.1 – Local Police Plan 2020-23

Add to recommendations

1.2 Notes that the Covid-19 emergency has changed policing in the city and is likely to continue to do so in the short to medium term.

1.3 therefore requests a further report detailing how Covid-19 has affected and will affect the local police plan 2020-23

Moved by: Councillor Alex Staniforth

Seconded by: Councillor Melanie Main

Amendment by Conservative Group

Policy and Sustainability Committee

14 May 2020

Item 6.2 – Covid 19 – Update

Committee:

- 1) Thanks the Chief Executive for his presentation and requests that this item is continued as a standing item for the Committee at future meetings so long as the Covid-19 emergency situation endures;
- 2) Agrees that future reports should provide a written summary of measures to assess progress in containing the virus, protecting public health and maintaining Council services along with updates on actions/emergency decisions taken between meetings and the tracking of expenditure;
- 3) That part of this update should include the fortnightly dashboard (previously presented at the weekly Group Leaders meeting) and that the dashboard should be expanded to include details of traffic/travel levels in the City, progress with support for businesses and an assessment of Covid-19 presence and safety in Care Homes in Edinburgh

Moved by Councillor Iain Whyte

Seconded by Councillor Graham Hutchison

Green Group Addendum

Policy & Sustainability Committee

05 May 2020

Item 6.5: Housing Options Protocol for Care Leavers

Add:

1.2 Agrees that Exceptional Housing Need priority should remain for as long as a young person is eligible for Through Care and After Care services

Moved by Councillor Gavin Corbett

Seconded by Councillor

Addendum by the Liberal Democrat Group

Policy & Sustainability Committee

14 May 2020

Item 6.5 - Housing Options Protocol for Care Leavers

New

- 1.2 Committee notes the requirement for a 3 yearly review of the protocol and agrees in addition to an annual report to the appropriate committee to enable early scrutiny of the effectiveness of the operation of the protocol and to allow for any adjustments which may be required.

Moved by Cllr Robert Aldridge

Seconded by Cllr Gillian Gloyer

Green Group Addendum

Policy & Sustainability Committee

14 May 2020

Item 6.6 – Domestic Abuse Housing Policy

Agrees recommendation 1.1 to adopt the Domestic Abuse Housing Policy and adds;

1.2 Agrees that the Council will make representation to the Scottish Government in support of amending the Housing (Scotland) Act to grant councils the ability to evict perpetrators of domestic abuse from tenancies, as advocated by Women's Aid.

Moved by Councillor Melanie Main

Seconded by Councillor Alex Staniforth

Addendum by the Liberal Democrat Group

Policy & Sustainability Committee

14 May 2020

Item 6.6 – Domestic Abuse Housing Policy

New

- 1.2 Committee instructs the Council Leader formally to request action by the Scottish Government to amend the Housing (Scotland) Act 1987 to enable eviction of the perpetrator of domestic abuse where a joint tenancy is held.

Moved by Cllr Robert Aldridge

Seconded by Cllr Gillian Gloyer

Motion by the Coalition

Policy and Sustainability Committee

14 May 2020

Item 6.7 – City Centre West to East Cycle Link and Street Improvements Project – Statutory Orders and Progress Update

Committee:

Welcomes the report contents and the Reporter's recommendation.

Notes that the anticipated increase in costs noted does not reflect a June 2019 Transport and Environment committee report. This contained a revised cost estimate of £11.5m., with reasons provided for the change to the 2015 original estimate

Notes that the £17.7m figure contains a significant contingency fund and that ongoing design work is reasonably expected to reduce the total figure significantly

Notes that a further report for approval of costs and the next project stage is expected at committee before the end of 2020

Instructs officers to keep to the project budget previously agreed in June 2019. Should any additional resources be required, these should be detailed in the above forthcoming report for explicit approval in the context of the point below.

Notes that there will be no additional funding for this project from the Council's capital programme but that any required Council additional resource will be contained within the existing Active Travel budget programme. Also notes the external funding contributions as outlined at 6.4.

Moved by Councillor McVey

Seconded by Councillor Day

Addendum by the Liberal Democrat Group

Policy & Sustainability Committee

14 May 2020

Item 6.7 – City Centre West to East Cycle Link

New

1.1.7 Notes the substantial increase in capital cost of the project referred to in the report and agrees to continue consideration of any approval for such costs to be included as part of a general reappraisal of the capital programme in the light of the implications of the current coronavirus emergency.

Moved by Cllr Robert Aldridge

Seconded by Cllr Kevin Lang

Addendum by the Coalition

Policy & Sustainability Committee

14 May 2020

Item 6.8 – Creating Safe Spaces for Walking and Cycling

Addendum:

Committee welcomes the wide-ranging positive response to this report from active and sustainable travel organisations: Living Streets, Transform Scotland, Sustrans & Spokes as well as others and many residents groups from across the City, all recognising the need for specific measures on space allocation for different modes of travel around the city during this period of restriction and in the transition to recovery for the city.

Notes the ongoing dialogue with Sustrans and Scottish Ministers on improving TRO processes to enable more active travel projects to be delivered on the ground in more efficient timescales than is currently the case and that meet local expectations. Agrees that Council should continue these efforts, separately from this report, directly with Ministers, Sustrans and through COSLA to seek changes to allow Councils to implement road space proposals on a more permanent basis across the Capital for the benefit of our communities. Notes that this has been a long term, pre-crisis concern reflected in our active travel delivery processes.

Notes the reference to bus stop rationalisation in appendix 2 and replaces with 'bus stop realignment' which is contained only to actions related to the vehicle restriction measures contained in this paper.

Agrees that previous policy proposals for a city-wide approach on bus stop rationalisation are not part of this response to COVID 19.

Welcomes content of 1.1.6 and the commitment to further reporting of actions arising and agrees member briefings to be issued periodically detailing actions taken, rationale and impact.

Moved by: Councillor Adam McVey

Seconded by: Councillor Cammy Day

Amendment by Conservative Group

Policy and Sustainability Committee

14 May 2020

Item 6.8 – Creating Safe Spaces for Walking and Cycling

Deletes all and replaces with

Committee:

Recognises the changes which COVID 19 has made to people's everyday lives and that many of the changes, or aspects of them, will remain in place for the foreseeable future. In this context changes to transport to allow social distancing will be vital to the recovery from the crisis both for maintaining public health and rebuilding the City economy. The work done by officers to develop active travel to assist with this adaptation is welcome but does not yet fully address social distancing on public transport or give the full assessment necessary of how many people will require to travel for work in the short or medium term and what methods can be employed to assist this. It is also important to the development of transport plans, and we continue to learn about the virus and its' behaviour, that our plans remain adaptable and appropriate to facilitate the adoption of new guidance as it emerges. Additionally, any plan for change, especially any permanent change, must seek widespread public support and approval and should maintain public scrutiny and opportunities for public and business input to consultations.

As the situation develops the measures should focus on assisting people with essential living and then gradually focus on allowing normal economic activity to return. This should assist all groups in society and should not be limited to short term assistance for the young and physically able. In addition to the Council's general travel hierarchy, which places pedestrians first, a new hierarchy of measures should therefore be developed that has the following priority order:

- 1) Making space in local High Streets and then, as the economy returns, the City Centre
- 2) Helping people to travel safely around the City
- 3) Reducing risk to pedestrians and cyclists who use the carriageway
- 4) Making additional space for people to exercise

Committee therefore agrees recommendations 1.1.1, 1.1.2, 1.1.4, 1.1.7 in the report and in addition that:

- 1.1.1 Instructs the Executive Director of Place report, in one P&S cycle (i.e. two weeks) outlining which employers have been contacted across the city to assess the changes they are planning regarding the share of their workforce to continue to work from home. The report should also be carried out for the Council's workforce and further outline what the Council is planning in terms of home-based working going forward. This will help estimate the number returning to work in the city centre and other major employment/journey generators. The report should assess the numbers of people who are likely to have to or want to travel and the road/pavement space required for each mode, and for a mix, given the socially distanced spaces required when stationary or queuing for each of the modes.
- 1.1.2 Note the schemes which have already been implemented would have benefited from timeous involvement of all local ward councillors to validate and ensure wider community awareness.
- 1.1.3 Regrets that there is no explanation why some schemes have been introduced and other suggestions have been ignored given that the explanation that it was on Police advice seems not to be the case;
- 1.1.4 Approves the criteria to be used to create temporary schemes (as set out in paragraphs 3.8, 4.4 and Appendix 1) as broad headlines but requests that the criteria are developed further to create temporary walking and cycling infrastructure to facilitate decision making when choices between particular schemes have to be made. This should be carried out prior to the approval of any of the schemes outlined in this report. Plans for temporary schemes must transparent and put pedestrian safety at the heart of all decision making and will include the following principles in line with the hierarchy above:
 - a) Temporary pavement widening, focused on local shopping streets in neighbourhoods across the city.
 - b) Removal of pavement guardrails
 - c) Removal of street clutter to aid walking and social distancing
 - d) Traffic signals should be reconfigured to give pedestrian priority to aid walking movement and reduce the risk of pedestrian congestion at

crossing points.

- e) Improve the surface condition of all paths, pavements, and roads
- f) Devote more resources to enforcing restrictions and current rules and regulations
- g) Promote measures so that (adult) cyclists use the roadway rather than shared paths and are suitably socially distanced from each other and pedestrians
- h) Maintain a city that residents can move around using all modes, and, avoid creating a divide between the north and south of Edinburgh.
- i) Ensures our public transport network is able to travel through and not just to the city centre
- j) And supports the movement of goods around the city

All individual schemes proposed to be discussed with all local ward councillors and Group Transport spokesman.

Where there is a proposal to close any road, this should remain a decision for P&S committee after consultation with appropriate local councillors and Community Councils. Alternatives should also be considered before such a decision is presented to P&S and maintaining access for residents and those with mobility issues must also be given due consideration.

- 1.1.5 Recognises that carrying out any bus stop review at this time would be inappropriate. Reducing the number of stops will lead to larger passenger groups at the reduced stops creating issues for social distancing and will provide difficulties for those with mobility issues if they have to travel further to get on public transport
- 1.1.6 Recognises that we must involve Lothian Buses and other transport operators in all decision-making, get their perspective on the impact on service provision prior to agreement and to furnish all decision-makers with the appropriate information to make an informed choice on the impact of closing a road or expanding pavements and cycleways
- 1.1.7 Instructs that the report referenced above should include a map of proposed interventions so that these plans can be reviewed to ensure they support local neighbourhoods and their ability to adopt more active travel for local trips, those short journeys where we should now be encouraging people to walk or cycle and the linkages across the city for bike, public transport and

car can also be reviewed.

- 1.1.8 The report should provide an update on the status with the “Ride to Work Scheme” which was under review to make the scheme less restrictive and open to more suppliers
- 1.1.9 Rejects the proposal for blanket reductions of traffic speeds without enforcement and considers that without physical speed reduction measures they are unenforceable – a speed reduction measure may be the introduction of a segregated cycle lane, change in parking layout to narrow road or using planters to narrow the carriageway as they create a less safe environment for road users in non-motorised vehicles;
- 1.1.10 In relation to Appendix 3 - Legal duties and required mitigation in response to COVID-19 makes the following changes to the advertising of public orders;
 - 1) Agree the removal of the requirement to post site notices on street but to increase awareness of TTROs the following measures to advise the public should be undertaken;
 - 2) All TTROs to be advertised online
 - 3) Increases advertisement of the orders to the newspapers most frequently read in Edinburgh; Evening News, Daily Record and Scottish Sun; use local radio, community notice boards and shops and Post Offices to advertise changes and direct people to refer to council website and sign up to TellMeScotland.gov.uk
 - 4) Agrees to suspend the public deposit element of the advertising to comply with Government guidelines

Moved by Councillor Susan Webber

Seconded by Councillor Iain Whyte

Amendment by the Green Group

Policy and Sustainability Committee

14 May 2020

Item 6.8 – Creating Safe Spaces for Walking and Cycling

Add the following recommendations in addition to those in the report:

1. Notes the “£2 billion package to create new era for cycling and walking” announced by the UK government will come from existing DfT budgets and therefore there is no consequential increase in funding for Scotland; and therefore agrees that in submitting a bid to the Spaces for People Programme, the council should encourage the Scottish Government to increase the size of the fund to meet demand.
2. Supports the measures to protect and enable bus travel including creation of bus gates, the strengthening of bus lanes and addition of new bus lanes, however rejects citywide rationalisation of bus stops (p12 of Appendix 2).
3. Supports the criteria in the report, and in addition agrees to evaluate: joining up existing greenspaces and traffic-free routes; introducing a suite of measures, where required, to protect neighbourhood streets and create low traffic neighbourhoods, especially where there is a perceived risk of traffic displacement.
4. Calls for additional measures to be added to the list of schemes in order to create increased space and protection for pedestrians, including: removal of pavement obstructions and clutter, carrying out hedge cutting & pavement scraping, and action on pavement obstructions such as pavement parking.
5. Notes the increased need for considerate and respectful behaviour in order to maintain physical distancing and calls for promotion of relevant existing guidance such as Sustrans advice on using shared-use paths¹, and calls for the development of a travel code to enable everyone to travel safely while applying physical distancing, in partnership with Edinburgh Access Panel, active travel groups and Sustrans.

6. Notes and reaffirms this Council's position of support for streamlining the processes to make redetermination and traffic orders and in its submission to the Spaces for People programme asks officers to seek reassurances from ministers on early action to improve those processes.

¹ <https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/advice-on-using-shared-use-paths/>

Moved by: Councillor

Seconded by: Councillor

Amendment by the Liberal Democrat Group

Policy & Sustainability Committee

14 May 2020

Item 6.8 – Creating Safe Spaces for Walking and Cycling

In 1.1.6, delete “notification to local ward Councillors” and insert “consultation with local ward councillors, community councils and Living Streets”.

In 1.1.8, add at end “with the addition of a page on the Council website for listing temporary traffic regulation orders made in response to this report”.

Add the following:

1.1.9 agrees that the completed criteria assessment for each scheme should be published on the Council’s website.

1.1.10 agrees that all schemes approved by a TTRO under delegated authority should be reported to the committee on a two-monthly cycle or in the event of a significant change in national movement restrictions or social distancing guidance, with a recommendation to continue or discontinue each scheme.

1.1.11 agrees that, under section 2 of appendix 1, the assessment of the long term viability of the public transport network should consider potential growth routes as well as existing services.

1.1.12 agrees to establish a defined process for community councils, traders’ associations and the public to suggest additional schemes to be assessed against the criteria, such as a dedicated email account and/or adapting the ‘report it’ section of the website.

1.1.13 agrees that the outcome of the planned review into the existing active travel programme under paragraph 4.32 should be reported to the committee in June.

1.1.14 agrees to proceed with the plans listed in paragraph 4.31 to move identified 30mph roads to 20mph and 40mph roads to 30mph and that a consultation should be initiated by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh.

1.1.15 recognises that, in most cases, cyclists will continue to travel on the city's road network and therefore agrees that a road resurfacing and treatment plan for 2020-21 should be presented to the committee for approval at the earliest opportunity and work commenced when national construction guidance allows.

1.1.16 agrees that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee for approval as soon as possible with work commenced when national construction guidance allows.

1.1.17 agrees to delete the bus stop rationalisation programme from appendix 2.

Moved by Cllr Kevin Lang

Seconded by Cllr Robert Aldridge