

Minutes

Transport and Environment Committee

10.00am, Thursday 12 November 2020

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Brown (substituting for Councillor Smith, item 11), Corbett, Key, Lang, Miller, Perry (substituting for Councillor Arthur), Smith (items 1-10, 12 onwards), Webber and Whyte.

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 1 October 2020 as a correct record.

2. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

3. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for November 2020 was presented.

Decision

- 1) To note the outstanding actions.
- 2) To Action 36 - To note that the Managing Director and Chair of Lothian Buses would be invited to the meeting of the Transport and Environment Committee on 28 January 2021.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

- a) **Deputation – Calming Brunstane Road Residents Group**

A written deputation was presented on behalf of Calming Brunstane Road Residents Group.

The deputation noted that, for over a year, they had submitted detailed written suggestions regarding rat running traffic in Brunstane Road and how it could be better managed. The deputation noted their determination to pursue their case and would continue to work for the health and wellbeing of the residents of their road. Whilst they had demonstrated commitment to a whole area approach, due to the pandemic there was a need for urgency. The closure of Brunstane would act as a catalyst for area wide improvements.

b) Business Bulletin

The Transport and Environment Committee Business Bulletin for November 2020 was presented.

Decision

- 1) To agree that a briefing note would be circulated on the implementation of controlled parking zones including a timeline.
- 2) To agree that a briefing note on winter maintenance measures would be circulated to Committee and an update would be included in the Business Bulletin of the Transport and Environment Committee on 28 January 2021.
- 3) To agree that the Kirkliston and Queensferry Traffic and Active Travel Study was not to be closed off as an action.
- 4) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Vision for Water Management

The City of Edinburgh Council had recognised Climate Change as a key challenge now and into the future, set a target for Edinburgh being carbon neutral by 2030, and had developed a sustainability programme to work towards achieving this target. An overarching Vision for Management of Water, looking at how the city could adapt to the challenge was provided.

The Edinburgh and Lothians Strategic Drainage Partnership was proposed as the mechanism to implement the strategy. The report also looked at risk and the probabilities of flooding and the limitations of the data, which explained the need to take a precautionary approach when allocating and designing sites for different types of development.

Decision

- 1) To approve the Water Management Vision and objectives.

- 2) To recognise the value of managing the implementation of the objectives through the Edinburgh and Lothians Strategic Drainage Partnership.

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

6. Trams to Newhaven – COVID-19 Final Business Case Refresh

In March 2019 the Council approved the Final Business Case (FBC) for the Trams to Newhaven project. Committee considered a report detailing the Trams to Newhaven – COVID-19 Final Business Case Refresh for the project.

Motion

- 1) To note the analysis set out in the report.
- 2) To note that under all scenarios presented, the economic case for the project remained positive with a benefit to cost ratio above 1.
- 3) To note that the impact of COVID-19 on financing costs was uncertain and that the future call on reserves could range from £0m to £93m, but that reserves would be replenished over the longer-term.
- 4) To refer the potential use of reserves of up to £93m noted at paragraph 1.1.3 of the report to Council for approval.
- 5) To note that in all but one scenario project cancellation had a higher cost to the Council than continuing with the project.
- 6) To note that should the Council decide to cancel the project, there would be a £32m call on reserves in the current financial year under all scenarios, this would need to be funded through the cancellation and/or delay of projects in the Council's capital programme.
- 7) To note the total cost of cancellation was calculated at £107.4m compared with £207.3 to build the line and that this £107.4m would be incurred with none of the benefits set out in the Final Business Case (FBC) being realised.
- 8) To note that since the Trams to Newhaven FBC was approved, the emerging policies and strategies only strengthened the case for high capacity, high quality public transport in the city.
- 9) To note that the emerging policies and strategies would, other things being equal, lead to the development of a transport network where tram would expect to attract higher levels of demand compared to the assumptions made at the time of the FBC.
- 10) To approve continuing with the construction of the Trams to Newhaven project which was still projected to be within the budget of £207.3m as set out in the Final Business Case for the project and approved by Council.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To agree to refer the decision simpliciter to Full Council.

- moved by Councillor Whyte, seconded by Councillor Webber

Voting

For the motion - 7 votes

For the amendment - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.
For the amendment – Councillors Lang, Smith, Webber and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – City of Edinburgh Council, 14 March 2019 (item 2); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

7. City Centre West to East Cycle Link and Street Improvements Project - Section 3(b) (North St David Street) - Representations to Traffic Regulation Order and Redetermination Order –

Committee considered a report that advised that Section 3 of the City Centre West to East Cycle Link and Street Improvements (CCWEL) project ran from St Andrew Square to Elder Street, along North St David Street, Queen Street and York Place. The proposals for North St David Street required a Traffic Regulation Order (TRO) and Redetermination Order (RSO). Details of the statutory consultation for both Orders were provided.

Motion

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- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representations which included an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note that the representations to the TRO consisted of two letters of support and no objections.
- 4) To approve that officers were to make a final decision on the advertised TRO via delegated powers after determination of the RSO had been received from Scottish Ministers as per 1.1.2 above.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representatives which included an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note the objections related to
 - i) the redesignation of a footway as cycleways and,
 - ii) the introduction of a controversial bus stop bypass.
- 4) To instruct that a review of these measures was undertaken in order that the scheme could progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.

- moved by Councillor Webber, seconded by Councillor Whyte

In accordance with Standing Order 22(12), paragraph 2 was accepted as an addendum to the motion.

Voting

For the motion - 8 votes

For amendment - 3 votes

(For the motion: Councillors, Bird, Corbett, Doran, Key, Lang, Macinnes, Miller and Perry

For the amendment: Councillors Smith, Webber and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response.
- 2) To agree that the two representations which include an objection to the RSO should be referred to Scottish Ministers for determination.
- 3) To note that the representations to the TRO consisted of two letters of support and no objections.
- 4) To give approval for officers to make a final decision on the advertised TRO via delegated powers after determination of the RSO has been received from Scottish Ministers as per 1.1.2 above.
- 5) To agree that consideration would be given to moving the Toucan Crossing a few metres north at Thistle Street.
- 6) To instruct that a review of these measures was undertaken in order that the scheme could progress without disadvantaging pedestrians (top of the transport hierarchy) in this way.

(References – Policy and Sustainability Committee, 14 May 2020 (item 10); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillors Corbett, Key and Miller declared a non-financial interest in the above item as member of Spokes.

8. Reform of Transport Arm's Length External Organisations

An update was provided on the engagement undertaken to date on the reform of the Transport Arm's Length External Organisations (ALEOs) and approval was sought to enter a phase of detailed engagement with the Boards of the Council's Transport ALEOs, Minority Shareholders and employee representatives.

Decision

- 1) To note the progress that had been made regarding development of options for reform of the Council's wholly and partly owned Transport Arm's Length

External Organisations (Transport for Edinburgh Limited, Edinburgh Trams Limited and Lothian Buses Limited) (the Transport ALEOs).

- 2) To note the summary of responses received so far from East Lothian and West Lothian Council (one of the minority shareholders in Lothian Buses), the Transport ALEOs and Unite.
- 3) To agree that a short-term working group, made up of Council officers and representatives from the Transport ALEOs, be established to further appraise the options presented against the responses received and to agree a delivery plan for the chosen option.
- 4) To agree that engagement should continue with the minority shareholders and with Unite, in parallel with the short-term working group.

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

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

9. Waste and Cleansing Service Policy Assurance Statement

An update was provided of the review of the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures to ensure that they remained accurate and relevant and continued to support the efficient and equitable delivery of the front-line services.

Decision

- 1) To note that the current policies detailed in the report (Appendix 2) had been reviewed and were considered as being current, relevant and fit for purpose.
- 2) To approve the new policy relating to managed student accommodation.
- 3) To agree that a report would come back to the Transport and Environment Committee when the policy was in place to assess whether the regime would require further adjustment to ensure there was some contribution to the service that was being provided.

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

10. Spaces for People Update – November 2020

a) Deputation – Leith Links Residents Group

A written deputation was presented on behalf of a Leith Links Residents Group.

In addition to some short-term measures, the deputation noted called for both the Community Council and Edinburgh City Council to engage with the local community and work towards a vision for a neighbourhood built for everyone, of all ages and abilities, to be able to move around in an as safe, healthy and green way possible.

b) Deputation – Liberal Democrat Citizens Team

A written deputation was presented on behalf of the Liberal Democrat Citizens Team.

The deputation requested the following:

- That Braid Road should be reopened.
- That the planned improvements were progressed at the Hermitage Drive/Braidburn Terrace crossroads to widen pavements, install a light-controlled pedestrian and cycle crossing, remove the mini-roundabout and raise the road surface.
- That consideration should be given to other road safety and traffic calming improvements for this area.
- To pause the implementation of the Greenbank to Meadows Quiet Route using a temporary traffic regulation order.
- To hold a full public consultation to give residents the chance to express their views and for those views to be taken into account on all potential measures to improve road safety, make walking and cycling more attractive and reduce unnecessary car journeys and CO2 emissions in the East Morningside area centred on the proposed Greenbank to Meadows cycle route and bounded by the A702, Kilgraston Road/Blackford Avenue, Bruntsfield Links and the Hermitage.
- To carry out traffic studies and analysis to support all improvement proposals.

c) Deputation – South West Edinburgh Residents

A written deputation was presented on behalf of a South West Edinburgh Residents group.

The deputation advised that they opposed the package of measures being proposed under Appendix 2B of the report. The deputation noted that, while there was merit in some aspects, such as the welcome reduction in the speed limit, the scope of the measures and the means of implementation were unacceptable. The closure of Brunstane would act as a catalyst for area wide improvements.

d) Deputation – Blackford Safe Routes

A written deputation was presented on behalf of Blackford Safe Routes.

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The community group known as Blackford Safe Routes initially designed plans for a “Liveable Neighbourhood” or “Low Traffic Neighbourhood” (LTN) based around quiet routes to James Gillespie’s Primary School, recognising the danger to the school children from traffic on routes to school, as well as increased pollution levels.

The school Parent Councils’ that counter-signed the deputation all supported the Quiet Route proposals (as distinct from the other emergency measures in place through Spaces for People on the main roads). They represented the parent bodies of those schools, who were primarily concerned with the safety and well-being of the children attending these schools

e) Deputation – Bruntsfield, Morningside and Tollcross Traders

A written deputation was presented on behalf of Bruntsfield, Morningside and Tollcross Traders.

The deputation advised that conditions had worsened significantly for businesses and residents since the parking restrictions were introduced in the area. There were 11 empty retail premises between Morningside and Bruntsfield with a further 6 between Tollcross and Bruntsfield. The deputation asked that the Council urgently reinstated as many of the parking spaces as possible.

f) Deputation – Car-Free Holyrood

A written deputation was presented on behalf of Car-Free Holyrood.

The deputation advised that they were a group of local residents interested in a safer, greener Holyrood Park that was free from through-motor traffic. The deputation requested that if there was a single proposal to come out of the Spaces for People consultation, it should be to close Holyrood Park to motor traffic.

g) Deputation – Better Broughton

A written deputation was presented on behalf of Better Broughton

The deputation advised that the full potential of Broughton Street was undermined by the fact that it was frequently congested, and unsafe for all road users. Footpaths were too narrow, provision for cyclists in non-existent, traffic frequently speeds, pollution was often present, and pedestrian crossing facilities across the street, and the entrance to side streets, were poor. The group had produced a set of proposals to tackle these issues and work for the transformation of their community.

h) Deputation – Daniel Johnson MSP

A written deputation was presented on behalf of Daniel Johnson MSP.

The deputation submitted survey results and explained that whilst the survey was in effect a straw poll, it was believed that the results showed the measures introduced to date had created a level of disquiet and the Council should carry out its own official survey.

i) Deputation – Edinburgh Private Hire Association

A written deputation was presented on behalf of Edinburgh Private Hire Association.

The deputation asked that consideration be made at this stage to amend the proposal to allow PHC the same access as the Taxi trade to the specific areas set out in the deputation.

j) Deputation – New Town and Broughton Community Council

A written deputation was presented on behalf of New Town and Broughton Community Council.

The deputation welcomed the decision to shortlist Broughton Street for inclusion in the next phase of the Spaces for People initiative. The deputation urged the Committee to support the decision to include Broughton Street in the short list of the next Spaces for People initiatives, but also to require that the Spaces for People team engaged further with the local community, including NTBCC, before any more detailed proposals were issued for consultation or approval.

k) Deputation – Edinburgh Association of Community Councils

A written deputation was presented on behalf of Edinburgh Association of Community Councils.

The deputation advised that their written submission was a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. The deputation advised that the EACC remained supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It was important to improve 'buy-in' to the SfP programme, and EACC and Community Councils would support steps which promoted community engagement beyond formal consultation requirements.

l) Ward Councillors

In accordance with Standing Order 32.1, the Convener agreed to hear a presentation from Ward Councillors Jim Campbell, Gardiner, Main, Neil Ross and Watt in relation to the Spaces for People Update - Report by the Executive Director of Place. A written submission was received from Councillor Mowat.

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Councillor Jim Campbell raised the issue of Starbank Road and Councillor Campbell urged officers to undertake an analysis of new the new measures and what the implications would be on Ferry Road and East Trinity Road.

Councillor Main advised that residents had been in contact to say they would like Braid Road to remain closed and asked Committee to consider ensuring the permanent road safety scheme which was in its later stages and due to be implemented in 2021, starting with Brae Crescent, that would make a significant difference to safety in the area. Councillor Main also received support from residents for the proposed quite route from Greenbank to Meadows.

Councillor Gardiner advised he had spoken to local businesses and requested that officers liaised with businesses about the proposals. Councillor Gardiner hoped the proposals could be adapted as much as they could to meet the local needs of businesses such as cross-city businesses. The Gillespie Crossroads was the entry to the Pentland Ward from Lanark Road West and it was important that traffic flows were able to go straight ahead south in to Lanark Road West and entry on to the bypass via the Wester Hailes Road. It was good to have that flow there and reassurance was sought that there would be no change to that arrangement.

Councillor Neil Ross advised that the closure of Braid Road was an appropriate response to the Covid-19 pandemic but the measure was no longer proportionate. Committee were asked to consider the Lib Dem Citizen Team petition to open Braid Road. It was requested that the Council proceeded as quickly as possible with the one-way system on Braidburn Terrace and the related improvements for Braid Road as these had been agreed with the local community.

Councillor Watt referred to the survey results of Daniel Johnson MSP's deputation. Councillor Watt advised there was an interest in the quiet route and people in the area supported a move away from the car being the default mode of transport. People were interested in looking at other options for Braid Road. On the Town Centres, Councillor Watt noted a lot of businesses were experiencing difficulty and in some respect the Spaces for People had become a focus for that anxiety and welcomed moves that had been made to address their concerns and would appreciate anything else that could be done.

Councillor Mowat provided recommendations to items for review in the City Centre at Victoria Street, Cockburn Street, South Bridge, London Road to Milton Road West and Broughton Street & Roundabout. Councillor Mowat advised the theme running through the recommendations which was the interaction of the schemes with the tram works and traffic diversions necessary for the tram. Councillor Mowat advised that she felt very strongly that where these works created narrowed and hostile conditions for cyclists the Council should provide safe alternatives and should never put in place cycle routes that terminate in a hostile environment hence the suggestions provided.

m) Report by the Executive Director of Place

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The Policy and Sustainability Committee approved creating safe spaces for walking and cycling in May 2020 in response to the impact of COVID-19. An update was provided on the schemes implemented by a Temporary Traffic Regulation Order (TTRO), under delegated authority with recommendations on continuation or changes (as appropriate).

Approval was also sought to progress with four new schemes and updates were provided on the measures introduced for schools and on the feedback received through Commonplace.

Motion

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 of the report for:
 - 3.1 South Bridge – Town Centre Measures.
 - 3.2 Lanark Road, Longstone Road and Inglis Green Road.
 - 3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.
- 4) To approve the recommendations included in Appendix 1 of the report.
- 5) To note the schedule of proposed measures near schools in Appendix 3 of the report.
- 6) To note the high level and detailed reports on Commonplace in Appendix 4 of the report and to approve the recommended schemes that arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
- 7) To note that since receiving legal advice regarding the East Craigs proposals, officers had carefully looked at every new Spaces for People scheme to ensure they were proportionate and went no further than was required to address the public health dangers posed by the pandemic. To note that the Spaces for People projects pursued to date had been assessed on this basis and complied with both the legal advice given and the guidance provided by the Scottish Government as a basis for this temporary national scheme.
- 8) To note significant resident concern that had arose around the Braid Road closure and its effect elsewhere in surrounding streets. To note its interlinked nature with Comiston Road, Braidburn Terrace and the proposed Greenbank to Meadows Quiet Route. To agree that this specific scheme should continue to be monitored closely and that a short report would come to the January 2021 Transport and Environment Committee detailing a proposed way forward on this route. To agree that a briefing note would be circulated to Committee members and relevant ward councillors in mid-December 2020 providing more

detailed monitoring info on traffic volumes, public transport journey times and air pollution levels.

- 9) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
 - 10) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
 - 11) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 12) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in the report for 1.1.3.1 South Bridge – Town Centre Measures, and 1.1.3.2 Greenbank to Meadows.
- 4) To recommend that given the scale and complexity of the schemes for Lanark Road, Longstone and Inglis Green Road; the A1 and A90 that these were all paused and presented to the Transport and Environment Committee in one cycle after detailed designs and feedback were shared with, and further validated by, local elected members, interest groups, businesses, transport providers and residents to take account of residents' concerns (e.g. over the changes to the Oxford Terrace/Dean Park Crescent junction in the A90 proposal).
- 5) To recommend the following suggestion from New Town and Broughton Community Council for London Road to be considered as alternative option; re-route the planned active travel along Montrose Terrace and onto Regent Road to avoid London Road roundabout, avoiding Picardy Place whilst the tram works were in place.
- 6) To approve the revised recommendations presented in the amendment as Appendix 1 which included but was not limited to; the immediate re-opening of Braid Road, Links Gardens and a further extended review and consultation along the schemes in Tollcross, Bruntsfield, Stockbridge and Morningside given the specific issues highlighted by businesses.
- 7) To note the schedule of proposed measures for schools detailed in Appendix 3 of the report and looked to accelerate and prioritise these.

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- 8) To note disappointment that no measures near schools were presented for Holy Cross Primary, despite many requests from the Parent Council, the School and Ward Members.
 - 9) To note the high-level reports from Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that arose from the suggestions made as per the attached revised Appendix 1.
 - 10) To note the high-level reports from Commonplace data confirmed that measures to support and enhance walking should be prioritised over all others as these had by far higher support and endorsement than other measures.
 - 11) To instruct that an assessment of the wider impacts on all mode transport flows was undertaken to determine the effect of the measures in the round.
 - 12) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
 - 13) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
 - 14) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 15) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.
- moved by Councillor Webber, seconded by Councillor Smith

Amendment 2

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes as noted in paragraph 4.5 and Appendix 1 of the report, with the exception of the following:
 - a) believed there was insufficient justification for the continued closure of Silverknowes Road and therefore agreed to reopen this road with further work undertaken to establish cycleways on the route and options for safe crossing points at the north and south ends of the road.
 - b) agreed that officers re-examine the Silverknowes Parkway element of the Pennywell Road scheme to address issues with access and deliveries for households on Silverknowes Parkway.
 - c) believed there was insufficient justification for the continued closure of Braid Road, therefore agreed to reopen this road as well as install the planned improvements and appropriate traffic calming measures.

- d) agreed the Orchard Brae roundabout be considered a priority project for implementation by the end of 2020.
- 3) To agree to continue consideration of the South Bridge - Town Centres scheme for one cycle pending further discussion on the positioning of bus stops.
 - 4) To recognise the changes made to the Greenbank to Meadows quiet route and agreed to continue consideration to allow for a short online consultation with affected residents.
 - 5) To agree to proceed with the A90 scheme (subject to further consideration of changes to the phasing of traffic lights at the Burnshot junction to control peak time traffic flow) and the A1 scheme.
 - 6) To recognise the substantial concerns expressed in relation to the Lanark Road, Longstone Road and Inglis Green Road scheme and agreed this should be subject to proper public consultation before final decision.
 - 7) To welcome the schedule of proposed measures near schools and agreed that changes still to be implemented should be considered a priority under the Spaces for People programme.
 - 8) To note the high level and detailed reports on Commonplace and approve the recommended schemes that had arose from the suggestions made.
 - 9) To acknowledge the elements of the report relating to the removal of unnecessary barriers and street clutter; believed there was an opportunity for 'quick wins' which should be given greater priority and agreed to receive an update report on progress made in two cycles.
 - 10) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
 - 11) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
 - 12) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 13) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.
- moved by Councillor Lang, seconded by Councillor Whyte

In accordance with Standing Order 22(12), paragraphs of 7, 8 and 9 of Amendment 2 were accepted as an addendum to the motion. Paragraphs 2a, 3 and 4 were accepted as an addendum to Amendment 1. Paragraphs 2d, 7, 8 and 9 were accepted as an addendum to Amendment 3.

Amendment 3

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- 1) To note the update on the Spaces for People programme.
 - 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
 - 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 of the report for:
 - 3.1 South Bridge – Town Centre Measures;
 - 3.2 Lanark Road, Longstone Road and Inglis Green Road;
 - 3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.
 - 4) To approve the recommendations included in Appendix 1 of the report.
 - 5) To note the schedule of proposed measures near schools detailed in Appendix 3 of the report.
 - 6) To note the high level and detailed reports on Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that had arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
 - 7) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.
 - 8) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures have not been introduced.
 - 9) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
 - 10) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park
- moved by Councillor Miller, seconded by Councillor Corbett

Voting

First Vote

The voting was as follows:

- | | |
|-------------------------------|-----------|
| For the motion (as adjusted) | - 5 votes |
| For Amendment 1 (as adjusted) | - 3 votes |
| For Amendment 2 | - 1 vote |
| For Amendment 3 | - 2 votes |

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(For the motion (as adjusted) – Councillors Bird, Doran, Key, Macinnes, and Perry

For Amendment 1 (as adjusted) – Councillors Smith, Webber and Whyte

For Amendment 2 – Councillor Lang

For Amendment 3 – Councillors Corbett and Miller)

There being no overall majority, Amendment 2 fell and a second vote was taken between the Motion, Amendment 1 and Amendment 3

Second Vote

The voting was as follows:

For the motion (as adjusted) - 5 votes

For Amendment 1 (as adjusted) - 4 votes

For Amendment 3 - 2 votes

(For the motion (as adjusted) – Councillors Bird, Doran, Key, Macinnes, and Perry

For Amendment 1 (as adjusted) – Councillors Lang, Smith, Webber and Whyte

For Amendment 3 – Councillors Corbett and Miller)

There being no overall majority, Amendment 3 fell and a second vote was taken between the Motion and Amendment 1.

Third Vote

The voting was as follows:

For the motion (as adjusted) - 7 votes

For Amendment 1 (as adjusted) - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.

For Amendment 1– Councillors Lang, Smith, Webber and Whyte)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the update on the Spaces for People programme.
- 2) To approve the specific scheme changes noted in paragraph 4.5 of the report.
- 3) To approve the new schemes as outlined in paragraphs 4.7, 4.8 – 4.11 and Appendix 2 for:

3.1 South Bridge – Town Centre Measures;

3.2 Lanark Road, Longstone Road and Inglis Green Road;

3.3 A1 and A90; and 1.1.3.4 Greenbank to Meadows.

- 4) To approve the recommendations included in Appendix 1 of the report.
- 5) To note the schedule of proposed measures near schools detailed in Appendix 3 of the report.
- 6) To note the high level and detailed reports on Commonplace detailed in Appendix 4 of the report and approve the recommended schemes that had arose from the suggestions made in paragraph 4.36 and Appendix 1 of the report.
- 7) To note that since receiving legal advice regarding the East Craigs proposals, officers had carefully looked at every new Spaces for People scheme to ensure they were proportionate and went no further than was required to address the public health dangers posed by the pandemic. To note that the Spaces for People projects pursued to date had been assessed on this basis and complied with both the legal advice given and the guidance provided by the Scottish Government as a basis for this temporary national scheme.
- 8) To note significant resident concern that had arose around the Braid Road closure and its effect elsewhere in surrounding streets. To note its interlinked nature with Comiston Road, Braidburn Terrace and the proposed Greenbank to Meadows Quiet Route. To agree that this specific scheme should continue to be monitored closely and that a short report would come to the January 2021 Transport and Environment Committee detailing a proposed way forward on this route. To agree that a briefing note would be circulated to Committee members and relevant ward councillors in mid-December 2020 providing more detailed monitoring info on traffic volumes, public transport journey times and air pollution levels.
- 9) To welcome the schedule of proposed measures near schools and agreed that changes still to be implemented should be considered a priority under the Spaces for People programme.
- 10) To note the high level and detailed reports on Commonplace and approved the recommended schemes that had arose from the suggestions made.
- 11) To acknowledge the elements of the report relating to the removal of unnecessary barriers and street clutter; believed there was an opportunity for 'quick wins' which should be given greater priority and agreed to receive an update report on progress made in two cycles.
- 12) To note that visibility at the Dean Bridge junctions would be looked at the see if improvements could be made.

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- 13) To agree that details would be circulated confirming when schemes were likely to be implemented for schools where measures had not been introduced.
- 14) To note that consideration would be given to improving advisory cycle markings around Duddingston Road West to try and reinforce and support active travel on the route.
- 15) To note that officers would engage with HES on the impact of Spaces for People at Holyrood Park.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – Policy and Sustainability Committee, 14 May 2020 (item 11); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillors Miller and Whyte declared a non-financial interest in the above item as residents near the proposed Low Traffic Neighbourhood Network.

Councillors Corbett, Key and Miller declared a non-financial interest in the above item as member of Spokes.

11. Spaces for People – East Craigs Low Traffic Neighbourhood

a) Deputation – Edinburgh Association of Community Councils

A written deputation was presented on behalf of Edinburgh Association of Community Councils.

The deputation advised that their written submission was a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. The EACC remained supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It was important to improve 'buy-in' to the SfP programme, and EACC and Community Councils would support steps which promoted community engagement beyond formal consultation requirements.

b) Deputation – Corstorphine Community Council

A written deputation was presented on behalf of Corstorphine Community Council

The deputation requested that further discussion on the revised proposal was required, specifically on two elements: that the Spaces for People initiative and the LTN had been separated, and they welcomed that, and also that an Experimental Traffic Regulation Order (ETRO) had a guaranteed statutory consultation element, as with all Traffic Orders. Clarity was required around

Option 2a as it was not clear what traffic calming measures CEC intended to implement. The deputation suggested that a way was found to move forward positively with the community, drawing on their constructive suggestions, and to seek a genuinely helpful solution that attracted the active support of all residents.

c) Deputation – Drum Brae Community Council

A written deputation was presented on behalf of a Drum Brae Community Council.

The deputation advised that from Drum Brae Community Council's perspective, the current proposal as it stood still contained an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which required further urgent review and remedial action to fully and comprehensively address the continued and considerable concerns of residents/communities. Subsequently the proposals continued to be unacceptable to DBCC who, given that they were awaiting the response to their Community Participation Request would take this time to strongly advise that the City of Edinburgh Council do likewise, defer any decisions and wait until the outcome of that process prior to any decisions being taken on these proposals.

d) Deputation – Get Edinburgh Moving

A written deputation was presented on behalf of Get Edinburgh Moving.

The deputation set out their Craigs Road 2019 v 2020 traffic comparison. The deputation's response to the City of Edinburgh Council revised paper was also presented and a reminder of outstanding issues were listed.

e) Deputation – Low Traffic Corstorphine

A written deputation was presented on behalf of Low Traffic Corstorphine.

The deputation wished to reiterate their support and ask Committee to vote for the council officers' recommendations. The deputation advocated for transport decisions to be legal and be based on data and evidence, and to that end supported a temporary LTN implemented via an ETRO (ref 4.23 – 4.30 of the report). Coupled with Option 2a measures (ref 4.8 – 4.11 of the report), they hoped that ongoing monitoring of these interventions would show their value to the community through increased walking, cycling and wheeling, lower vehicular speeds and less traffic.

f) Report by the Executive Director of Place

Options for improving conditions for walking and cycling in the East Craigs area in response to COVID-19 were set out following discussions at Policy and Strategy Committee (20 August 2020), Transport and Environment Committee (1 October 2020) and City of Edinburgh Council's meeting (15 October 2020).

The next steps in respect of creating a permanent Low Traffic Neighbourhood (LTN) in the East Craigs area were also set out.

Motion

- 1) To note the background to the Spaces for People programme, and particularly the proposed introduction of a Low Traffic Neighbourhood (LTN) in East Craigs.
 - 2) To note the options to improve conditions for walking and cycling in the East Craigs area.
 - 3) To approve Option 2b for implementation by Temporary Traffic Regulation Order (TTRO) as part of the Council's Spaces for People programme as set out in paragraphs 4.12 – 4.13 of the report.
 - 4) To approve commencement of an experimental traffic order and to propose a full public consultation prior to the decision by a later Transport and Environment Committee, (date to be confirmed), as part of the process for the introduction of a LTN in East Craigs as set out in paragraphs 4.23 - 4.30 of the report.
 - 5) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the background to the Spaces for People programme, and particularly the proposed introduction of the Low Traffic Neighbourhood (LTN) in East Craigs.
- 2) To note the legal opinion provided to both the Community group and the Council indicated, that using the emergency legislation and the SfP programme to progress an LTN was not a proportionate or appropriate action.
- 3) To recognise that each option presented continued to adversely impact the wider East Craigs area, resulting in continued acrimony from residents.
- 4) To agree therefore that Option 3 was the only democratically acceptable option available at this time.
- 5) To agree no part of the programme would be progressed unless or until a redesign was in place that gained local support and therefore requested a full, comprehensive consultation with the local community.

- 6) To agree that in the interim to suggest these measures were carried out to further improve and enhance the area:
 - 6.1 - Agree with proposals to introduce measures to address the footway pinch points around Craigmount High School.
 - 6.2 - Welcome plans in relation to Maybury Road Vegetation maintenance and confirmation that Officers would continue to maintain verges.
 - 6.3 - Agree to a full review of the East Craigs Path Network to make it safe underfoot and enjoyable for all residents to use in line with social distancing guidelines.
 - 7) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.
- moved by Councillor Webber, seconded by Councillor Brown

Amendment 2

- 1) To note that Committee regretted the flawed processes and previous poor decisions on implementing the East Craigs Low Traffic Neighbourhood and recognised the damage this had caused to the relationship between the Council and the people of East Craigs, North Gyle and Craigmount.
- 2) To congratulate the campaigning efforts of those in the community, who simply asked for the Council to consult properly before any decisions were taken, and believed the contents of the report vindicated those efforts over the last three months.
- 3) To agree that no experimental traffic regulation order should be progressed on the LTN until a full public consultation had been undertaken and a further report presented to Committee.
- 4) To agree to proceed with report Option 2b in the meantime in order to address concerns around social distancing and traffic speeds immediately outside Craigmount High School.
- 5) To note that the intention around Option 1 would have been the Low Traffic Neighbourhood proposal as it was received by Committee following amendments. To agree that the Executive Director of Place would check whether the incorrect appendix for Option 1 had been appended to the report and the public papers would be updated if the incorrect appendix had been attached.

- moved by Councillor Lang, seconded by Councillor Whyte

Voting

For the motion - 7 votes

For Amendment 1 - 3 votes

For Amendment 2 - 1 vote

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.
For Amendment 1 – Councillors Brown, Webber and Whyte.

For Amendment 2 – Councillor Lang)

Decision

To approve the motion by Councillor Macinnes.

In accordance with Standing Order 30.1, the decision was referred to Council for approval.

(References – Transport and Environment Committee, 1 October 2020 (item 5); report by the Executive Director of Place, submitted.)

12. Revenue Monitoring Update –2020/2021 Month five position

The projected month five revenue monitoring position for the Place Directorate was set out, based on analysis of actual expenditure and income to the end of August 2020, and projections for the remainder of the 2020/2021 financial year.

Decision

- 1) To note that the overall Place ‘business as usual’ revenue budget month five position for the 2020/2021 financial year was a projected £1.710m overspend (excluding Covid-19 impact). Services within the remit of the Committee were forecasting an overspend of £0.650m (excluding Covid-19 impact), which was largely equivalent to the 2020/2021 savings delivery risk in quantum. There were budgetary pressures forecast in the Waste and Cleansing Service, Scientific and Bereavement Services and Fleet at month five.
- 2) To note that Covid-19 costs of c. £28m in addition to pressure set out at 1.1.1 had been forecast for the overall Place Directorate at month five with circa £21.9m relating to services within the remit of the Committee.
- 3) To note that the Executive Director of Place was taking measures to reduce budget pressures and progress would be reported to Committee at agreed frequencies.

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

13. Appointments to Working Groups 2020/2021

The Transport and Environment Committee was required to annually re-appoint the membership of its working groups. The proposed membership structures of each were detailed in Appendix 1 of the report.

Motion

To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To agree to the membership of the Tram All Party Oversight Group as described in paragraph 4.4 and to recognise that this reflected the Council proportionality. The membership would therefore be 3 Conservative Group members, 2 SNP Group members, 2 Labour Group members, 1 Green Group member, 1 Liberal Democrat Group member and 1 EPIC member
- 2) To agree to further review and refresh the non-elected membership of Working Groups to ensure a balance of views from across the city were heard.
- 3) To agree the Conservative Group members of Working Groups were as follows:

Central Edinburgh Development Working Group – Councillors Mowat and Webber

Tram all Party Oversight Group – Councillors Mowat, Webber and Whyte

Transport Forum – Councillor Webber

Single Use Plastic Working Group – Councillor Smith

Cammo Estate Advisory Committee – Councillor Hutchison.

- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

- 1) To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group and with the following adjustments to Green group places:

1.1 Cllr Miller to be appointed to the Transport Forum

1.2 Cllr Corbett to be appointed to the Single Use Plastics Working Group

- 2) To appoint the Tram All Party Oversight Group as follows: Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.
- moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12), Amendment 2 was accepted as an addendum to the motion.

Voting

For the motion (as adjusted) - 8 votes

For the Amendment - 3 votes

(For the motion (as adjusted) – Councillors, Bird, Corbett, Doran, Key, Lang, Macinnes, Miller and Perry.

For the Amendment – Councillors Smith, Webber and Whyte.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To appoint the membership of the Working Groups for 2020/21 as detailed in Appendix 1 to the report with the exception of the Tram All Party Oversight Group and with the following adjustments to Green group places:
 - 1.1 Cllr Miller to be appointed to the Transport Forum
 - 1.2 Cllr Corbett to be appointed to the Single Use Plastics Working Group
- 2) To appoint the Tram All Party Oversight Group as follows: Leader and Deputy Leader of the Council, Convener and Vice-Convener of the Transport and Environment Committee, Opposition Group Leaders, Opposition Transport Spokespersons.

(Reference – report by the Chief Executive, submitted)

14. Edinburgh's Coastline - update

An update was provided on projects in which the Council was involved that concerned preserving and enhancing the historic and environmental features of Edinburgh's coastline and enhancing residents' access to Edinburgh's coastline.

Motion

- 1) To note the update on Edinburgh's coastline.

- 2) To note that paragraph 7.3 of the report contained a typographical error and should read 'Dialogue is now underway with relevant community councils around the potential future redevelopment of Seafield.'
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the update on Edinburgh's coastline.
 - 2) To note Sustrans' view that the Promenade path should be segregated between cyclists and pedestrians and to agree to call for a report as to how segregation could be adopted as future policy on new Active Travel schemes in line with pedestrian priority at the top of the transport hierarchy and to avoid pedestrian/cyclist conflict and meeting what was obviously considered by Sustrans to be "Best practice".
 - 3) To note that paragraph 7.3 of the report contained a typographical error and should read 'Dialogue is now underway with relevant community councils around the potential future redevelopment of Seafield.'
- moved by Councillor Whyte, seconded by Councillor Webber

Voting

For the motion - 7 votes

For the Amendment - 4 votes

(For the motion – Councillors, Bird, Corbett, Doran, Key, Macinnes, Miller and Perry.
For the Amendment – Councillors Lang, Smith, Webber and Whyte.

Decision

To approve the motion by Councillor Macinnes

(References Transport and Environment Committee, 20 June 2019 (item 20); report by the Executive Director of Place, submitted.)

15. Motion by Councillor Webber - Intelligent Traffic Signals

The following motion by Councillor Webber was submitted in terms of Standing Order 17:

"Committee:

Notes

- 1) As part of its traffic information system a series of large Variable Message Signs throughout Edinburgh

- 2) Some do not appear to be working and many appear under used 3. The contribution these installed Variable Message Signs can make to traffic flow, limiting unnecessary journeys and improving the visitor experience in Edinburgh Instructs 4. A report in two cycles clarifying the extent, use, condition and plans for the Variable Message Signs system in Edinburgh. The report should clarify, where appropriate, reasons for lack of use of these signs.”

- moved by Councillor Webber, seconded by Councillor Smith

Decision

To approve the motion by the Councillor Webber.

16. Motion by Councillor Miller - Cyclist Fatality

a) Deputation – Corstorphine Community Council

A written deputation was circulated on behalf of Portobello Community Council. The deputation requested officers to undertake an urgent review of this junction so that no further lives would be lost.

b) The following motion by Councillor Claire Miller was submitted in terms of Standing Order 17:

“Committee:

- 1) Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.
- 2) Recognises that this is the second fatality of a cyclist at this junction within two years.
- 3) Asks officers to review the provision of safe routes for people travelling by bike through this junction.”

- moved by Councillor Claire Miller, seconded by Councillor Macinnes

Decision

To approve the motion by the Councillor Claire Miller.

17. Emergency Motion by Councillor Macinnes – Road Safety for Vulnerable Road Users

The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to the matter, in accordance with Standing Order 22.3(d).

The following motion by Councillor Macinnes was submitted in terms of Standing Order 17.2:

“Committee:

- 1) Notes with great sadness the untimely death of cyclist Heather Stronach, following a collision with a lorry driver at the King’s Road junction in Portobello. This is the second fatality of a similar nature at this junction in less than two years.
- 2) Notes that a full investigation of this incident by Police will inform, as is always the case, what the Council, as the roads authority can and should do to make this junction safer.
- 3) Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.”
- 4) Requests immediate feedback at the January Transport and Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.

- moved by Councillor Macinnes, seconded by Councillor Doran

Decision

To approve the motion by the Councillor Macinnes.