

# Motions and Amendments

## Transport and Environment Committee

10.00 am Thursday, 19th August, 2021

Virtual Meeting - via Microsoft Teams

### Motions and Amendments

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**Andrew Kerr**

Chief Executive

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## Amendment by the Liberal Democrat Group

### Transport & Environment Committee

19 August 2021

### Item No. 6.1 Business Bulletin

Committee;

notes that the section of Business Bulletin relating to the Kirkliston and Queensferry Traffic and Active Travel Study provides, for the second period running, no update on the crossroads junction reconfiguration.

acknowledges that the significant and worsening congestion at the Kirkliston crossroads formed the original basis for the traffic study undertaken in 2018.

agrees that a report setting out options for reconfiguring the junction and any other appropriate action should be presented to committee for decision in two cycles.

**Moved by** Cllr Kevin Lang

**Seconded by**

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# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.1 Active Travel Measures – Travelling Safely (Formerly Spaces for People)

Committee;

Rejects the rebranding of Spaces for People given that the programme is no longer required for its intended purpose and believes given widespread public opposition and a scathing audit opinion that Spaces for People does not form a sound basis on which to build this Council's active travel strategy going forward.

Regrets the lack of meaningful consultation on the bulk of the Spaces for People schemes and a failure by the Council to listen to feedback from the residents once schemes were introduced.

Acknowledges the reputational damage caused to the Council by the profoundly undemocratic manner by which the Spaces for People programme was foisted on the citizens of Edinburgh, as well the negative impact on the lives of our citizens and businesses at a time when they most needed our support.

Notes with concern the red opinion issued by our auditors on the Spaces for People programme and asks Senior Administration Councillors and officers to reflect on the unlistening and uncollaborative approach taken in rolling out this programme.

Rejects recommendations 1.1.1, 1.1.2, 1.1.3 and 1.1.4 of this report and instructs officers to bring a report to committee in one cycle detailing the conclusion of the programme and plans for the removal of all remaining Spaces for People infrastructure (except those measures at schools which were supported by the public).

Considers that given the intended temporary nature of the Spaces for People programme that sufficient funds should have been held back from the grant funding to the Council to facilitate the removal of said schemes in full.

Instructs officers to bring back a report in one cycle with proposals to expand the Active Travel Forum to ensure cross party representation and membership from a broad cross section of stakeholders to ensure future decisions on active travel are better informed.

Recognises the detrimental aesthetic impact of much of the Spaces for People infrastructure on our cityscape and commits to consultation with heritage bodies in designing any permanent infrastructure.

Agrees that the Spaces for People TTROs have provided a more than adequate timeframe to assess the impact of individual schemes and that ETROs should not be used to further expand these temporary schemes.

Instructs officers to bring back a report to this committee in three cycles setting out the approach to be taken going forward in developing the city's active travel infrastructure following consultation with the expanded Active Travel Forum. The report should include the outcomes of recommendations 1.1.5 and 1.1.6 of this report, which, if given approval, should then be implemented through the normal TRO process. It should also detail the status of previously planned permanent Active Travel Schemes and actions that can be taken to ensure these are actually delivered.

Agrees that all new Active Travel schemes proposed in future will be developed through full consultation with impacted residents and businesses, ward Councillors, Community Council's and other local stakeholders as appropriate.

**Moved by: Councillor Graham Hutchison**  
**Seconded by: Councillor Iain Whyte**

# Green Group Amendment

## Transport and Environment Committee

19 August 2021

### Item 7.1 – Active Travel Measures

*Amend recommendations to delete 1.1.1 and 1.1.4 and replace with new 1.1.1*

1.1.1 Approve the scheme updates and actions in appendix 1 and in paragraphs 4.25 – 4.36 except as modified below:

- Welcome the programme implemented over the last 17 months to increase provision for safer walking, wheeling and cycling and the aim to retain many of those interventions, suitably adjusted in light of public feedback and experience, and integrated with wider council aims such as 20 minute neighbourhoods and Edinburgh City Centre Transformation; nevertheless regret dilution or removal of a minority of schemes; and therefore:
- Retain segregated cycle lanes and pedestrian improvements from Forrest Road to the Mound until the Meadows to George Street permanent scheme is in place and continue to engage with businesses and bus operators in the corridor on access and loading issues.
- Retain Canonmills cycle segregation, pedestrian build-outs and road markings; retain Eyre Place right turn ban; and continue to engage on other ways of mitigating public transport delays and improving active travel safety
- Retain full cycle segregation on Drum Brae North
- Retain segregated cycle lane on the uphill stretch of Morningside Road
- Retain town centre modifications in Stockbridge, Gorgie-Dalry, Bruntsfield, Tollcross, Morningside, Portobello and Corstorphine (St John's Road), outlined in appendix 1; and welcome opportunities for future footway widening as 20-minute neighbourhood plans evolve
- Retain and expand school street improvements in appendix 6 and in line with school travel plan reviews
- Progress Seafield Road temporary crossing until permanent crossing is installed.

Agree recommendations 1.1.2-1.1.3 and 1.1.5-1.1.7 with any modifications required as above, noting also that proposals for Lanark Road, Comiston Road and Braid Road will come to October Committee.

**Moved by: Gavin Corbett**

**Seconded by: Chas Booth**

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# Amendment by the Liberal Democrat Group

## Transport & Environment Committee

19 August 2021

### Item No. 7.1 - Active Travel Measures - Travelling Safely (Formerly Spaces for People)

In 1.1.1, at end add: “as an appropriate response to the policy position agreed by full Council in June 2021.”

1.1.4, add “with the exception of Drum Brae North, where a decision is continued until October 2021 to allow for a full risk assessment, which should include consideration of the risks associated with the continued absence of the previous vehicle separation road markings at the top of the hill.”

Add at end:

“1.1.8 agrees that future reports should include a section on any resource impacts arising from this programme on other transport projects, particularly with respect to the wider active travel programme and road safety programme.

“1.1.9 notes that, on 17 June 2021, committee agreed that officers should return with a report on “options for modifications to Silverknowes Road South, including possible removal of the scheme” and reaffirms its expectation that the necessary consultation will be undertaken to allow for this report to come to the next meeting of the committee.

1.1.10 agrees that the October 2021 report should include a more detailed update on the work being undertaken with Living Streets, local businesses and the access panel on long term replacements for the shopping street schemes, as referred to in the agreed June 2021 motion, and provide an indicative timetable for future reports to committee through the 20 minute neighbourhood programme or otherwise.

1.1.11 agrees that the programme of work should continue to be referred to as ‘Spaces for People’ rather than the proposed title of ‘Travelling Safely’ in order to avoid confusion with other Council transport safety projects.

**Moved by** Cllr Kevin Lang

**Seconded by**

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# Amendment by the Coalition

## Transport and Environment Committee

19 February 2021

### Item 7.2 – Strategic Review of Parking

Deletes 1.1.2, 1.1.3, and 1.1.4 and replaces with:

Committee:

1.1.2 Notes that this report forms the second part of a city-wide strategic review of parking being conducted in 4 different stages and previously approved in 2018.

1.1.3 Notes the degree of consultation and engagement which has taken place and the consultation results for the Phase 2 schemes.

1.1.4 Requests officers undertake further engagement with resident's groups and other local stakeholders, such as community Councils, on the final designs for Phase 2.

1.1.5 Requests an additional report in Autumn 2022 at the latest (including feedback on the implementation on phase 1) to allow Committee to review the designs for the TRO process for Phase 2 schemes following the engagement set out in 1.1.4 above and prior to a traffic order being issued. These designs should be consistent with the implementation of the pavement parking ban.

Renumbers remaining recommendations accordingly.

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**Moved by** Cllr L Macinnes

**Seconded by** Cllr K Doran

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.2 Strategic Review of Parking – Results of Phase 2 Consultation and General Update

Committee;

Approve recommendation 1.1.1

Deletes recommendations 1.1.2 - 1.1.6

Notes that the Council has traditionally only introduced new parking restrictions in areas where there is significant support amongst residents for such restrictions.

Considers that the results of the consultation for phase 2 show a significant majority of respondents are opposed to these plans and therefore concludes that there is not significant public demand for their implementation.

Agrees not to proceed with the implementation of parking controls in the Phase 2 area.

**Moved by: Councillor Graham Hutchison**

**Seconded by: Councillor Iain Whyte**

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# Addendum by the Green Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item 7.2 - Strategic Review of Parking – Results of Phase 2 Consultation and General Update

In recommendations, add paragraphs at the end, as follows:

“1.1.8 agrees that high quality public engagement during the roll-out of these proposals will be crucial to its success, and therefore calls for a comprehensive public engagement programme to be brought forward, in particular focusing on the policy justifications for the extension of the CPZ and the likely knock-on effect of adjacent zones coming into operation;

1.1.9 further agrees that the roll-out of the extension of the CPZ could be used as an opportunity to encourage vehicle owners to consider more sustainable transport options, and therefore agrees to investigate the potential to collaborate with public transport operators, the City Car Club and active travel organisations to provide information and incentives to residents to choose more sustainable travel options at the point of CPZ extens

**Moved by: Councillor Chas Booth**

**Seconded by: Councillor Gavin Corbett**

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# Amendment by the Liberal Democrat Group

## Transport & Environment Committee

19 August 2021

### Item No. 7.2 Strategic Review of Parking - Results of Phase 2 Consultation and General Update

Delete 1.1.2 and insert:

“1.1.2 respects the clear views expressed during the consultation and therefore agrees not to proceed with the legal process to introduce parking controls into the areas covered by the phase 2 proposals.”

Delete 1.1.3, 1.1.4 and 1.1.6

Renumber 1.1.5 as 1.1.3

Renumber 1.1.7 as 1.1.4

**Moved by** Cllr Kevin Lang

**Seconded by**

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# Amendment by the Green Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item 7.4 – Leith Connections – Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

In recommendations, delete existing 1.6 and insert:

“1.6 Notes that the reason for the Foot of the Walk to Ocean Terminal cycle route was the "lack of cycling infrastructure on [the] main tram route due to constrained streetscape and road widths" (TtN final business case, p.65) and the council commitment that this route would be delivered, "in parallel with the tram project" (ibid, p.65), and therefore agrees to commence construction of the Foot of the Walk to Ocean Terminal cycle route (phase 1) as soon as practicable once the relevant legal processes are complete;

1.7 Notes that many streets in Leith are currently suffering congestion as a result of high traffic levels, that this is exacerbated by construction work, including construction associated with Trams to Newhaven; notes that many responses to the consultation supported the principle of the LTN but asked the council to delay implementation, and therefore agrees to delay implementation of the LTN (phase 2) until after the Trams to Newhaven construction work and associated traffic management in the area is complete, expected to be Summer 2022;

1.8 Welcomes the list of potential LTN alterations outlined in paragraph 5.16 of the report; agrees that these should be implemented as soon as possible if the circumstances outlined in that section of the report are met, and therefore agrees to delegate the power to implement these to the Executive Director of Place in consultation with the Convenor and Vice Convenor;

1.9 Regrets that a segregated cycle route from Sandport Bridge to Links Gardens has not been included as part of this project; agrees this is a crucial missing link in the city's cycle path network and, were it to be completed, would allow traffic-free cycling nearly from Joppa to Cramond, and therefore agrees to receive a report on delivering this section, and the other 'missing links' in the traffic-free cycle path network, within three cycles.

**Moved by: Councillor Chas Booth**

**Seconded by: Councillor Gavin Corbett**

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# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.4 Leith Connections – Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

Committee;

Regrets the lack of joined up thinking in the development of these proposals with regard to the interaction between the cycle route, LTN, Controlled Parking and tram works, as well as the lack of consultation with local stakeholders and community prior to the development work.

Considers the proposed cycle route to be sub-optimal and therefore likely to be underutilised, especially given that it is not a direct route between the Foot of the Walk and Ocean Terminal.

Therefore deletes recommendations 1.1.2 to 1.1.6 and replaces with;

Instructs officers to bring a report to this Committee at least 6 months post the start date of passenger service on the tram line to Newhaven detailing plans for a community consultation to develop new and comprehensive proposals to promote active travel and reduce car usage in the Leith area. This plan should be transparent as to the combined effect of all measures and the impact on residents in the area and surrounding areas. It should also consider the introduction of a closure to traffic on the Shore to provide a new public space as an alternative to Sandport Bridge.

Thereafter recommendations should be brought before this committee.

**Moved by: Councillor Graham Hutchison**

**Seconded by: Councillor Iain Whyte**

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# Addendum by the Liberal Democrat Group

## Transport & Environment Committee

19 August 2021

### Item No. 7.4 Leith Connections - Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

Add “1.1.7 agrees that an evaluation report should be submitted to committee following the formal monitoring of the impact of the phase 2 experiment, and before any decision is taken on a statutory consultation for permanent orders.”

Moved by Cllr Kevin Lang

Seconded by

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# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.5 - Corstorphine Connections Low Traffic Neighbourhood – Community Engagement on Concept Design and Commencement of Statutory Process for Experimental Traffic Regulation Order

#### Committee

Deletes 1.1.2 to 1.1.3 and replaces with:

1.1.2 Recognises that the survey results show significant opposition to the measures contained within the proposed LTN;

1.1.3. Understands the view of respondents that these changes will simply shift traffic on to other local residential streets, and could lead to increased congestion, journey times and local levels of pollution;

1.1.4 Notes the comments from local business owners and their concerns that the plans will restrict local access and cause increased congestion/pollution;

1.1.5 Believes that the views of the community should be prioritised and that therefore these proposals cannot be implemented;

1.1.6 Therefore agrees that the scheme should be halted unless there is a redesign of the proposals that is shown to have gained the support of the local community through further consultation.

**Moved by: Councillor Graham Hutchison**

**Seconded by: Councillor Stephanie Smith**

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# Addendum by the Green Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item 7.5 – Corstorphine Connections LTN

Addendum: add new 1.1.4

- Broadly welcomes progress towards implementing a Corstorphine LTN as a first step in reducing the volume and speed of traffic in the area and looks forward to further progress through the trial period and beyond.
- Notes that the bus gate timings are likely to be adjusted in light of experience and therefore recommends a wider range of timings are set, even if narrower bands are used at the outset.
- Notes that LTNs both historically in Edinburgh and currently elsewhere in the UK very quickly become popular after being established but recognises that in advance, they give rise to mixed opinions and therefore recognises that continuing high quality engagement and communication are essential.

**Moved by: Councillor Gavin Corbett**

**Seconded by: Councillor Chas Booth**

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# Amendment by the Liberal Democrat Group

**Transport & Environment Committee**

**19 August 2021**

**Item No. 7.5 Corstorphine Connections Low Traffic  
Neighbourhood - Community Engagement on Concept Design and  
Commencement of Statutory Process for Experimental Traffic  
Regulation Order**

In 1.1.2, after “engagement”, insert:

“with the exception of the proposed one-way system on Featherhall Avenue and instead agrees that the original design for this road should be retained, subject to further monitoring”.

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**Moved by** Cllr Kevin Lang

**Seconded by**

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.6 Granton Waterfront – Investigation of Parking Controls

Committee

Inserts new points after 1.1.1 and renumbers accordingly

- 1.1.2 Accepts the importance of maximising employment opportunities in the Granton Waterfront, recognising this is an area of our City that has not always felt included as prosperity has risen in Edinburgh. Explicitly excludes vehicles that would be a requirement of employment or economic activity from the 25% residential parking restriction.
- 1.1.3 Excludes any required disability parking from the 25% residential parking restriction
- 1.1.4 Instructs Officers to investigate how a Community electric dense park, charge and discharge power store can be incorporated in the Granton Waterfront. This would facilitate residents charging electric vehicles using minimal land area. In addition such a dense park and charge facility could become a community battery, able to store and supplement the supply of power to the local electricity grid at times of high demand. Officers should include the possibility of such developments in local consultations. Any such facilities would fall outside the 25% residential parking restriction.
- 1.1.5 Instructs that a further consultation is undertaken with residents and stakeholders of existing residential properties in the area, and in the immediately adjacent areas, in order to understand their views of these proposals.

**Moved by:** Councillor Stephanie Smith

**Seconded by:** Councillor Iain Whyte

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# Addendum by the Liberal Democrat Group

## Transport & Environment Committee

19 August 2021

### Item No. 7.6 Granton Waterfront - investigation of parking controls

In 1.1.2, after “investigation”, insert: “once all four phases of the strategic review of parking are complete”.

Moved by Cllr Kevin Lang

Seconded by

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# Addendum by the Green Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item 7.7 – Workplace Parking Licensing

#### Addendum

Welcomes the council's draft response to the proposed regulations and notes:

1. Workplace parking levy should be the start of wider reform of charging regimes to shift the balance towards sustainable transport – the future to include large or out of town retail parking.
2. In assessing the impact, equal weight should be given to the benefits (and beneficiaries) of a scheme as well as costs: including reduced congestion, reduced air pollution, better health, better place-making; fewer carbon emissions; and revenue to invest in active travel and public transport alternatives.
3. While agreeing that councils should have discretion over the penalty regime, penalties should be levied at such a level as to strongly incentivise compliance

**Moved by: Councillor Gavin Corbett**

**Seconded by: Councillor Chas Booth**

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# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.8 Reform of Transport Arm’s Length External Organisations

Committee;

Considers that the report is not clear on how the proposed new structure will deliver on the stated principles.

Notes that the rolling of transport ALEOs into Lothian Buses appears to be a backward step and is not consistent with the Council’s recent approach to transport ALEOs.

Therefore deletes recommendations 1.1.2 and 1.1.3 and replaces with;

Instructs officers to recommence the process of examining Reform of Transport Arm’s Length External Organisations with proposals for a more representative working group and terms of reference to be brought to this committee in a report in one cycle. With a clearer and more substantive report with recommendations to be brought before this committee in four cycles.

**Moved by: Councillor Graham Hutchison**

**Seconded by: Councillor Iain Whyte**

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# Amendment by the Liberal Democrat Group

**Transport & Environment Committee**

**19 August 2021**

**Item No. 7.8 Reform of Transport Arms Length External Organisations**

In 1.1.2, after “agree”, insert “not”.

Delete 1.1.3

**Moved by** Cllr Kevin Lang

**Seconded by**

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# Amendment by the Conservative Group

## Committee - Transport and Environment

Date - 19<sup>th</sup> August 2021

### Item – 7.9 Trams to Newhaven – Objections to Traffic Regulation Orders

Committee;

Considers that the likely impact of the TRO prohibiting a left turn from Leith Walk onto London Road will be to displace vehicular traffic including buses from the Annandale Street depot away from arterial routes and on to quieter side streets.

Therefore, amends recommendation 1.1.4 to read;

Approve the recommendations contained within this report and detailed in Appendix 1 with the exception of the separate TRO prohibiting a left turn from Leith Walk into London Road

**Moved by: Councillor Graham Hutchison**

**Seconded by: Councillor Iain Whyte**

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by virtue of paragraph(s) 12 of Part 1 of Schedule 7A  
of the Local Government(Scotland) Act 1973.

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# Emergency Motion by the Coalition

## Transport and Environment Committee

19 August 2021

### Spaces for People- Internal Audit

The Transport and Environment Committee :

Welcomes the contents of the Internal Audit report to the Governance, Risk and Best Value Committee earlier this month which comments on the Spaces for People initiative and notes the 'red' rating given indicating that there is significant improvement required.

Notes the comments of Internal Audit that recognises the difficulties faced in implementing these emergency measures during the pandemic.

Notes the identification of some significant and moderate control weaknesses in both the design and documentation of controls established to support identification and prioritisation of SfP proposals; project management and governance; and financial and budget management.

Notes the clear guidance offered by the Internal Audit report on steps required to resolve these issues

Notes that the Internal Audit recognises that management action has already taken place to identify where improvement was required and that implementation of appropriate changes has already been undertaken to address these issues.

Agrees that findings must continue to be addressed effectively by senior management before the end of this administration and that an improved future outcome should be expected by elected members.

Requests a report to the November Transport and Environment Committee which outlines in detail those management responses and what lessons can be learned going forward for future implementation.

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**Moved by** Cllr L Macinnes

**Seconded by** Cllr K Doran

# Emergency Motion by the Coalition

## Transport and Environment Committee

19 August 2021

### Edinburgh cycle hire scheme

Committee:

Notes with great regret that the Edinburgh Bike Hire Scheme will close from September 17 at the end of the contract with Serco through Transport for Edinburgh.

Notes that this will be an unwelcome development for many regular users of the scheme.

Notes that, despite this being created originally as a scheme with no local authority funding expectations, a budget allocation of £1.8m was made to help sustain the bike hire scheme and that further external funding was also secured to help overcome operational issues.

Recognises that a successful bike hire scheme in this city is a welcome addition to sustainable transport options for residents and visitors, encouraging more people to enjoy the benefits of fast, sustainable journeys by bike.

Requests a report to the November Transport and Environment Committee outlining options for new possible schemes which can deliver those benefits to as many people as possible.

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**Moved by** Cllr L Macinnes

**Seconded by** Cllr K Doran