

Motions and Amendments

Transport and Environment Committee

10.00 am Thursday, 10th October, 2024

Dean of Guild Court Room - City Chambers

Motions and Amendments

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Amendment by the Administration

Transport & Environment Committee

10 October 2024

Item 6.1 Transport and Environment Business Bulletin

Committee:

- 1) agrees that a Leith to Holyrood High School bus service should be given further consideration.
- 2) requests Officers explore alternative funding solutions, for example working with colleagues responsible for the Home to School programme, that could lead to this service being provided by Lothian Buses.
- 3) requests a Transport and Environment Business Bulletin update on the results of point 2 (above) in 3 cycles.

Moved by: Councillor Stephen Jenkinson

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

10 October 2024

Item 6.1 – Business Bulletin

Edinburgh Park Arena – Public Transport Ticketing

ADDS:

Committee:

'1. Thanks officers for their work on this matter with Lothian Buses and Edinburgh Trams, and with AEG, following Cllr McFarlane's motion to the June 2024 Full Council.

2. Requests that officers engage with the Scottish Rugby Union/Murrayfield Stadium, Castle Concerts, Hibernian FC, Heart of Midlothian FC, and operators of other largescale entertainment and sporting events, alongside Lothian Buses and Edinburgh Trams, towards similar potential integrated event-transport ticketing.'

Moved by: Cllr Danny Aston

Seconded by:

Amendment by the Conservative Group

Transport and Environment Committee

10 October 2024

Item 6.1 – Business Bulletin – Leith Connections Update

Committee:

1. Notes with concern the partial use of data in the update discussing the traffic on boundary routes around the Leith LTN which states:

“Comparison of weekday traffic levels undertaken by Automatic Traffic Count surveys on roads on the boundary of the project show a reduction in traffic on pre pandemic levels and also a reduction in traffic levels post implementation of the changes made in 2023. Project specific monitoring of peak time traffic through junctions on project boundary roads (one hour in morning and evening peaks pre and post implementation) show changes ranging from a 9.5% reduction in traffic (Great Junction Street/ Bonnington Road) to a 5% increase (Salamander Street/ Seafield Place).”

2. Notes that this masks the fact that the detail of the “Project specific monitoring of peak time traffic through junctions on project boundary roads” shows an overall increase of 3.8% traffic turning into and out of those boundary roads at those junctions and does so by using total junction data rather than just the boundary routes.
3. Further notes that the vehicles entering/leaving boundary routes at those junctions shows increases of 4.4% on Salamander St (from junction 5), 6.7% on Commercial St (junction 1), 7.1% on Seafield Place (junction 5), 8.9% on Great Junction St Westwards (junction 2), 16.9% on North Junction St (junction 1) and 23.9% on Vanburgh Place (junction 4).
4. Additionally notes that the scrutiny for LTNs now appears to be to allow the Experimental TROs to run through the statutory process with data only being provided to the TRO sub-committee rather than to TEC to allow policy review.

5. Therefore, agrees that a report be provided within three cycles giving full and frank data on all the impacts of LTNs, positive and negative and especially around the impact on boundary roads and the displacement of traffic, in order that the Committee can consider the policy implications of these measures for the future.
6. Further agrees that full and candid information on all impacts of LTNs is presented to the TRO sub-committee when it is making decisions on any ongoing ETROs.

Moved by: Councillor Iain Whyte
Seconded by: Councillor Marie-Claire Munro

Amendment by the Administration

Transport & Environment Committee

10th October 2024

Item 7.2 Petition for Consideration: Roll-out, communal waste bins. Forrester Park Estate

Replace 1.1 with:

1.1 Committee agrees to pause the roll-out of communal waste bins in the Forrester Park Estate and encourages Officers to engage with the Forrester Park Residents association to agree a future waste management strategy for the estate.

Adds:

1.2 Requests a Transport and Environment Business Bulletin update on the results of point 2 (above) within 6 cycles.

Moved by: Councillor Stephen Jenkinson

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

10 October 2024

Item 7.2 – Petition for Consideration: Roll-out, communal waste bins. FP Estate

ADDS:

'1.2 Agrees to pause roll-out of communal bins in the Forrester Park estate, acknowledging the specific and unusual layout of the area, to allow for further engagement with local residents, and to allow options for revised implementation. This will be reported back in the next Communal Bin Review Update after the forthcoming November report.'

Moved by: Cllr Euan Hyslop

Seconded by: Cllr Danny Aston

Addendum by the Liberal Democrat Group

Transport and Environment Committee

10 October 2024

Item 8.2 – Incorrect Parking on the Tram Line

Committee Adds

- 1.2 Notes the successful enforcement of pavement parking across Edinburgh, but regrets that known hotspots of pavement parking, initially requested in a Full Council motion in December 2022, and in Section 9) of Councillor Rae’s adjusted motion on 22nd June 2023 was not reported.
- 1.3. Notes that Placemaking and Network Enforcement are exploring additional on-carriageway loading bays (Transport and Environment committee, 20th June 2024) and thanks officers in pro-actively pursuing these to help enable sensible parking and loading.
- 1.4 Regrets any erosion of a sense of safety and public trust for many pedestrians and cyclists that has occurred as a result of pavement parking behaviour since Leith Walk re-opened, and the numerous cracked paving stones as a result of heavy vehicles sitting on them, which likely cannot be deemed as project defects due to the known prevalence of pavement parking.
- 1.5 Requests the following are explored and reported back to committee in a future Business Bulletin:
 - 1.5.1 Requests Active Travel and Placemaking further engage with Leith Walk ward councillors and Community Councils along the route on how Sheffield bicycle stands may be deployed along Leith Walk on larger spaces between the bike lane and carriageway (examples such as outside 374 Leith Walk, 269 Leith Walk, 52 Elm Row, or 25 Haddington Place) to assist both as a physical barrier and promote active travel.
 - 1.5.2 Requests bollards are installed on the approx. 50ft stretch directly south of Pilrig Street on the west side of Leith Walk as remedial works underspend allows, and notes the indent is currently being reviewed as either a loading bay or removed.

1.5.3 Requests bollards are installed on the approx. 50ft stretch south of Stead's Place on the west side of Leith Walk, as remedial placemaking works underspend allows.

Moved by: Cllr Jack Caldwell

Seconded by: Cllr Sanne Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

10 October 2024

Item 8.2 - Incorrect Parking on the Tram Line

Delete recommendations and insert:

“Committee:

- 1) Notes the report, notes significant improvement in the number of incidents impacting on the tram, and thanks officers for their work in preparing the report and on improving enforcement.
- 2) Nonetheless believes that one incident disrupting tram operations is one too many and notes the decriminalised parking enforcement (DPE) contract still does not have the capacity to tow vehicles in the vicinity of the tram tracks.
- 3) Notes that Edinburgh Council and Lothian Buses both have measures in place to tow council vehicles and buses which have broken down, using winch and flatbed or wheel lift trucks respectively.
- 4) Therefore, agrees that officers will arrange an informal discussion with transport spokespeople, relevant ward members and with a representative from Edinburgh Trams, and including a site visit, within the next cycle to include discussion of, but not limited to, the following:
 - a) the potential to incorporate winch and flatbed or wheel lift trucks into the forthcoming DPE contract;
 - b) the potential to increase the number of loading bays on side streets in close proximity to the tram track and introduce physical restrictions to prevent incorrect parking;
 - c) options for allowing reports of incorrect parking from members of the public to be made directly to parking enforcement contractors.

- 5) Agrees to update committee, through a business bulletin update if no decision is required, or through a committee report if a decision is required, within 12 months.

Moved by: Cllr. Chas Booth
Seconded by: Cllr. Kayleigh O'Neill

Addendum by the SNP Group

Transport and Environment Committee

10 October 2024

Item 8.4 – Water of Leith Water Quality – Response to adjusted Motion raised by Cllr Nols-McVey to City of Edinburgh Council on 8 February 2024 – Referral from the Regulatory Committee

ADDS:

‘2. Committee further requests the following in a report within six months:

2.1 evaluation of scope for the Council to develop a community-led water quality monitoring program, in collaboration with local community-led groups and residents. This could involve training and empowering volunteers to conduct basic water quality tests and report findings, helping to supplement official monitoring efforts.

2.2 officers’ engagement with Scottish Water in exploring the feasibility of accelerating the timeline for completing combined sewage overflow (CSO) infrastructure upgrades, as outlined in the "Improving Urban Waters Routemap."

2.3 scope for a public awareness campaign to inform residents of the risks of sewage contamination in local waterways and how they can help mitigate pollution. This should include clear guidelines on reporting pollution incidents and promoting responsible environmental practices to protect Edinburgh’s waterways.

2.4 exploration of additional legal and enforcement mechanisms that could be employed by the Council to hold polluters accountable for breaches of water quality standards, specifically in relation to sewage discharges.

2.5 a review of the current implementation of Sustainable Urban Drainage Systems (SUDS) within the city and its surrounding areas. This should include exploration of opportunities for expanding SUDS to reduce surface water runoff and the pressure on existing drainage infrastructure, especially in areas potentially prone to sewage overflows.

2.6 investigation of scope for establishing formal partnerships with local universities to conduct ongoing studies on the health of Edinburgh's waterways, focused on long-term environmental monitoring and research into innovative solutions to improve water quality.

3. Requests that this report will ultimately feed into the first annual review of the Climate Ready Edinburgh Plan by the Policy and Sustainability Committee, considering the possible need for an update to the 2020 Vision for Water Management in the City of Edinburgh and the 2021 Sustainable Rainwater Management Guidance.'

Moved by: Cllr Danny Aston

Seconded by:

Addendum by the Green Group

Transport and Environment Committee

10 October 2024

Item 8.4 - Water of Leith Water Quality

Add at the end of recommendations:

“1.2 Committee requests an update to the Transport and Environment Committee business bulletin on the outcome of the discussion between the Chief Executive and SEPA, as detailed in paragraph 5.2 (5.3) of the report.”

Moved by: Cllr. Chas Booth

Seconded by:

Addendum by the Conservative Group

Transport and Environment Committee

10 October 2024

Item 9.1 – Motion by Councillor O'Neill - Holyrood Park Strategy

Adds -

6. Notes with alarm the concerns raised during the public consultation conducted by Historic Environment Scotland regarding the increasingly limited accessibility of Holyrood Park.
8. Notes that limitations to accessibility were already the most frequently encountered issue in the park, 66% of respondents having experienced such difficulties (Q8).
9. Notes that the harm of those limitations to access falls especially heavily on the disabled and elderly.
10. Notes that of the six most popular sites in Holyrood Park, four: Arthur's Seat, Queen's Drive, Dunsapie Loch and Salisbury Crags lie, in whole or in part, up steep slopes that are difficult for those whose mobility is impaired to negotiate. (Q.5)
11. Notes that many elderly and disabled visitors are already foregoing visits to the park, especially those areas which are inaccessible by vehicle. (Qs 8, 9 & 17)
12. Notes that if vehicular access to Holyrood Park were discontinued, almost all of the parks would become very difficult to access for those whose mobility is impaired.

13. Notes that the closest bus stop to an entrance to Holyrood Park is that at Rankeillor Street, which is 200m from the entrance to the park at St. Leonard's Lane and is served by only one bus service, the 14.
14. Notes that most of the bus stops serving Holyrood Park are between 300m and 600m from an entrance to the park, a distance naturally doubled by a return journey, and that these entrances are themselves between hundreds and thousands of metres across steep and or uneven terrain from most popular locations within the park.
15. Notes that negotiating these distances across difficult terrain will be difficult for all but healthy adults.
16. Notes that, at present, only 6% of visitors use public transport to access the park (Q.3), which is indicative of the difficulties associated with accessing the park by that means.
17. Therefore, expresses grave concerns for the future accessibility of Holyrood Park should Historic Environment Scotland choose to end vehicular access and expresses further concern about the implications that such an action would have for the park's inclusivity.
18. Requests that officers write to Historic Environment Scotland in order to express committee's concerns about the future accessibility and inclusivity of Holyrood Park and the reasoning for those concerns.
19. Requests that, if asked, officers afford HES such assistance and advice as may be necessary to maintain and improve the accessibility of Holyrood Park.

Moved by: Councillor Marie-Clair Munro
Seconded by: Councillor Iain Whyte

Addendum by the SNP Group

Transport and Environment Committee

10 October 2024

Item 9.2 – Motion by Councillor Booth - Delivery Cyclists: insights into an overlooked demographic

ADDS:

'4.6 consultation directly with delivery cyclists, via trade union representatives and platforms and any other channels, on where specific interventions of the types outlined above are required, using their knowledge and lived experiences of cycling for a living on Edinburgh's streets.'

Moved by: Cllr Danny Aston

Seconded by:

Addendum by the Conservative Group

Transport and Environment Committee

10 October 2024

Item 9.2 – Motion by Councillor Booth - Delivery Cyclists: insights into an overlooked demographic

Adds -

- 5) Notes the finding of the report on p.35 that “the recommendation of cyclists who took part in this survey was to prioritise fixing potholes, as this was the obstacle consistently mentioned by delivery cyclists as having the most effect on their commute”
- 6) Notes that there are fundamental differences between the very low numbers of large cargo bike delivery cyclists and the very large volume of bicycle and e-bicycle food delivery cyclists the latter of whose presence is often discouraging active travel (especially walking) by residents for short distances to local takeaway and retail outlets.
- 7) Notes with concern the information on p.42 of the Sustrans report that delivery cyclists are utilising dropped kerbs and pavements as a short cut around static traffic as well as for accessing residences and businesses; further notes that this creates a potential for conflict and collision between vulnerable pedestrians and cyclists around dropped kerbs.
- 8) Therefore, agrees that officers address both issues as part of a wider response to the Sustrans report, detailing measures by which illicit use of dropped kerbs by cyclists might be eliminated and how conflict between cyclists and pedestrians at dropped kerbs might be reduced.

Moved by: Councillor Marie-Clair Munro

Seconded by: Councillor Iain Whyte

Amendment by the Administration

Transport & Environment Committee

10 October 2024

Late Report: Transport and Local Access Forum

Replace 1.1 with:

1.1 Committee agrees to appoint Councillor Stephen Jenkinson as Chair of the Transport and Local Access Forum.

Moved by: Councillor Stephen Jenkinson

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

10 October 2024

Late Report – Transport and Local Access Forum

ADDS:

‘1.2 notes:

1.2.1 the importance in particular of the Local Access Forum role of this body, as a statutory function recognised in the Land Reform (Scotland) Act 2003, as an advisor to the Council in its capacity as the access authority.

1.2.2 that the stated intention on the Council’s website is for the body to meet every six months but that there appear to have been no meetings of it since 2019.

1.3 therefore requests that the new convener of the Transport and Local Access Forum liaises with officers and other members of the Forum to ensure that the body meets as soon as possible to start dealing with the backlog of access issues that have arisen since the last meeting of the predecessor Local Access Forum.’

Moved by: Cllr Danny Aston

Seconded by:

Amendment by the Green Group

Transport and Environment Committee

Thursday 10 October 2024

Late Report: Transport and Local Access Forum

- 1.1 To replace Councillor Bandel with Councillor O'Neill on the Transport and Local Access Forum
- 1.2 To appoint Councillor O'Neill as Convenor of the Transport and Local Access Forum

Moved by: Councillor Chas Booth

Seconded by: