

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday, 17th August, 2023

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to attend or watch the webcast live on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

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5. Forward Planning

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6. Business Bulletin

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7. Executive Decisions

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- 7.2 Petition for Consideration: Petition to the CEC Transport and Environment Committee - Public Toilets – Report by the Executive Director of Corporate Services 129 - 132

7.3	Response to motion by Councillor McFarlane – Tollcross Clock – Report by the Executive Director of Place	133 - 136
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8. Routine Decisions

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8.3	Response to motion by Councillor Cowdy – Better Buses for Ratho – Report by the Executive Director of Place	163 - 168
8.4	Circular Economy (Scotland) Bill - Draft Consultation Response – Report by the Executive Director of Place	169 - 182

9. Motions

9.1 Motion by Councillor Lang - Reducing the Impact of Utility Works

“Committee:

1. Notes the ongoing concern within local communities over the impact of significant utility works, which can often result in footway closures, full or partial carriageway closures, temporary traffic lights, and other changes.
2. Recognises the importance and legal right of utility companies to repair and upgrade their infrastructure but notes the limited powers of local authorities in Scotland to minimise the disruptive consequences of such works and ensure works are completed as quickly as possible.
3. Notes that some local councils in other parts of the UK are now using a 'per day' charge on utility companies for road and footway occupations in a bid to incentivise the timely completion of works.
4. Agrees that officers should explore all avenues with Transport Scotland and the Scottish Government, either to maximise the use of existing legal powers or to seek

additional powers like those now used elsewhere, to ensure Edinburgh and other councils have the broadest range of mechanisms to reduce the impact of utility works.

5. Agrees that the outcome of this work should be reported back to committee through the business bulletin.”

9.2 Motion by Councillor O'Neill - Reinforcing the Equal Pavements Pledge

1. “Notes motions from Councillor Claire Miller, ‘Equal Pavements Pledge’ which passed during Full Council on 23rd September 2021, motion by Councillor Derek Howie on ‘Street Furniture’ which passed during Full Council on 25th November 2021, and motion by Councillor Lesley Macinnes, ‘Accessibility Commission’ which passed during Full Council on 30th June 2022.
2. Understands that by passing these motions the Council agreed to support Transport For All’s pledge, meetings were requested with the Edinburgh Access Panel, and a report was requested looking at the impact of street furniture on ‘blind and visually impaired people, the wider disabled community and parents with buggies [...] and how this should be aligned with [Cllr. Miller’s] motion.’
3. Further notes questions to Full Council on 4th May 2023 from Councillor Kayleigh O'Neill where reassurance was given regarding strategic context, A-boards, bin scheduling, dropped crossings and engagement with Disabled People’s Organisations (DPOs).
4. Regrets that the majority of these pledges are not being met and reliable accessibility has deteriorated in recent years despite multiple updates to local and national guidance. This has led to complaints, injuries, discrimination, isolation and, as recent reports have found, insurance claims costing the city over £80,000 since 2018.
5. Agrees that more work is needed to address access considerations – i.e. surfacing, gradients, barrier-free access, continuity, directions, and crossings – in future

guidance reviews and all work streams.

6. Reaffirms the Committee's support for the Equal Pavements Pledge and informs the Accessible Streets Roundtable Discussion Forum of this, requesting it consider including the Pledge in its draft terms of reference and the following points as part of its discussions on an Accessibility Commission:
 - a) How we will continue to 'Listen, and act' off the back of engagement with disabled people, across impairment groups, who have been significantly erased from the conversation, and look at how our engagement processes themselves are often barriers to disabled people.
 - b) How we will work with Planning and Licensing colleagues to 'Keep it Clear' and maintain a minimum of 1.5m clearance on all pavements, especially during high-footfall seasons (August and December), with detail on the different street types.
 - c) How we will 'Cut the clutter' and operate a zero-tolerance approach to street clutter, especially during high-footfall seasons, with detail on the different street types.
 - d) How we will 'Mind the trash', reducing the issue of bags of rubbish being left on pavements, especially during high-footfall seasons.
 - e) How we will address the issue of improper and missing dropped kerbs across the city, with reference to short term solutions for problematic areas, and longer-term plans on how we 'Drop the kerbs' and audit our street space for further accessibility concerns.
 - f) How we will 'Protect Blue Badge Bays' and ensure residents or visitors that require accessible parking have full information on where they can park and drive in the city.
 - g) Finally, how the Council will continue to 'Work with

disabled experts', acknowledging that disabled people's lived experience and the integration of the Social Model of Disability is the answer to delivering all future street space schemes with accessibility at the core."

9.3 Motion by Councillor Bandel - Staff Resourcing for the City Mobility Plan

1. "Notes that workload across the Transport service area has been increasing which necessitated the change from 8-weekly to 4-weekly Transport and Environment Committee meetings agreed at the City of Edinburgh Council meeting in December 2023.
2. Notes with concern that these increased demands on officer time have not been matched by a proportionate investment in staffing. Further notes repeated warnings by officers that several key teams are under extreme pressure and lacking the staff capacity to deliver projects to agreed timescales.
3. Regrets that these pressures are causing delays in the delivery of the City Mobility Plan and other key areas of work that are crucial to meeting the Council's car km reduction targets and achieving its climate target of Net Zero by 2030.
4. Further regrets the unacceptable negative impact on staff wellbeing the lack of resourcing has been causing.
5. Requests officers to provide all political groups with information detailing the investment in staffing needed to deliver the City Mobility Plan 2021-2030 on time for consideration as part of the Council's 2024/25 budget setting process by October. This should include information about how roles should be prioritised for investment / recruitment, taking into account the sustainable transport hierarchy."

Deputations

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Scott Arthur (Convener), Councillor Danny Aston, Councillor Jule Bandel, Councillor Christopher Cowdy, Councillor Sanne Dijkstra-Downie, Councillor Stuart Dobbin, Councillor Katrina Faccenda, Councillor Kevin Lang, Councillor Finlay McFarlane, Councillor Marie-Clair Munro and Councillor Kayleigh O'Neill

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email rachel.gentleman@edinburgh.gov.uk / carolanne.eyre@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 15 June 2023

Present

Councillors Arthur (Convener), Aston (item 2 onwards), Bandel, Booth (substituting for Councillor Miller, items 1 to 8), Burgess (substituting for Councillor Miller, item 9 onwards), Cowdy, Dijkstra-Downie (except item 13), Faccenda, Jones (substituting for Councillor Munro, item 1b-c) Lang, McFarlane, Munro (item 1a and item 1d onwards), McVey (substituting for Councillor Aston, item 1), Ross (substituting for Councillor Dijkstra-Downie, item 13) and Work (items 1 to 13).

1. Deputations

a) Spokes

(in relation to item 5 – Business Bulletin - Kirkliston and Queensferry Traffic and Active Travel Study Update)

The deputation recognised since a previous deputation made in February 2023, some improvements had been made, however many concerns remained. The deputation welcomed the increase in cycle parking but believed the design was non-compliant with City of Edinburgh Council policies on Active Travel and the Transport Hierarchy.

The deputation believed the design would prioritise motor traffic and therefore compromise on people's safety and enjoyment. The deputation asked that the project be subject to a comprehensive independent review.

b) Brightons and Rosefield Residents' Association

(in relation to item 5 – Business Bulletin - Update in response to motion by Councillor Meagher on accidents in the 'Joppa Triangle' including Traffic Regulation Order for Brunstane Road Closure and Coillesdene Area Traffic Management)

The deputation reported results of a survey conducted by Brightons and Rosefield Residents Association regarding support of the scheme.

The deputation noted many residents in Brightons and Coillesdene areas had suffered negative consequences from the road closure and that there had been an increase in traffic, speeding, rat-running and road rage incidents and poorer air quality.

The deputation requested the road closure be reversed.

c) Joppa Residents' Association
(in relation to item 5 – Business Bulletin - Update in response to motion by Councillor Meagher on accidents in the 'Joppa Triangle' including Traffic Regulation Order for Brunstane Road Closure and Coillesdene Area Traffic Management)

The deputation shared information on an incident involving an ambulance being delayed due to the road closure. There were concerns about the conduct of drivers in the area and two accidents had already occurred within the affected area. The deputation requested an amicable agreement be made regarding Brunstane Road closure considering the safety of all affected.

d) Residents of Learmonth Terrace
(in relation to item 8 - Response to motion - West Edinburgh Parking Dispensation)

The deputation noted no residents had applied to have the parking dispensation rescinded and that by removing the parking dispensation, residents would be forced to park potentially some distance away, crossing busy and hazardous junctions, and poorly lit areas. The deputation requested the full impact and consequences of the motion were considered.

e) Capital Cars and Edinburgh City Private Hire
(in relation to item 9 - George Street and First New Town – Operational Plan and Project Update)

The deputation noted the licensed private hire sector had more vehicles and drivers available to the public of Edinburgh than the licensed taxi sector, and that both were critical in supporting operations in the George Street and New Town area.

The deputation requested licensed private hire vehicles be given the same access considerations as licensed taxis, and that should the committee agree the recommendations in the report, that detailed and specific reasoning be given for the different treatment of private hire vehicles and taxis.

f) George Street Association
(in relation to item 9 - George Street and First New Town – Operational Plan and Project Update)

The deputation shared concerns regarding a number of factors including the timetable of works, cost control of the works, the operation plan and financial support for businesses. The deputation requested the proposals be examined and judged on how well they delivered the following objectives:

That George Street should be designed to produce a street that is:

- a. more accessible to a wider range of users, local and visitors to Edinburgh, including those with specific mobility and access needs.
- b. more user-friendly and safer on a 24/7 basis, recognising the variations in daily, weekly and seasonal patterns of use; and

c. more attractive and enhances the World Heritage status of the street.

**g) Essential Edinburgh
(in relation to item 9 - George Street and First New Town – Operational Plan and Project Update)**

The deputation thanked Council officers for their engagement over the last few years noting the plan is crucial and hugely important, with the need for discussion on all aspects of the operational plan before final decisions were made.

The deputation expressed support for the principles of the re-design of George Street, highlighting the street must work operationally for residents, visitors and businesses once completed. However, they believed it would be beneficial to address some of the outstanding issues of the operational plan before Councillors formally approved it. The deputation requested a rethink of the current plans to look at alternative suggestions to allow taxis and private hire cars to be incorporated.

**h) Uber Edinburgh
(in relation to item 9 - George Street and First New Town – Operational Plan and Project Update)**

The deputation shared their support for the proposals presented for the redevelopment of George Street and New Town but expressed disappointment at the amended plans which proposed to allow access for Taxis but not Private Hire Cars. The deputation noted both licensed private hire cars and licensed taxis provided essential transport and played a key role in Edinburgh's transport system. Concerns were expressed that restricting licensed private hire car access to George Street, would mean less efficient journeys for passengers, an increase in congestion and emissions and a reduction in air quality.

**i) Scottish Private Hire Association
(in relation to Item 9 - George Street and First New Town – Operational Plan and Project Update)**

The deputation expressed concern that the exclusion of licensed private hire cars disregarded the critical services operators provided to the public, including transportation for elderly and infirm passengers, tourists, and contract holders.

The deputation noted if the terms of the report were approved, they would request a written statement of reasons for the decision, in particular the reason for private hire cars and taxis receiving different levels of access despite both sectors operating in very similar licensable activities.

**j) GMB Scotland
(in relation to item 9 - George Street and First New Town – Operational Plan and Project Update)**

The deputation raised concerns regarding the safety of crowds gathering at ranks or other areas in George Street to wait on licensed taxis as availability had reduced due to rising costs. The deputation noted allowing licensed private hire

cars access would reduce the burden by having people picked up quickly, efficiently and safely.

k) Spokes Party

(in relation to item 10 – Medium Term Improvements at Portobello High – Street / Inchview Terrace / Sir Harry Lauder Road Junction)

The deputation supported the recommendation made in the report to take forward Option 3 as a medium-term measure and requested all members of the Committee supported it. The deputation asked that the kerb lines be positioned correctly in this phase of work to allow future phases and connections on all arms of the junction. It was noted that completing the junction would be vital if the Council was to meet its climate change and traffic reduction targets. It was also essential for the people who lived, worked and studied in the area to not be dependent on private car use to get around.

l) Portobello Community Council

(in relation to item 10 – Medium Term Improvements at Portobello High - Street / Inchview Terrace / Sir Harry Lauder Road Junction)

The deputation supported the recommendation to take forward Option 3, and pressed for this to be implemented as quickly as possible. The deputation welcomed further opportunities to work with Council officers on the fine detail of the design, while also consulting on wider plans as part of the 20 Minute Neighbourhood project.

m) South West Edinburgh in Motion

(in relation to item 13 – Motion by Councillor Lang - Travelling Safely Schemes)

The deputation proposed an alternative road layout which considered the needs of the local residents and businesses as well as visitors and customers to achieve equality and evidence safety. The deputation requested councillors take into account evidence from the variety of sources listed within the written deputation.

n) Blackford Safe Routes

(in relation to item 13 - Motion by Councillor Lang - Travelling Safely Schemes)

The deputation shared support for adding additional road closures in the area to promote active travel measures. The deputation suggested the full original plans would alleviate rat runs on the surrounding roads and expressed disappointment in having to return many times to protect the space they have.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 18 May 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the work programme.

(Reference – Work Programme 15 June 2023, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 3 – Public Transport Priority Action Plan Update
 - Action 11 – Wardie Bay Beach – Response to Motion
 - Action 31 – Motion by Councillor Aston – McGill’s takeover of First East Coast’s 20, 63 and 68 services
 - Action 35 (2) – Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)
 - Action 44 – Motion by Councillor McVey – Tram Extension
 - Action 52 – Emergency Motion by Councillor Mowat - West End Parking Dispensation
 - Action 62 (1) – Motion by Councillor Meagher – Accidents in the ‘Joppa Triangle’
- 2) To note the remaining outstanding actions.
- 3) To agree to circulate the management agreement to committee members and ward councillors in relation to Action 11 – Wardie Bay Beach – Response to Motion.
- 4) To note the expected completed date on Action 42 (Public Transport Action Plan 2023 – Delivering the City Mobility Plan) would be amended to September 2023.
- 5) To note a briefing note would be circulated in relation to Action 61 (Motion by Councillor Cowdy – Better Buses for Ratho) with an update on progress.

(Reference – Rolling Actions Log 15 June 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

- 1) To note the Business Bulletin.
- 2) To request an update on bike racks at Steads Place be circulated to members.

- 3) To confirm whether complaints continued to be received regarding the design of the new crossings along the tram extension route.
- 4) To agree to hold a members workshop on school travel plans and school street projects, including consideration of whether they could be dealt with in conjunction with each other and to agree that the Education, Children and Families Committee be involved in any reviews.

(Reference – Business Bulletin 15 June 2023, submitted.)

Declarations of interest

Councillor Work made a transparency statement in relation to the above item of business as a member of the Queensferry High Street steering group.

6. Potential Extension of Tram to Newbridge

A report responded to a request from the Council at its meeting of 9 February 2023, on the potential to extend the Tram westwards to Newbridge and beyond.

Decision

To note the update on the potential to extend the tram to Newbridge.

(References – Act of Council No 17 of 9 February 2023; report by the Executive Director of Place, submitted.)

7. A71 Dalmahoy Junction Improvements – Funding Options

Approval was sought of a preferred funding option to deliver a traffic signal controlled junction on the A71 at Dalmahoy. It was recommended that the Committee approve option 2 as set out in the report by the Executive Director of Place.

Motion

To approve funding Option Two, as described within the report.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To agree to progress the project with option 3.
- 2) To recognise that many road safety projects will still be required and therefore agrees to receive a further report in one cycle with an option to utilise more of the approved roads capital budget for required road safety projects. This would be funded through any identified slippage so far and allocations that were made beyond the financial year 23/24 to maximise delivery of road safety projects while continuing the planned road investment programme for this financial year.
- 3) To confirm the dates of correspondence with owners.
 - moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To agree that the Road Safety Improvement Fund (RSIF) is a more appropriate funding stream for the junction improvements than Cycling Walking and Safer Routes (CWSR) funding.

- 2) To approve funding Option Three, as described within the report.
- 3) To confirm the dates of correspondence with owners.

- moved by Councillor Bandel, seconded by Councillor Booth

In accordance with Standing Order 22(12), Amendment 2 was adjusted and accepted as an addendum to Amendment 1.

Voting

For the motion – 6 votes

For Amendment 1 (as adjusted) – 5 votes

(For the motion – Councillors Arthur, Cowdy, Faccenda, Lang, Dijkstra-Downie and Munro.

For Amendment 1 (as adjusted) – Councillors Aston, Bandel, Booth, McFarlane and Work.)

Decision

To approve the motion by Councillor Arthur.

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

8. Response to Motion by Councillor Mowat – West Edinburgh Parking Dispensation

A report responded to a motion agreed by Council on 4 May 2023, in respect of West Edinburgh Parking Dispensations.

Motion

- 1) To note the update on the arrangements for parking dispensations.
- 2) To agree to proceed with the withdrawal of parking dispensations as proposed in the report by the Executive Director of Place.
- 3) To note that full enforcement of the relevant parking places would commence on 7 August 2023.
- 4) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.
- 5) To circulate data on the extended parking zones.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on the arrangements for parking dispensations.
- 2) Notes that Appendix 2 to the report by the Executive Director of Place does not deliver all the information requested in the 4 May 2023 Council motion, as it only has detail for Zones 1-8 and not N1-N8 or S1-S8.

- 3) Recognises how a change in travel patterns and substantial increase in home-working since the COVID-19 pandemic mean decisions taken in 2018 may no longer be appropriate.
- 4) Notes that, while the 2018-2022 Parking Action Plan included an action to remove parking dispensations, the draft 2023-2030 agreed by committee earlier this year contained no action to pursue this.
- 5) Notes that the consultation on the draft 2023-2030 Parking Action Plan is still ongoing and remains open until 9 July 2023.
- 6) Expresses concern that the report, as set out, risks prioritising Pay and Display over resident permit holders, thereby encouraging more individuals to enter and move around the city by private vehicle.
- 7) Agrees there is no immediate requirement to remove existing parking dispensations and that the issue is best considered as part of the committee's consideration of the final Parking Action Plan, once the public consultation has concluded and the results presented to committee.
- 8) Agrees to retain the existing parking dispensations meantime, including those listed in Appendix 1 and those associated with the CCWEL project.
- 9) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.
- 10) To circulate data on the extended parking zones.
 - moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the motion was adjusted and Amendment 1 was accepted as an addendum to the motion.

At this point in the meeting the following Amendment 2 was proposed:

Amendment 2

- 1) To note the update on the arrangements for parking dispensations.
- 2) To agree to proceed with the withdrawal of parking dispensations as proposed in the report by the Executive Director of Place.
- 3) To note that full enforcement of the relevant parking places would commence on 7 August 2023.
- 4) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.
- 5) To circulate data on the extended parking zones.
 - moved by Councillor Bandel, seconded by Councillor Booth

Voting

For the motion (as adjusted)	–	9 votes
For Amendment 2	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Cowdy, Dijkstra-Downie, Faccenda, Lang, McFarlane, Munro and Work.

For Amendment 2 – Councillors Bandel and Booth.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the arrangements for parking dispensations.
- 2) To note that Appendix 2 to the report by the Executive Director of Place did not deliver all the information requested in the 4 May 2023 Council motion, as it only had detail for Zones 1-8 and not N1-N8 or S1-S8.
- 3) To recognise how a change in travel patterns and substantial increase in home-working since the COVID-19 pandemic meant decisions taken in 2018 may no longer be appropriate.
- 4) To note that, while the 2018-2022 Parking Action Plan included an action to remove parking dispensations, the draft 2023-2030 agreed by Committee earlier this year contained no action to pursue this.
- 5) To note that the consultation on the draft 2023-2030 Parking Action Plan was still ongoing and remained open until 9 July 2023.
- 6) To express concern that the report, as set out, risked prioritising Pay and Display over resident permit holders, thereby encouraging more individuals to enter and move around the city by private vehicle.
- 7) To agree there was no immediate requirement to remove existing parking dispensations and that the issue was best considered as part of the Committee's consideration of the final Parking Action Plan, once the public consultation had concluded and the results presented to Committee.
- 8) To agree to retain the existing parking dispensations meantime, including those listed in Appendix 1 and those associated with the CCWEL project.
- 9) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.
- 10) To circulate data on the extended parking zones.

(References – Act of Council No 28 of 4 May 2023; report by the Executive Director of Place, submitted.)

9. George Street and First New Town – Operational Plan and Project Update

A report provided an update on the George Street and First New Town (GNT) project and sought approval for the updated principles of the proposed Operational Plan, which were key to preparing the statutory road orders required to construct the final George Street project.

Motion

- 1) To approve the updated principles of the proposed George Street and First New Town (GNT) Operational Plan (Appendix 1), which were key to preparing the statutory road orders required to construct the final George Street project.
- 2) To note that, subject to approval of the Operational Plan, work would commence to progress preparation of final statutory road orders for George Street, with outcomes of the statutory process reported to the Licensing Sub-Committee (if required).
- 3) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval.
- 4) To note the project design and programme updates provided, including the outcome of the recent stakeholder design workshop relating to landscaping and central spaces on George Street.
- 5) To welcome the progress made since the last update to Committee.
- 6) To note with concern the rise in costs, and agrees the impact on the wider Active Travel Investment Programme should be considered carefully when it comes to committee before the end of 2023.
- 7) To note the ongoing concerns from the Edinburgh Access Panel regarding the accessibility of George Street for disabled people who rely on licensed taxis.
- 8) To agree that dialogue on licensed taxi access for people with disabilities should continue and that any related decisions should be paused until an update is provided to Committee at its September meeting.
- 9) To agree that the discussions should draw on the experiences of disabled people accessing similar streets and areas elsewhere in the UK.

- moved by Councillor Arthur, seconded by Faccenda

Amendment 1

- 1) To note the report and reiterates its support for the principal objectives of the George Street / First New Town project.
- 2) To note that, even with substantial external funding, a further capital allocation of up to £10 million will now be required from the Council to deliver the project.
- 3) To believe there remains considerable uncertainty over how this additional funding would be provided, its impact on the delivery of active travel projects in other parts of the city, and whether the committee would continue to prioritise George Street / First New Town over other projects for such funding.
- 4) Accordingly believes it is inappropriate to ask officers to spend additional time and resource on developing the project further when such uncertainty remains over the financial viability of implementation.

5) Therefore agrees to continue this report until the revised Active Travel Programme Investment Update is tabled to the committee in autumn 2023 and further clarity is received regarding future Scottish Government active travel funding.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 2

1) To approve the updated principles of the proposed George Street and First New Town (GNT) Operational Plan (Appendix 1), which were key to preparing the statutory road orders required to construct the final George Street project.

2) To note that, subject to approval of the Operational Plan, work would commence to progress preparation of final statutory road orders for George Street, with outcomes of the statutory process reported to the Licensing Sub-Committee (if required).

3) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval.

4) To recognise that turning George Street into a safe, welcoming space where pedestrians, wheelers and cyclists take priority and cars are treated as 'guests' is a central objective of the project.

5) To further recognise that creating too many exemptions for motor vehicles threatens this principle, and expresses concern over granting exemptions to coaches at all time of the day.

6) To reaffirm the Council's commitment to ensuring accessibility throughout the project and welcomes work by officers to mitigate any impacts on disabled people to date.

7) To agree to continue to explore how the plan can deliver genuine priority for pedestrians, wheelers and cyclists while also ensuring accessibility for disabled people and present results to committee prior to final approval of the plans.

8) To note the project design and programme updates provided, including the outcome of the recent stakeholder design workshop relating to landscaping and central spaces on George Street.

- moved by Councillor Bandel, seconded by Councillor Burgess

Amendment 3

1) To approve the updated principles of the proposed George Street and First New Town (GNT) Operational Plan (Appendix 1), which were key to preparing the statutory road orders required to construct the final George Street project, subject to further discussion with stakeholders and Elected Member approval of:

1.1) 4.4.1 of the Report relating to proposed pedestrian and cycling zone periods. Working and social patterns continue to change as a result of adjustments made over the pandemic lockdown. Office working hours are

more flexible than the traditional 9am – 5pm and streets also change at different times of the year so a more flexible approach should be devised.

- 1.2) 4.4.6 of the Report relating to access to George Street by licensed taxis. Given the popularity of the street for hotels and restaurants and the importance of taxi travel to and from them at all times of day and night, a more flexible approach should be devised. Licensed Private Hire Cabs should also be subject to the same access rights as licensed taxis.
 - 2) To note that, subject to approval of the Operational Plan, work would commence to progress preparation of final statutory road orders for George Street, with outcomes of the statutory process reported to the Licensing Sub-Committee (if required).
 - 3) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval.
 - 4) To note the project design and programme updates provided, including the outcome of the recent stakeholder design workshop relating to landscaping and central spaces on George Street, but agrees that the fundamental architectural design of George Street never included trees and that their inclusion would diminish the characteristics of this important Georgian Street in our World Heritage Site without adding significantly to amenity, climate change or water capture.
- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendment 2 and Paragraphs 1 to 3 of Amendment 1 were accepted as addenda to the motion.

Voting

For the motion (as adjusted)	–	7 votes
For Amendment 1	–	2 votes
For Amendment 3	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Dijkstra-Downie, Faccenda, Lang, McFarlane and Work.

For Amendment 2 – Councillors Bandel and Burgess.

For Amendment 3 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the updated principles of the proposed George Street and First New Town (GNT) Operational Plan (Appendix 1), which were key to preparing the statutory road orders required to construct the final George Street project.
- 2) To note that, subject to approval of the Operational Plan, work would commence to progress preparation of final statutory road orders for George Street, with

- outcomes of the statutory process reported to the Licensing Sub-Committee (if required).
- 3) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval.
 - 4) To note the project design and programme updates provided, including the outcome of the recent stakeholder design workshop relating to landscaping and central spaces on George Street.
 - 5) To welcome the progress made since the last update to Committee.
 - 6) To note with concern the rise in costs, and to agree the impact on the wider Active Travel Investment Programme should be considered carefully when it came to Committee before the end of 2023.
 - 7) To note the ongoing concerns from the Edinburgh Access Panel regarding the accessibility of George Street for disabled people who relied on licensed taxis.
 - 8) To agree that dialogue on licensed taxi access for people with disabilities should continue and that any related decisions should be paused until an update was provided to Committee at its September meeting.
 - 9) To agree that the discussions should draw on the experiences of disabled people accessing similar streets and areas elsewhere in the UK.
 - 10) To note the report and to reiterate its support for the principal objectives of the George Street / First New Town project.
 - 11) To note that, even with substantial external funding, a further capital allocation of up to £10 million would now be required from the Council to deliver the project.
 - 12) To believe there remained considerable uncertainty over how this additional funding would be provided, its impact on the delivery of active travel projects in other parts of the city, and whether the committee would continue to prioritise George Street / First New Town over other projects for such funding.
 - 13) To recognise that turning George Street into a safe, welcoming space where pedestrians, wheelers and cyclists take priority and cars were treated as 'guests' was a central objective of the project.
 - 14) To further recognise that creating too many exemptions for motor vehicles threatens this principle and to express concern over granting exemptions to coaches at all times of the day.
 - 15) To reaffirm the Council's commitment to ensuring accessibility throughout the project and to welcome work by officers to mitigate any impacts on disabled people to date.
 - 16) To agree to continue to explore how the plan could deliver genuine priority for pedestrians, wheelers and cyclists while also ensuring accessibility for disabled people and to present results to Committee prior to final approval of the plans.

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

10. Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road

A report set out the options that had been developed and evaluated for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street/Inchview Terrace/Sir Harry Lauder Road and sought approval to proceed with the design and implementation of a preferred option.

Motion

- 1) To note the work undertaken to develop and evaluate options for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.
- 2) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).
- 3) To note that longer term improvements would be considered as part of the citywide review of safety at major junctions.
- 4) To agree that this additional work (1) should not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2).
- 5) To agree that an update on (1) & (2) should be provided to Committee no later than January 2024.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the work undertaken to develop and evaluate options for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.
- 2) To approve proceeding with the design and implementation of Option 3, as described within the report.
 - 2.1) To recognise that many drivers entered the junction, particularly from Inchview Terrace and Seafield Road East, and joined a queue of stationary traffic at Sir Harry Lauder Road with no prospect of clearing the junction fully within that cycle and thereby obstructed the junction, hindering pedestrians, cyclists, buses, and other cars from travelling through the junction in a safe and orderly manner.
 - 2.2) To further recognise that this poor driver behaviour could be magnified by the change to a single southbound lane on Sir Harry Lauder Road.
 - 2.3) Therefore to request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.

- 3) To note that longer term improvements would be considered as part of the citywide review of safety at major junctions.
 - moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the work undertaken to develop and evaluate options for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.
- 2) To approve proceeding with the design and implementation of Option 2, as described within the report.
- 3) To note that longer term improvements would be considered as part of the citywide review of safety at major junctions.
 - moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted as an addendum to the motion.

Voting

For the motion (as adjusted) – 9 votes
For Amendment 2 – 2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Burgess, Dijkstra-Downie, Faccenda, Lang, McFarlane and Work.
For Amendment 2 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the work undertaken to develop and evaluate options for medium term improvements to safety for people walking, wheeling and cycling at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.
- 2) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).
 - 2.1) To recognise that many drivers entered the junction, particularly from Inchview Terrace and Seafield Road East, and joined a queue of stationary traffic at Sir Harry Lauder Road with no prospect of clearing the junction fully within that cycle and thereby obstructed the junction, hindering pedestrians, cyclists, buses, and other cars from travelling through the junction in a safe and orderly manner.
 - 2.2) To further recognise that this poor driver behaviour could be magnified by the change to a single southbound lane on Sir Harry Lauder Road.
 - 2.3) Therefore to request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.

- 3) To note that longer term improvements would be considered as part of the citywide review of safety at major junctions.
- 4) To agree that this additional work (1) should not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2).
- 5) To agree that an update on (1) & (2) should be provided to Committee no later than January 2024.

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

11. Maintenance of Footways and Cycleways

A report responded to a request from Committee in December 2022 to explore the possibility of changing the Council's approach to maintenance of footways and cycleways. It also set out the operational changes in the street care service (formerly street cleansing) following the allocation of additional investment in the Council's budget for 2023/24.

Motion

- 1) To note the report.
- 2) To note plans for the introduction of dedicated resources for year-round maintenance of the dedicated path and cycleway network
- 3) The operational approach that is now being deployed and the increase in machinery being dedicated to pavement sweeping.
- 4) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.
- 5) To circulate a list of areas where Glyphosate would not be used.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the report.
- 2) To note plans for the introduction of dedicated resources for year-round maintenance of the dedicated path and cycleway network
- 3) The operational approach that is now being deployed and the increase in machinery being dedicated to pavement sweeping.
- 4) To request that, as part of the work on the September 2023 report on weed control, officers review, update and enhance:
 - a) the information available online with respect to the Council's approach to weed control; and
 - b) the mechanism by which residents can report street and footway weeds or opt for local stewardship.

- 5) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.
- 6) To circulate a list of areas where Glyphosate would not be used.
 - moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report.
- 2) To note plans for the introduction of dedicated resources for year-round maintenance of the dedicated path and cycleway network
- 3) The operational approach that is now being deployed and the increase in machinery being dedicated to pavement sweeping.
- 4) To request that, as part of the work on the September 2023 report on weed control, officers review, update and enhance:
 - a) the information available online with respect to the Council's approach to weed control; and
 - b) the mechanism by which residents can report street and footway weeds or opt for local stewardship.
- 5) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.
- 6) To circulate a list of areas where Glyphosate would not be used.

(References – Transport and Environment Committee of 8 December 2022 (item 14); report by the Executive Director of Place, submitted.)

12. Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road

A report provided a summary update on progress with various issues relating to the section of Sciennes Road outside Sciennes Primary School, as instructed by a motion approved by Committee on 3 November 2022.

Motion

- 1) To note the update provided on actions arising from the motion.
- 2) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update provided on actions arising from the motion.

- 2) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.
- 3) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.
- 4) To agree that the current temporary fencing around the partial road closure, under the TTRO, be maintained until the permanent TRO is in place.
- 5) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.
- 6) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate and legal officers, to discuss outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.
- 7) To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.

- moved by Councillor Burgess, seconded by Councillor Bandel

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update provided on actions arising from the motion.
- 2) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.
- 3) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.
- 4) To agree that the current temporary fencing around the partial road closure, under the TTRO, be maintained until the permanent TRO is in place.
- 5) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.
- 6) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate and legal officers, to discuss outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.

- 7) To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.

(References – Transport and Environment Committee of 3 November 2022 (item 1); report by the Executive Director of Place, submitted.)

13. Motion by Councillor Lang – Travelling Safely Schemes

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

“Committee:

- 1) Notes the majority decision of committee on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- 2) notes that, almost 10 months on, these ETROs are still to be correctly advertised or legally commenced due to highly regrettable errors within both the original orders and the revised orders most recently received from the external consultant.
- 3) recognises how these delays have only added to the public concern expressed during the consultation period which led to the 2022 report.

Committee therefore agrees to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, agrees to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers are asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to committee.
- b) Comiston Road; where committee agrees to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.
- c) Silverknowes Road North; where committee requests that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.
- d) Silverknowes Road South, where committee agrees that officers should return to committee with a report on options to a) amend the current arrangement to address ongoing residents' concerns and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.”

Motion

To approve the motion by Councillor Lang.

- moved by Councillor Lang, seconded by Councillor Ross

Amendment 1

Committee:

- 1) Notes the majority decision taken on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- 2) Notes that, ten months on, these ETROs are still to be correctly advertised due to errors in both the original orders and the revised orders from the external consultant engaged by the City of Edinburgh Council. This means the consultation with the public will result in a further 28 month delay which is far from acceptable.
- 3) Notes the delays have caused public outrage, consultation fatigue and a lack of trust in the Council to deliver the outcomes residents want.
- 4) Requests that officers provide a public statement on the legal status of the ETROs and detailing the errors in the originally advertised ETRO.
- 5) Committee further instructs that a public report is produced detailing the costs, the legal implications, the sign off process for the ETROs and why they went to badly wrong.
- 6) The Committee also urgently agrees to revisit the decision of 1 September 2022 and exclude the following schemes from the current ETRO process, all of which saw high volumes of negative feedback from local residents in the original consultation:
 - a) Braid Road and the Greenbank to Meadows Quiet Route schemes.
 - b) Comiston Road
 - c) Duddingston Road
 - d) Duddingston Road West
 - e) Lanark Road
 - f) Silverknowes Road North;
 - g) Silverknowes Road South.

- moved by Councillor Munro, seconded by Councillor Cowdy

Amendment 2

To delete paragraph 2 onwards and replace with:

- 1) Celebrates that the Travelling Safely schemes covered by these orders have been successful at delivering their intended outcomes of encouraging more people to walk, wheel and cycle in line with the agreed objectives in the City Mobility Plan.

- 2) Notes that providing safe, connected active travel infrastructure plays a central role in meeting the Council's target of achieving a 30% reduction of car kilometres as agreed in the City Mobility Plan which will also support the Council in its efforts to tackle the climate emergency and to become a net zero city by 2030 as is listed as a key priority in the Council Business Plan.
- 3) Recognises that trialling the schemes through the ETRO process has allowed residents to offer feedback and helped the Council to understand how the schemes work in practice.
- 4) Further recognises that some schemes have received more feedback than others as part of the consultation process, and welcomes this engagement from residents.
- 5) Understands that any outstanding issues identified through the consultation are to be considered and addressed at the end of the ETRO process.
- 6) Regrets that this process has been delayed as a result of errors made in the advertised orders by the external contractor, and regrets that this delay has caused confusion and frustration amongst residents.
- 7) Believes that the schemes can be strengthened following feedback at the end of the ETRO process as planned.
- 8) Additionally notes that with regard to the Greenbank to Meadows Quiet Route:
 - a. There has already been a high volume of positive feedback received about the scheme, including concerning the permanent closure of the road to vehicular traffic outside James Gillespie's school
 - b. Concerns raised about the schemes can be addressed through the increased use of modal filters, more robust infrastructure and better signage along the route.

Finally:

- 9) Notes that the separate readvertisement of orders will cost the Council money and increase the workload of officers at a time when service delivery and workforce is a black rated critical risk on the Corporate Leadership Team's Risk Register and when Councillors have agreed to "resist bringing [motions, amendments and written questions] that would add to officer workload.

- Moved by Councillor Bandel, seconded by Councillor Burgess

Amendment 3

To add to end of motion:

- 1) Agrees that the aims of the individual schemes noted should not be diluted.
- 2) Agrees that no unforced changes should be made to these schemes in the interim.
- 3) Agrees that each of the listed schemes should be subject to their own ETRO, but greater connectivity should be sought between (a) and (b).

4) Agrees that a report on this work should be provided to Committee no later than November 2023.

- moved by Councillor Arthur, seconded by Councillor Faccenda

In accordance with Standing Order 22(12), Amendment 3 was accepted as an addendum to the motion. Amendment 1 was withdrawn.

Voting

For the motion (as adjusted) – 6 votes

For Amendment 2 – 5 votes

(For the motion (as adjusted) – Councillors Arthur, Cowdy, Dijkstra-Downie, Faccenda, Lang, Munro.

For Amendment 2 – Councillors Aston, Bandel, Burgess, McFarlane and Work.)

Decision

To approve the following adjusted motion by Councillor Lang:

- 1) To note the majority decision of the Committee on 1 September 2022 to approve the recommendations of the report at agenda item 7.7 (of 15 June 2023) on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- 2) To note that, almost 10 months on, these ETROs were still to be correctly advertised or legally commenced due to highly regrettable errors within both the original orders and the revised orders most recently received from the external consultant.
- 3) To recognise how these delays had only added to the public concern expressed during the consultation period which led to the 2022 report.
- 4) To therefore agree to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, to agree to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:
 - a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers were asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to Committee.
 - b) Comiston Road; to agree to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.
 - c) Silverknowes Road North; to request that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.

- d) Silverknowes Road South, to agree that officers should return to committee with a report on options to:
 - a) amend the current arrangement to address ongoing residents' concerns and
 - b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.
- 5) To agree that the aims of the individual schemes noted should not be diluted.
- 6) To agree that no unforced changes should be made to these schemes in the interim.
- 7) To agree that each of the listed schemes should be subject to their own ETRO, but greater connectivity should be sought between (a) and (b).
- 8) To agree that a report on this work should be provided to Committee no later than November 2023.

Declarations of interest

Councillor Ross made a transparency statement in relation to the above item of business as a resident of the Greenbank/Meadows area.

14. Motion by Councillor Cowdy – HWRC Booking System

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

“Committee notes:

- 1) Through its Waste and Recycling Strategy, Council has a stated commitment that at least 70% of waste is recycled, and to “maximise the use of recycling services to increase the amount of waste collected for recycling through kerbside collection, recycling points and Community Recycling Centres so that by 2015 we divert at least 50% from landfill.”
- 2) Recycling Rates have remained stubbornly below 50%.
- 3) The online booking system for Household Waste Recycling Centres was introduced in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
- 4) Recycling tonnage levels from HWRC’s have seen a marked decline since the booking system was introduced:
 - 2018/19 = 17,744 Before Booking System
 - 2019/20 = 18,269 Before Booking System
 - 2020/21 = 13,010 During Lockdown
 - 2021/22 = 16,087 Booking System in place
 - 2022/23 = 13,433 Booking System in place
- 5) Recycling performance for Communal Waste has also fallen since 2019, in spite of the roll out of Phase 1 of the Communal Bin Review:

- 2019/20 = 41.1%
 - 2020/21 = 39.6%
 - 2021/22 = 42.7%
 - 2022/23 = 40.7%
- 6) With poor recycling performance, Council should take steps to increase recycling rates. Therefore: Council agrees that the current booking system for HWRC's should cease from 1 August 2023.”

Motion

To approve the motion by Councillor Cowdy.

- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment 1

To replace point 6 of the motion with:

- 1) Notes that there are mixed views from residents on the operation and convenience of the HWRC Booking System, and that staff feel that the current system is safer for them and the public.
- 2) Notes that the issue was discussed in detail as recently as the March 2022 Committee, and the policy was reaffirmed at the May 2023 Committee.
- 3) Notes that the amount of waste that is recycled at the HWRCs has increased significantly (from 58% in 18/19 to 66% in 22/23), and thanks staff for helping to deliver this step change in performance.
- 4) Notes that the current system has reduced trader abuse of HWRCs and “waste tourism” (people from adjacent Councils) and allows users/site staff more time to increase overall recycling levels.
- 5) Agrees that the Committee should not make policy changes without considering the associated costs and impacts on staff.
- 6) Agrees that the next Communal Bin Update report (November 2023) should include a concise note on any impact the HWRC Booking System has on recycling and staff wellbeing.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 2

To replace point 6 with:

Understands that the implementation of the HWRC Booking System was in collaboration with Trade Unions and has resulted in an improved work environment for Council Staff with a more orderly system allowing them to plan and manage capacity and improving the overall customer experience.

- moved by Councillor McFarlane, seconded by Councillor Aston

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted as an addendum to the motion. Amendment 2 was accepted as an addendum to Amendment 1.

Voting

For the motion (as adjusted)	–	4 votes
For Amendment 1	–	7 votes

Decision

To approve the following adjusted amendment by Councillor Arthur:

- 1) To note through its Waste and Recycling Strategy, the Council had a stated commitment that at least 70% of waste is recycled, and to “maximise the use of recycling services to increase the amount of waste collected for recycling through kerbside collection, recycling points and Community Recycling Centres so that by 2015 we divert at least 50% from landfill.”
- 2) To note recycling rates had remained stubbornly below 50%.
- 3) To note the online booking system for Household Waste Recycling Centres was introduced in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
- 4) To note recycling tonnage levels from HWRC’s had seen a marked decline since the booking system was introduced:
 - 2018/19 = 17,744 Before Booking System
 - 2019/20 = 18,269 Before Booking System
 - 2020/21 = 13,010 During Lockdown
 - 2021/22 = 16,087 Booking System in place
 - 2022/23 = 13,433 Booking System in place
- 5) To note recycling performance for Communal Waste has also fallen since 2019, in spite of the roll out of Phase 1 of the Communal Bin Review:
 - 2019/20 = 41.1%
 - 2020/21 = 39.6%
 - 2021/22 = 42.7%
 - 2022/23 = 40.7%
- 6) To note there were mixed views from residents on the operation and convenience of the HWRC Booking System, and that staff felt the current system was safer for them and the public.
- 7) To note the issue was discussed in detail as recently as the March 2022 Committee, and the policy was reaffirmed at the May 2023 Committee.
- 8) To note that the amount of waste that was recycled at the HWRCs had increased significantly (from 58% in 18/19 to 66% in 22/23), and to thank staff for helping to deliver this step change in performance.
- 9) To note the current system had reduced trader abuse of HWRCs and “waste tourism” (people from adjacent Councils) and allowed users/site staff more time to increase overall recycling levels.
- 10) To agree that the Committee should not make policy changes without considering the associated costs and impacts on staff.

- 11) To agree that the next Communal Bin Update report (November 2023) should include a concise note on any impact the HWRC Booking System had on recycling and staff wellbeing.
- 12) To understand that the implementation of the HWRC Booking System was in collaboration with Trade Unions and had resulted in an improved work environment for Council Staff with a more orderly system allowing them to plan and manage capacity and improving the overall customer experience.

Work Programme

Transport and Environment Committee

14 September 2023

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
Public Transport Action Plan	Actions arising from report on 02.02.2023 (RAL number 39) – request from Committee in June 2023 to report to Committee in September 2023	Executive	Daisy Narayanan	Place	14 September 2023
Roseburn to Union Canal Active Travel Route and Green Corridor – Compulsory Purchase Order of Area of Ground at Duff Street Lane	To seek approval in principle for a CPO	Executive	Daisy Narayanan	Place	14 September 2023
Workplace Parking Levy	Action from 2 March 2023 to report back no later than September 2023 on the integrated impact assessment, investment plan, engagement and consultation plan.	Executive	Gareth Dixon	Place	14 September 2023
Roads and Transport Infrastructure Investment	Actions from Committee on 20.04.2023 to report to Committee on the 5 year funding requirements and details on setted streets	Executive	Sean Gilchrist	Place	14 September 2023

	Transport Asset Management Plan Update	Update on Transport Asset Management Plan	Executive	Sean Gilchrist	Place	14 September 2023
	Treatment of Weeds	Proposals to reduce the reliance on chemical application in the treatment of weeds. Report to include the actions agreed by Committee on 15.06.2023.	Executive	Andy Williams	Place	14 September 2023
	River Almond Flood Study	Action from Committee on 18 May 2023 to report back on study.	Executive	Stephen Knox	Place	14 September 2023
	Road Safety Programme	Update on the Council's Road Safety schemes, including School Travel Plan Reviews and Pedestrian Crossing Prioritisation, Station Road Ratho Station	Executive	Dave Sinclair	Place	14 September 2023
	Electric Vehicle Pathfinder Business Case	Business Case outlining the Council's approach to expanding charging infrastructure	Executive	Gavin Brown	Place	14 September 2023
	Response to motion by Councillor Whyte – Controlled Parking Zone (CPZ) Anomalies – N6 Abbeyhill	Action from the Council on 22.06.2023	Executive	Gavin Brown	Place	14 September 2023
	Litter Bin Siting Policy	Feedback from workshop agreed by Committee on 18 May 2023	Routine	Andy Williams	Place	14 September 2023
	Speed Limits Review – 20mph	Update on the consultation on 20mph, including information on Driver Behaviour	Executive	Daisy Narayanan	Place	14 September 2023 (this report may be deferred to

						October Committee)
	Speed Limits Review – Rural Roads	Update on the consultation on speed limits on rural roads	Executive	Daisy Narayanan	Place	14 September 2023 this report may be deferred to October Committee)
	Call for Action on Zebra Markings for Side Streets – Motion by Councillor Neil Ross	Research update	Business Bulletin	Daisy Narayanan	Place	14 September 2023
	Tram to Bioquarter Update	Update	Business Bulletin	Daisy Narayanan	Place	14 September 2023
	Trams to Newhaven Project Update to include updates on: <ul style="list-style-type: none"> • Leith Walk Planters Update • Bike Racks on Steads Place • Update on complaints on the crossings across the tram extension route 	Action Agreed on 18.05.2023 Action agreed on 15.06.2023 Action agreed on 15.06.2023	Business Bulletin	Hannah Ross	Place	14 September 2023
	George Street and First New Town	Update on dialogue on licensed taxi access for people with disabilities (requested by Committee on 15.06.2023)	Update	Daisy Narayanan	Place	14 September 2023

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Circulation Plan Framework and Associated Action Plans	Update on the consultation.	Executive	Daisy Narayanan Gavin Brown	Place	12 October 2023
	Secure On-Street Cycle Parking	Action arising from Committee on 18 May 2023	Executive	Daisy Narayanan	Place	12 October 2023
	Review of Stadium Parking	Update on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events	Executive	Gavin Brown	Place	12 October 2023
	Neighbourhood Environment Programme	Update on the Council's Neighbourhood Environment Programme (NEPs)	Executive	Dave Sinclair	Place	12 October 2023
	Edinburgh St James Update	Update on transport related activities relating to Edinburgh St James	Executive	David Cooper	Place	12 October 2023
	Public Access to Facilities in Council Buildings	Action from the Council on 22.06.2023 to provide an update on scoping of allowing public access to facilities in the City Chambers and Waverley Court.	Routine	Andy Williams	Place	12 October 2023
	Street Cleansing Performance Update	Bi-annual update	Routine	Andy Williams	Place	12 October 2023 7 March 2024

	Place Directorate – Financial Monitoring and Annual Report	Quarterly and annual report	Routine	Susan Hamilton	Place	12 October 2023 1 February 2024
	Petition to Pedestrianise Elm Row	Action from Committee on 17 June 2021	Business Bulletin	Gavin Brown	Place	12 October 2023
	Major Junctions Review Update	Update on progress of junction design work agreed by Committee on 20.04.2023	Business Bulletin	Dave Sinclair	Place	12 October 2023

Future Plan

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Public Utilities Annual Performance Report 2022/23	Annual update on the performance of public utilities	Routine	Gavin Brown	Place	16 November 2023
	Active Travel Investment Programme Update	Update on the active travel investment programme to include impact of costs for projects, such as George Street and FNT) as requested by Committee on 15.06.2023.	Executive	Daisy Narayanan	Place	16 November 2023
	Motion by Councillor Lang – Travelling Safely	Report requested on 15.06.2023	Executive	Daisy Narayanan	Place	16 November 2023
	Motion by Councillor Bandel – Bike Buses	Request from the Council on 24 November 2022 for an update in 12 months with up to date numbers on active school bike buses in Edinburgh.	Update	Dave Sinclair	Place	16 November 2023

	Communal Bin Review Update	Regular update	Routine	Andy Williams Karen Reeves	Place	16 November 2023
	Response to motion by Councillor Cowdy – HWRC Booking System	Action from Committee on 15.06.2023	Routine	Andy Williams	Place	16 November 2023
	George Street and First New Town – Update on Side Streets	Update	Routine	Daisy Narayanan	Place	16 November 2023
	Response to motion by Councillor Hyslop – Secure School Bike Storage	Referral from Education, Children and Families Committee, this report responds to a motion which was approved by the Council on 22 October 2022.	Routine	Daisy Narayanan Crawford McGhie	Place	16 November 2023
	Sciennes Primary School Playground	Update following conclusion of the statutory process for a permanent closure	Business Bulletin	Dave Sinclair	Place	16 November 2023
	Major Junctions Review	Update report	Executive	Dave Sinclair	Place	11 January 2024
	Annual Air Quality Update	Annual Update	Routine	Daisy Narayanan	Place	11 January 2023
	Improvements at Portobello Junctions	Committee requested an update on actions no later than January 2024 (action from 15.06.2023)	Update	Dave Sinclair	Place	11 January 2024
	Kirkliston Junction Reconfiguration	Update on the monitoring of traffic signal changes.	Business Bulletin	Mark Love	Place	11 January 2024
	School Travel Plan Update	Progress Update	Business Bulletin	Dave Sinclair	Place	11 January 2024
	City Mobility Plan	First Review	Executive	Daisy Narayanan	Place	1 February 2024

	Circulation Plan Framework	Circulation Plan	Executive	Daisy Narayanan	Place	1 February 2024
	<p>Circulation Plan Action Plans</p> <ul style="list-style-type: none"> • Active Travel • Air Quality • Parking • Public Transport • Road Safety 	Circulation Plan associated action plans for Approval, including the Parking Action Plan (PAP to include update from October 2022 report to include review of parking bands (as requested by Committee on 18.05.2023) and on parking dispensations (as requested by Committee on 15.06.2023)	Executive	Daisy Narayanan	Place	1 February 2024
	Community Requirements for Supported Bus Services	Response to a motion from the Council on 30 June 2022 and following Business Bulletin Update on 18 May 2023	Executive	Daisy Narayanan	Place	1 February 2024
	Update on Fair Fares Review	Action from Committee on 18 May 2023 to report back to Committee when the review has concluded	Update	Hannah Ross	Place	1 February 2024
	Workplace Parking Levy	Action from Committee on 02.03.2023 to complete the tasks set out in section 5 of the report with a view to public consultation being completed and the finding assessed by the end of February 2024.	Executive	Gareth Dixon	Place	7 March 2024
	Strategic Review of Parking – Abbeyhill Colonies	Action from Committee on 18.08.2022 to monitor and review, with public consultation, not later than 12 months after implementation of new parking	Executive	Gavin Brown	Place	7 March 2024

		restrictions. To report the findings back to Committee.				
	Pavement Parking on Leith Walk	Update on pavement parking on Leith Walk following completion of the tram works and the introduction of pavement parking enforcement powers (arising from a motion by Councillor Caldwell on 16.12.2022 and a Business Bulletin update on 18.05.2023).	Business Bulletin	Gavin Brown	Place	7 March 2024
	Annual Update on Accessibility for Placemaking and Transport Projects	Annual Update, following report to Committee on 2 March 2023	Routine	Daisy Narayanan	Place	7 March 2024
	Waste and Cleansing Policies	Annual Update	Routine	Andy Williams	Place	23 May 2024
	Update on flooding	Following update in May 2023, a further update will be prepared for Committee in May 2024.	Business Bulletin	Stephen Knox	Place	23 May 2024
	Communal Bin Review	Including update on review of bin hub locations in phases 1, 2 and A to be reported to Committee (Action 18.05.2023)	Routine	Karen Reeves	Place	23 May 2024
	Kirkliston and Queensferry Traffic and Active Travel Study	Annual Update	Business Bulletin	Daisy Narayanan	Place	20 June 2024
	Parking Contract	Action from Committee on 8 December 2022 to ensure that offices engage and brief group transport spokespeople during the process of tender and contract development for the	Engagement	Gavin Brown	Place	By September 2024

		new parking contract				
	Leith Connections Update	Update on monitoring post implementation of ETRO	Routine/ Business Bulletin	Daisy Narayanan	Place	Currently expected by March 2025
	Response to motion by Councillor Caldwell – Sewage in Edinburgh’s Waterways	Action from the Council on 04.05.2023 to provide a report detailing the impact that building new housing close to waterways will have on CSOs	Routine	Julie Waldron	Place	To be confirmed
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	To be confirmed
	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	To be confirmed
	Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Executive	Dave Sinclair	Place	To be confirmed
	Edinburgh Cycle Hire Scheme Update	Action from Committee on 2 February 2023	Business Bulletin	Daisy Narayanan	Place	To be confirmed
	Response to motion by Councillor McFarlane – Tollcross Clock	Action from the Council on 24 November 2022 and update on 17 August 2023	Routine	Daisy Narayanan	Place	The date will be confirmed following stakeholder engagement

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Rolling Actions Log

Transport and Environment Committee

17 August 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	18-03-19	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would re-visit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk	12 October 2023		An update on this was included in the Business Bulletin on 15 June 2023 .
2	28-03-19	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (referral from the North West Locality	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	1 February 2024		This will form part of the development of the Circulation Plan Framework.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Committee)					
3	12-09-19	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	1 February 2024		
4	05-12-19	Transport and Environment Committee Business Bulletin	To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	1 February 2024		This will form part of the development of the Circulation Plan Framework.
5	05-12-19	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Next update expected – June 2024		An update is included in the Business Bulletin on 15 June 2023 . Previous update 14 October 2021; 31

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							March 2022.
6	05-12-19	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2024		<u>Update May 2023</u> This will be reviewed again when the regulations for footway parking come into effect. Previous update - 31 March 2022. Committee agreed to keep this action open for a further update to be provided.
7	28-01-21	Strategic Review of Parking – Results Phase 1 Consultation and General Update	Agrees to introduce garage permits as set out in para 4.30, with monitoring and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	December 2024		This will be incorporated into a future report on the Strategic Review of Parking by December 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
8	19-02-21	City Mobility Plan	Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	1 February 2024		Update was provided to Committee in October 2021. Review cycle has review scheduled for Autumn 2023.
9	22-04-21	Business Bulletin – Climate Risk Assessment	To agree to provide a briefing note how on the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	October 2023		A number of updates on the Council's approach to Climate Change were reported to Policy and Sustainability Committee on 17 November 2022 . The next report on this is scheduled for Policy and Sustainability Committee in October-2023.
10	17-06-21	Petition for consideration - Pedestrianise Elm Row	To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	October 2023		This will follow the extension of the tram line extension becoming operational. A Business Bulletin

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				h.gov.uk			update is planned for October 2023. Previous update: 31 March 2022 .
11	17-06-21	City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update	Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	By December 2023		It is proposed to report back to Committee on this project as part of a review of active travel investment.
12	17-06-21	Cammo Road – Trial Vehicle Prohibition (Road Closure)	Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	Early 2024		Previous Updates 3 November 2022 ; 20 April 2023 .
13	17-06-21	Funding Third Sector Delivery Partner:	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items	Executive Director of Place Lead Officer: Andy	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Changeworks Resources for Life	rather than throwing them out.	Williams andy.williams@edinburgh.gov.uk			
14	11-11-21	Active Travel Measures – Travelling Safely Updates	To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Early 2024		This will form part of the monitoring strategy for the Travelling Safely measures. An update report is included on the agenda for Committee on 17.08.2023.
15	27-01-22	Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	Next expected update – 14 September 2023		Engagement with the school on the travel plan is ongoing. A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		kindergarten zone					Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .
16	27-01-22	Kirkliston Junction Reconfiguration	To note the intention to undertake journey time assessments before and after the implementation of the improvements works and agrees this comparison data should be made available to the Committee by way of a business bulletin update once available.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	11 January 2024		An update on this is included in the Business Bulletin on 15 June 2023.
17	Council 17-03-22	Motion by Councillor Douglas – Review of Stadium Parking (See agenda)	Extract of the motion: Calls for the next report from officers on the Strategic Review of Parking to include comment on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events, in advance of implementation of changes to car parking.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	12 October 2023		<u>Update May 2023</u> In progressing this in respect of events in stadiums, it has been identified that this issue also affects other events in the city. Therefore, the report has been delayed until October 2023 to follow

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							up on this.
18	31-03-22	Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda)	Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	Next expected update – 14 September 2023		A brief update on the School Travel Plan Review is included in the Business Bulletin on 15 June 2023, with a further update expected in September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 .
19	31.03.22	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets	To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network. To agree that an update report be provided to Committee in six months on the outcomes of the	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Next update expected - 14 September 2023		Previous updates: 2 March 2023 ; 6 October 2022

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			study.				
20	Council 30-06-22	Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes (See agenda)	<p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles detailing the subsidy required to restore a bus service to the Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought.</p> <p>Report on the short term options for improving access for the Dumbiedykes community to their essential services recognising their calls over many years for improved regular scheduled bus access.</p> <p>Report to the Transport and Environment Committee in two cycles as per the decisions of committee on 27 February 2020, and contextualising this within a</p>	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	1 February 2024		<p>This work will be progressed alongside the development of the final Public Transport Action Plan.</p> <p>Previous Updates: 18 May 2023; and 8 December 2022.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 54			wider review of community requirements for supported bus services across Edinburgh, considering alternative models of provision including demand responsive transport and community transport noting recent schemes in the SEStran area, and providing financial information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals.				
	21 A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station (See Agenda)	To engage with Ward Members regarding the Petition on Station, Ratho Station.	Executive Director of Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	Next update expected – 14 September 2023	The next update is expected on 14 September 2023. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .
	21 B	08.12.22	Rolling Actions Log – action 29 (Station Road, Ratho Station)	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction	Executive Director of Place Lead officer: Dave Sinclair	Next update expected – 14	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	David.sinclair@edinburgh.gov.uk	September 2023		
22	18.08.22	Updated Pedestrian Crossing Prioritisation 2022/23	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months.	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	14 September 2023		
			2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of the	Executive Director of Place Lead Officer: Daisy Narayanan	May 2023		Closed May 2023 A Business Bulletin update is included on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			prioritisation plan to be reported in a future Business Bulletin update.	daisy.narayanan@edinburgh.gov.uk			18.05.2023.
23	18.08.22	Strategic Review of Parking – Results of Phase 1 Traffic Order	To agree that the process of monitoring and review within the Abbeyhill colonies should involve public consultation not later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area within the N6.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	7 March 2024		
24	18.08.22	Active Travel Measures – Travelling Safely Update	To note the points made by Lothian Buses at 4.1.4 of the report and asks that each is considered in the Travelling Safely Update Report and that solutions are proposed where possible. This should also consider Waverley Bridge and Comiston Road.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		Recommended for closure This is incorporated into an update on Travelling Safely on the agenda for Committee on 17.08.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
25	18.08.22	Evaluation of the 20mph Speed Limit Roll Out – Three Years Pose Implementation	To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		This will be incorporated into reporting for the 20mph programme.
26	06.10.22	Cleaning Up Edinburgh – Motion by Councillor Whyte	1) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore, asks that Officers engage with Keep Scotland Beautiful to understand what lessons can be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. An update on this should be provided as part of the next street cleansing report, including previous initiatives to reduce coffee cup usage	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance Update report to Committee on 20.04.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) Agrees that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	12 October 2023		Update April 2023 An update on this is included in the Street Cleansing Performance report on 20.04.2023. However, it is anticipated that implementation will be from October 2023 onwards.
			3) Requests a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023.
			4) Includes in the report on possible improvement	Executive Director of Place	April 2023	April 2023	Closed April 2023 An update on this was

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments	
Page 59			through additional resource for budget consideration the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks	Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk			included in the Street Cleansing Performance report on 20.04.2023.	
	27	06.10.22	Asset transfer – Ex-City Development Assets	To request an update on the adoption or transfer of assets in 3 cycles.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	September 2023		This information is currently being prepared for circulation
	28	06.10.22	Risk Based Approach to Road	To request a briefing within 3 cycles on how to tighten up the	Executive Director of Place	September		This information is currently being

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Safety Inspections - Update	operational guidance	Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	2023		prepared for circulation
29	27.10.22 (Council)	Motion by Councillor Hyslop - School Bicycle Storage (See agenda)	Requests a report to be submitted to Education, Children and Families Committee, to be referred to Transport and Environment Committee within 3 cycles which outlines potential targets for increasing the uptake of cycling, scooting and skating to school in the City and strategies to meet them. The information to be detailed in the report was included in the approved motion.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16 November 2023		This will be reported to Education, Children and Families Committee and referred to Transport and Environment Committee. A report is expected to be presented to Education, Children and Families Committee on 07.11.2023, with onward referral to Committee.
30	03.11.22	Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road	Notes that the Sciennes School Parent Council and all four ward councillors welcome the commencement of the statutory process to close the section of Sciennes Road outside Sciennes	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	December 2023		Recommended for closure This action has been superseded by action 66.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Primary School permanently to motor vehicles, principally to improve the safety and well-being of children and their families accessing the school and requests that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023;	gh.gov.uk			An update on this was included on the agenda for Committee on 15 June 2023
Page 61	24.11.22	Motion by Councillor McFarlane – Tollcross Clock	Extract of approved motion: Requests a report in three cycles with the information to be included in the approved motion.	Executive Director of Place Lead officer: Claire Miller Claire.miller@edinburgh.gov.uk	Date to be confirmed		An update is included on the agenda for Committee on 17.08.2023. A date to return to Committee will be added once the timeline for stakeholder engagement is confirmed.
32	08.12.22	Brunstane Road Closure (Progression to a	1) Notes continued concerns raised by residents regarding road safety on Brighton	Executive Director of Place Lead officer: Dave	Next update expected –		This will form part of the School Travel Plan Review programme.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Permanent Traffic Regulation Order	Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	Sinclair David.sinclair@edinburgh.gov.uk	14 September 2023		
			2) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is conducted with a view towards increasing mitigations should evidence indicate that those are needed.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Recommended for closure An update on this is included in the Business Bulletin on 15 June 2023
33	08.12.22	Draft Road Safety Action Plan – Delivering City	Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be	Executive Director of Place Lead Officer: Dave	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Mobility Plan	introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2.	Sinclair David.sinclair@edinburgh.gov.uk			
34	08.12.22	Maintenance of Footways and Cycleways	<p>Requests officers to explore the possibility of</p> <ul style="list-style-type: none"> • Providing a pathway and cycleway maintenance team for other localities • Employing this team to provide a more proactive approach to leaf sweeping during leafing season • Reallocating a share of road gritting resources to path and cycleway gritting along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023. 	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	August 2023		This report was included on the agenda for Committee on 15 June 2023 . The Integrated Impact Assessment is currently in the process of being approved and will then be published on the Council website.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
35	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion.	Executive Director of Place Lead officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	Next update expected – 14 September 2023		Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .
36	08.12.22	Motion by Councillor Bandel - Mobility Analysis (see agenda)	1) Notes that the City of Edinburgh Council's new upgraded CCTV system is able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	August 2023		Recommended for closure A report is included on the agenda for Committee on 17.08.2023
			2) Notes that analysis of this data (eg. traffic counts, analysis of pedestrian desire lines and modal analysis) has the potential to inform and improve the work of Transport and Environment	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Committee				
			3) Requests a report on the scope of opportunities that this system can present and to identify those transport strategies and action plans which can be improved using this evidence base within three cycles.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk			
Page 65	02.02.23	Update on Council Transport Arms Length Companies	1) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	Date to be added for September Committee		To be followed up with Lothian Buses
			2) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	11 January 2024		This will be followed up in preparation for the next annual update to Committee
38	02.02.23	Business Bulletin – Motion by Councillor	Committee asks that the “further discussions [...] ongoing on a	Executive Director of Place	14 September		An update was included in the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Miller – Driver Behaviour	wider campaign around driver behaviours” are briefed to committee members and a report is provided for approval when recommendations have been developed.	Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	2023		Business Bulletin on 18 May 2023 .
39	02.02.23	Public Transport Action Plan 2023 – Delivering the City Mobility Plan	1) Agrees that TEC members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		
			2) Notes the decision of Full Council on the 30 June 2022 to carry out a review of community requirements for supported bus services across and report back in May. Further notes that while a Business Bulletin update responding to part of the motion was presented to	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review is still outstanding.				
			3) Requests officers to carry out the review as per the decision on 30th June 2022 and report back in May.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		An update on this was provided for Committee in May 2023.
40	02.02.23	Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling	1) Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	11 January 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2) Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure;</p> <p>3) Therefore asks officers to submit a bid to Sustrans for a</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>feasibility study and a detailed design which retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.</p> <p>4) Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a further report will be brought back to committee on options</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>to agree the way ahead.</p> <p>5) Further notes that diversion works will be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting.</p>				
41	02.03.23	Strategic Business Case for an Edinburgh Workplace Parking Levy	<p>1) Agrees to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these will be reported back to Committee no later than September.</p>	<p>Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk</p>	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) Agrees that the tasks set out in Section 5 of the report should be progressed with a view to a public consultation being completed and the finding assessed by the end of February 2024.	Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk	7 March 2024		
42	02.03.23	Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging	1) That a further update will be provided to Committee prior to commencing procurement. That this update will provide reassurance that the procurement process will be robust and timescales sufficient to encourage the best possible range of providers to take part.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	14 September 2023		
			2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points.		14 September 2023		
			3) Further updates on proactive action on misuse of EV bays including by parking		14 September		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 72			attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during periods when attendants are off duty.		2023		
			4) Officers to explore additional areas for inclusion in a concession-type contract, such as lamppost charging where accessible and commercial charging for electric bus operators, and to engage with committee members to shape the contract scope		14 September 2023		
			5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following: • Removal of the time limit for		14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 73			<p>"fast" (AC 7 or 22 kW) charge points overnight, between 8pm - 8am, to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times.</p> <ul style="list-style-type: none"> • Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes. • Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it is no longer rapid anymore – and calls for a further report regarding the implementation of this approach. • Agrees that there should be 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			no time limit on "fast" (7 kW AC Type 2) charge points at park and rides, but that rapid chargers at park and rides should have a time limit of 90-minutes with overstay penalties enforced.				
43	20.04.23	Major Junctions Review Update	1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing.	Executive Director of Place Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk	11 January 2024		
			2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.	Executive Director of Place Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk	12 October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
44	20.04.23	Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24	<p>Extract from decision:</p> <ol style="list-style-type: none"> 1) To agree that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. 2) Requests a report within one cycle outlining the current proposed work programme of setted street repair for 2023/24, 2024/25, 2026/27, 2027/28 and 2028/29. 3) The report to also include <ul style="list-style-type: none"> • The current setted street policy as an appendix • The metrics used by officers to prioritise work on setted streets • The current annual budget allocation for setted street 	<p>Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk</p>	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>repair</p> <ul style="list-style-type: none"> • Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme. <p>4) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.</p> <p>5) Where possible, officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.</p>				

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45	20.04.23	Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Extract from motion with actions:</p> <p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area • Improve the road and footway surface if this can be justified within existing policies and budgets. 	<p>Executive Director of Place Lead Officer: Dave Sinclair</p> <p>Dave.sinclair@edinburgh.gov.uk</p>	Date for reporting back to be confirmed		An update is included in the Business Bulletin for Committee on 17.08.2023. A date for reporting back will be confirmed as soon as possible.
46	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised</p>	<p>Executive Director of Place Lead Officer: Dave Sinclair</p> <p>David.sinclair@edinburgh.gov.uk</p>	On-going		These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area.				
47	04.05.23 (council meeting)	By Councillor Dijkstra-Downie - Class Bus Passes for Schools	To ask officers to investigate the possibility of the implementation of such a scheme and report to the Transport and Environment Committee in two cycles.	Executive Director of Children, Education and Justice Services Lead Officer: Claire Thompson Claire.thompson@edinburgh.gov.uk	August 2023		Recommended for closure An update is included in the Business Bulletin for Committee on 17.08.2023
48	18.05.23	Business Bulletin (Leith Walk Planters)	Requests that officers provide the results of the formal monitoring, as listed in section 1, in the committee's August business bulletin.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14 September 2023		
49	18.05.23	Business Bulletin	Asks the Convener of the	Convener	Summer		Recommended for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		(Powderhall)	Transport and Environment Committee to write to the Chief Executive of Network Rail to ask him to take decisive action to ensure that the Powderhall line can be transformed from a derelict railway to a transformative active travel link as soon as possible.		2023		closure The Convener wrote to Network Rail on 11.07.2023. A copy of the letter was circulated to Committee members.
50	18.05.23	Business Bulletin (Supported Bus Services)	To request an update on the retendering of supported bus services.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	1 February 2024		An update on this is included in the Response to motion by Councillor Cowdy – Better Buses for Ratho report on 17.08.2023
51	18.05.23	Secure On-Street Cycle Parking Project – Progress Report	1) To agree parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	1 February 2024		
			2) Welcomes that once Phase 2 of the scheme is complete it	Executive Director of Place	12 October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>will be significant in scale and income and agrees that in the run-up to contract renewal a report should be brought to Committee which includes the option of bringing the service in-house.</p> <p>3) Report should also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.</p> <p>4) Report by October 2023 to also provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded, and explore the possibility of</p>	<p>Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk</p>			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 81			lowering charges by insourcing the Secure On-Street Cycle Parking project.				
			5) Requests a report to the August committee detailing the methodology for the weighted ranking system that is being used to determine prospective sites for secure on-street cycle parking. Requests that there is a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	17 August 2023		Recommended for closure This information is included in the Business Bulletin for Committee on 17.08.2023
			5) Furthermore, noting that there is little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, requests that work is done to establish whether provision can be improved in these areas in				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 82			<p>the current phase and to ensure that it will be in future phases.</p> <p>6) Requests that the report brings forward proactive proposals to increase awareness of the future roll-out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of demand, especially in areas which are currently distant from existing units. These will include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			channels.				
52	18.05.23	Communal Bin Review Update	Agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the Transport and Environment committee when available.	Executive Director of Place Lead officer: Karen Reeves Karen.reeves@edinburgh.gov.uk	23 May 2024		
53	18.05.23	Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond Catchment	1) Notes the estimated £200,000 cost for a River Almond Flood Study and agrees officers should return within three cycles with options on how that start of such a study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding as set out in report 7.5 (Response to Motion by Councillor Osler – Flooding)	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	14 September 2023		
			2) Agrees the Convener should write to the Scottish	Convener	July 2023		Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Government to ask for a review of current national guidelines so the prevention of severe flooding of critical transport infrastructure, such as that seen in Kirkliston, can be better prioritised for government funding.				The Convener wrote to the Scottish Government on 11.07.2023. A copy of the letter was circulated to Committee members.
54 Page 84	18.05.23	Response to Motion by Councillor Osler - Flooding	1) An update to be provided in the Business Bulletin in May 2024	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	23 May 2024		
			2) Briefing requested for Inverleith ward members and other interested members on progress on Craigleith Basin	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	7 August 2023		Recommended for closure Information was circulated to ward Councillors on 07.08.2023.
			3) Notes the decision of committee in relation to report 7.4 on flooding in	Executive Director of Place Lead officer: Stephen	14 September 2023		Links to action 53 (1) above.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Kirkliston, and that a further report will come to committee on the option of using £200,000 of the additional £2m for a River Almond Flood Study.	Knox Stephen.knox@edinburgh.gov.uk			
55	18.05.23	Under 22 Concessionary Travel on Trams	Agrees to receive an update once the Fair Fares Review has been concluded.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	1 February 2024		The Fair Fares Review is expected to conclude by the end of 2023. Officers will update Committee if any initial feedback is received.
56	18.05.23	Waste and Cleansing Service Policy Assurance Statement	1) approves a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer / elected member workshop which should consider: a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and,	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 86			b) options and associated costs for expanding the criteria for the positioning of litter bins.				
			2) agrees the outcome of this workshop should be reported to a future meeting of the Transport & Environment committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	14 September 2023		This workshop is planned for 25.08.2023, with the outcome due to be reported to Committee in September 2023.
57	18.05.23	Motion by Councillor Cowdy - Better Buses for Ratho	Requests the seeking of a meeting with McGills composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Convener, to discuss the operational difficulties outlined and potential solutions within the framework of the current contract, with a date for the meeting to be	Executive Director of Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	Meeting date to be confirmed		A meeting is in the process of being arranged and an update report on progress and next steps is included on the Committee agenda for 17.08.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			sought before the summer recess in July.				
58	18.05.23	Motion by Councillor Meagher – Accidents in the ‘Joppa Triangle’	1) The June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area, and likely implementation schedule.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Closed June 2023 A Business Bulletin update is provided on 15 June 2023
			2) Notes the decision by the committee at its meeting on 8 December to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue. Notes that it remains unclear whether these road safety measures were implemented at the time and asks for this action to be carried out immediately as soon as possible if it has not been completed yet.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	December 2023	An update was provided in the Business Bulletin on 15 June 2023 . This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. If more than six objections are received, these will be reported to Licensing Sub-Committee.	
59	15.06.23	Rolling Actions Log	1) To agree to circulate the management agreement	Executive Director of Place	31 December		The legal agreements for each landowner are

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 88			to committee members and ward councillors in relation to Action 11 – Wardie Bay Beach – Response to Motion.	Lead officer: Steven Cuthill Steven.cuthill@edinburgh.gov.uk	2023		currently being drafted.
			2) To note a briefing note to be circulated in relation to Action 57 (Motion by Councillor Cowdy – Better Buses for Ratho) with an update on progress.	Executive Director of Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	23 June 2023		Recommended for closure A briefing note has not been circulated however a report has been prepared for Committee on 17.08.2023 which provides an update on progress with this activity.
60	15.06.23	Business Bulletin	1) To request an update on bike racks at Steads Place.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14 September 2023		
			2) To confirm whether	Executive Director of	14		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 89			complaints were still being received regarding the design of the new crossings along the tram extension route	Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	September 2023		
			3) To agree to hold a members workshop on school travel plans and school street projects, including considerations of whether they could be dealt with in conjunction with each other and to agree that the Education Children and Families Committee be involved in any reviews.	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	Next update expected – 14 September 2023		
61	15.06.23	A71 Dalmahoy Junction Improvements – Funding Options	To confirm the dates of correspondence with owners.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		Recommended for closure Initial contact was made around September 2018, with

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							instructions to proceed with the legal process in December 2018. Correspondence with the owners has been on-going since then.
62	15.06.23	Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation	1) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	1 February 2024		
			2) To circulate data on the extended parking zones,	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	12 October 2023		
63	15.06.23	George Street and First New Town – Operational Plan	1) To note that additional engagement would be undertaken with residents,	Executive Director of Place Lead Officer: Daisy	16 November		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		and Project Update	businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals reported to Committee for approval	Narayanan daisy.narayanan@edinburgh.gov.uk	2023		
			2) To agree that dialogue on licensed taxi access for people with disabilities should continue and that any related decisions should be paused until an update was provided to Committee at its September meeting. Agree discussions should draw on the experiences of disabled people accessing similar streets and areas elsewhere in the UK.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 92			3) To agree to continue to explore how the plan could deliver genuine priority for pedestrians, wheelers and cyclists while also ensuring accessibility for disabled people and to present results to Committee prior to final approval of the plans.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16 November 2023		
	15.06.23	Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road	1) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	11 January 2024		
			2) To request that officers	Executive Director of	11 January		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 93			investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.	Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	2024		
			3) To agree that this additional work (1) should not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2). To agree that an update on (1) & (2) should be provided to Committee no later than January 2024	Executive Director of Place Lead Officer: Dave Sinclair David.sinclair@edinburgh.gov.uk	11 January 2024		
65	15.06.23	Maintenance of Footways and	1) To request that, as part of the work on the September	Executive Director of Place	14 September		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Cycleways	2023 report on weed control, officers review, update and enhance: a) the information available online with respect to the Council's approach to weed control; (b) the mechanism by which residents can report street and footway weeds or opt for local stewardship.	Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	2023		
			2) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	14 September 2023		
			3) To circulate a list of areas where Glyphosate would not be used	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	14 September 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gh.gov.uk			
66	15.06.23	Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road	1) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.	Executive Director of Place Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk	16 November 2023		Depending on any objections received, an update will follow a report to Licensing Sub-Committee.
			2) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.	Executive Director of Place Lead Officer: Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk	October 2023		
			3) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the	Executive Director of Place Lead Officer: Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk	September 2023		This action is currently being followed up and an update will be included in the Rolling Actions Log for Committee in

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			final design/streetscape for the TRO and the adjoining school street scheme.	gh.gov.uk			September.
			<p>4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate and legal officers, to discuss outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.</p> <p>To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully</p>	<p>Executive Director of Place Lead Officer Lead Officer: Dave Sinclair Dave.sinclair@edinburgh.gov.uk gh.gov.uk</p>	September 2023		<p>A response from the Council's Legal Services team has been provided following examination of the Parent Council's legal advice.</p> <p>A further update will be included in the Rolling Actions Log in September 2023.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			closing the road at certain times and provide an official response to the parent council.				
67	15.06.23	Motion by Councillor Lang – Travelling Safely Schemes	<p>1) To agree to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, to agree to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:</p> <p>a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers were asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	16 November 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>a view to presenting options to residents living on or near the schemes and thereafter to report back to Committee.</p> <p>b) Comiston Road; to agree to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.</p> <p>c) Silverknowes Road North; to request that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>cycling infrastructure.</p> <p>d) Silverknowes Road South, to agree that officers should return to committee with a report on options to:</p> <p>a) amend the current arrangement to address ongoing residents' concerns and</p> <p>b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.</p>				
			<p>2) To agree that a report on this work should be provided to Committee no later than November 2023.</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan</p>			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				daisy.narayanan@edinburgh.gov.uk			
68	15.06.23	Motion by Councillor Cowdy – HWRC Booking System	To agree that the next Communal Bin Update report (November 2023) should include a concise note on any impact the HWRC Booking System had on recycling and staff wellbeing.	Executive Director of Place Lead officer: Andy Williams	16 November 2023		

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill</p>	<p>Alison Coburn Operations Manager</p> <p>Rachel Gentleman Committee Services</p> <p>Carolanne Eyre Committee Services</p>

Recent news	Contact for further information
<p>Trams to Newhaven</p> <p>Edinburgh Trams took over the operation of the Trams to Newhaven on Wednesday 7 June 2023. The project continues to work with the contractor on outstanding public realm works, landscaping and the snagging and defects programme. All works are scheduled to be completed by the end of August 2023. The project is finalising arrangements with colleagues in the Council on working processes once the project is formally shut down.</p>	<p>Hannah Ross</p> <p>Wards Affected –</p> <p>11 – City Centre 12 – Leith Walk 13 – Leith</p>
<p>Smarter Choices, Smarter Places (SCSP) Update</p> <p>Smarter Choices, Smarter Places (SCSP) is the Paths for All (PfA) sustainable transport behaviour change programme.</p> <p>The Council is given an indicative allocation of funding each year. In 2022/23, the Council was awarded £455,000 and in 2023/24, the Council has been awarded £471,800. Funding of £100,000 has also been secured for SCSP Open Fund money. This funding has to be used between December 2022 and December 2023.</p>	<p>Daisy Narayanan</p> <p>Wards Affected: All</p>

The most recent update on SCSP was at Transport and Environment Committee on [3 November 2022](#), although SCSP has been mentioned in the Active Travel Action Plan and Cycle Hire Scheme reports in [2 February 2023](#) and the Interim Cycle Hire Scheme report in [20 April 2023](#).

Outcomes of 2022/23 include:

- Events - Clean Air Day and World Car Free Day
- Community including infrastructure promotion
 - Direct support and incentives for community members to encourage walking and cycling
 - Promotion of specific infrastructure improvements
- Schools - [Walk once a Week](#) in primary schools and [Bike4ever](#) in secondary schools
- Policy - Research support for 20mph and low-traffic neighbourhoods

Metric (provided by PfA)	Number
Number of people reached i.e. we are confident that the message has reached the individual	123,845
Number of people engaged i.e. two way communication/ a conversation has taken place	19,586
Number of people trained	2,566
Number of responses/engagements delivered	2,142
Number of people referred to active travel options	1,472
Number of people choosing to walk or cycle for short local journeys	1,391
Number of events run	510
Number of organisations engaged	330
Number of resources distributed	252
Number of routes improved or promoted	6

The ATAP behaviour change chapter has influenced the themes of 2023/24 which are summarised below and detailed in Appendix 1:

- Engaging with young children;

- Engaging with young adults;
- Increasing citizen choices in Scottish Index of Multiple Deprivation (SIMD) areas; and
- Building enthusiasm around active travel.

Update on funding award for 2023/24:

- 100% of expected SCSP funding (£471,800) was awarded to the Council on 13 June 2023.
- The Council is working with its partner organisations and will ensure a pragmatic approach to delivery, particularly around achieving targets which were set at a time when programme timescales were 12 months. Partner organisations have full support in setting out to achieve the best outcomes possible. Council officers will work with each organisation to support the creation of financially sustainable plans beyond March 2024.

A Powerpoint presentation and 12 month report are available upon request.

Secure On-Street Cycle Parking – Prioritisation Methodology

A [progress report](#) on Secure On-Street Cycle Parking was presented to Committee in May 2023. The report noted that new locations for secure on-street cycle parking had been prioritised based on population density, existing coverage, number of requests and Scottish Index of Multiple Deprivation (SIMD) decile.

Committee requested a report in August detailing the ranking system and asked for further work to be done to improve provision in low decile SIMD areas.

The ranking/scoring system starts from either requests, or data on waiting lists for existing units and indicates the highest demand sites. Requests are received by email directly to officers, via the Council’s cycle security and storage website or through Elected Members and MSPs.

The scoring system is summarised in the table below, with two example scores.

A small number of other sites have been selected on a discretionary basis due to specific factors (e.g. requests from people with disabilities).

[Daisy Narayanan](#)

Wards Affected: All

	Score	SIMD e.g. 1 in Leith	e.g. 2. Non- SIMD
Demand – 5 or more requests (by street)	3		3
Demand – 10 or more requests (by street)	4	4	
Demand – top 10 highest waiting lists	4		
Very low phase 1 provision and high population density (Gorgie/Dalry)	3		
Low phase 1 provision and high population density (Leith)	2	2	
Equity – SIMD decile 1	4		
Equity – SIMD decile 2 – 3	3	3	
Equity – SIMD decile 4 – 5	2		
Total		9	3

For future roll-outs, it is proposed to work with the Council's communications team to increase awareness of the programme (particularly in areas of the city that are distant from existing units). Channels for this are likely to include information being carried on existing units, inclusion in the Tenants' Courier newsletter and via the Council's social media channels. Further information will be provided in a future Business Bulletin.

Motion by Councillor Thornley – Parkgrove Terrace

Committee approved a motion by Councillor Thornley in respect of Parkgrove Terrace on 20 April 2023.

Since then, Road Safety officers have undertaken engagement with school communities around the Royal High cluster including the Clermiston Primary School.

[Dave Sinclair](#)

Wards Affected: 3 –
Drumbrae /Gyle

Unfortunately, the level of participation has been low, however, officers will continue to engage with school contacts when the schools (RHS and Clermiston) return after the Summer break.

In addition, speed and traffic data surveys are planned in the Parkgrove area to understand the volume, composition and speed of traffic in the round. On completion of these surveys, it will be possible to understand the magnitude of the issues described.

The report requested by Committee in response to Councillor Thornley's motion will be prepared once the above actions have been completed.

Motion by Councillor Whyte – Controlled Parking Zone (CPZ) Anomalies – N6 Abbeyhill and Update on the Strategic Review of Parking

This update relates to progress on the ongoing rollout of Phase 1 of the Review. It further provides an update on the process required to introduce parking controls in newly adopted roads within the new zones.

Phase 1

Implementation of Phase 1 is continuing in line with the anticipated programme. Work to implement Zones N7 and N8 is now complete, with the new zones having come into effect in early July 2023. Work is progressing in N6, and is expected to be completed in mid-August, with a "go live" date for that new zone of 4 September 2023.

Work is also expected to commence in mid to late August in Zone S6 (Gorgie/Gorgie North). (A full briefing on progress is expected to have been sent out to all Councillors in the affected wards in advance of the Committee meeting).

New Developments

At its meeting of 22 June 2023, the Council considered a Motion by Councillor Whyte. That Motion related to the process by which newly completed developments within the extents of the CPZ can be added to the Traffic Order that governs the operation and the issuing of permits.

A full report covering the actions arising from that motion will be presented to the September 2023 meeting of this Committee. However, as an update on the current position, we can confirm that the legal process to include the streets

[Gavin Brown](#)

Wards Affected:

- 4 – Forth
- 7 – Sighthill / Gorgie
- 9 – Fountainbridge / Craiglockhart
- 11 – City Centre
- 12 – Leith Walk
- 13 – Leith
- 14 – Craightinny / Duddingston

in question within the forthcoming N6 zone is already well advanced, and that the proposed Order will be advertised for public consultation no later than early September 2023.

The Council's website (<https://www.edinburgh.gov.uk/parkingreview>) will continue to be updated as the project progresses, and further reports will also to be provided to future Transport and Environment Committees.

Update on Integrated Impact Assessment for Footways and Cycleways Maintenance

[Andy Williams](#)

Wards Affected: All

An integrated impact assessment has now been completed and will shortly be published on the Council website.

Response to motion by Councillor Dijkstra-Downie – Class Bus Passes for Schools

[Claire Thompson](#)

Wards Affected: All

Lothian Buses do still offer schools the option to purchase class passes, but there are currently no plans to connect this up with the free bus travel and offer a class passes to allow a teacher to take a whole class on the bus for free. The standard class ticket is for up to 33 pupils and 4 adults and costs £25.00. According to Lothian Buses, this cost cannot be altered so depending on how many pupils already have a Young Scot/NEC card it is likely to be cheaper paying individually for the adults and any young people who don't have a Young Scot/NEC card.

The National Entitlement Card Programme Office (NECPO), who issue the Young Scot (to over 12s) and NEC (to under 12s) cards to young people, also have no plans to introduce class passes to schools to allow classes to travel together on the bus for free.

We will continue to promote the uptake of these cards with parents and young people as we rollout the bulk application process in schools, whilst being mindful of the concerns of some parents who do not want to give their child permission to travel freely around Scotland.

Leith Connections - update

[Daisy Narayanan](#)

Wards Affected:

Implementation of project works, as approved by the Committee on [2 March 2023](#), commenced during April 2023.

13 - Leith

Work to date has included prohibitions to motor vehicles to reduce non-residential through traffic on Coburg Street,

Sandport Place Bridge and Burgess Street. New seating and planting have been provided across the area at the new community spaces and at the new pavement buildouts introduced on streets around Leith Links to reduce pedestrian crossing distances.

Seventeen new or upgraded dropped crossings and tactiles have been introduced across the area and work on community inspired street artwork at three locations is underway.

As approved by Committee, the objections to Redetermination Order RSO/22/01 for the Foot of the Walk to Ocean Terminal active travel route were referred to the Scottish Government. Scottish Ministers have confirmed the Order without modification, allowing the project to proceed to construction stage.

Consideration has been given throughout detailed design stages to the conservation area within which the project sits. There are significant areas of new hard landscaping proposed along with new seating and planting within raingardens. The cycle track will be constructed of flat topped granite setts through the new high quality hard landscaped areas at Sandport Place Bridge/ Tolbooth Wynd junction and also at Yardheads on Henderson Street. In other areas asphalt surfacing will be used, (including replacing existing setts on Henderson Street, Sandport Place and Dock Street) including the use of porous asphalt paving as part of the sustainable drainage strategy for the project.

The segregation strip between the cycle track and carriageway will be formed of high-quality granite segregation kerbs. These will be used back-to-back or infilled with granite cubes, concrete flagstone or concrete with sett imprint depending on the setting and width of the segregation strip.

The next step for the Foot of the Walk to Ocean Terminal phase of the project is to undertake ground investigation to confirm ground conditions and infiltration properties to complete the Technical Design. We will shortly enter a pre-construction contract under the SCAPE Framework to confirm delivery cost and schedule.

Replacement of the vandalised Manse Road bus gate camera and pole

An Experimental Traffic Regulation Order (ETRO) for Corstorphine Connections was implemented on 24 May 2023 following a Committee decision on 19 August 2021. The Order can be in place for up to 18 months, with public consultation being incorporated within the first six months of the scheme.

On the night of 22/23 July 2023 the bus gate camera pole on Manse Road (introduced as part of the measures within this ETRO) was vandalised to point of disrepair and graffiti sprayed onto a neighbouring private wall.

The Council's Roads team responded quickly to make the area safe the following morning. A police report was filed, and they have begun a criminal investigation.

On 3 August 2023 the camera and pole were reinstated, and the graffiti was removed. The cost of replacing the pole and camera was circa £6,000.

The impact of the overall scheme will be monitored during the initial six month period and this, together with any Stakeholder views will be incorporated into future reports. If more than six objections are received on the ETRO, it is anticipated that these will be reported to Licensing Sub-Committee in February 2024.

[Daisy Narayanan](#)

Wards Affected – 6
Corstorphine/Murrayfield

International Travel – Feedback

Policy and Sustainability Committee approved a small number of officer visits internationally in 2023/24, with feedback from each visit to be submitted to the relevant Executive Committee.

Appendices 2 and 3 to this Business Bulletin provides feedback from officer visits to an echarge4drivers Expert Interest Group Workshop in Barcelona and a study visit to Copenhagen to learn about their approach to Green Blue Networks.

[Steven Murrell](#)

[Julie Waldron](#)

Wards Affected: All

Target audience/ aim	Activities involving external partner organisations	External Partner Organisation	Grant-funding offered to external partners (£k)
Engaging with young children	Delivery of WOW	Living Streets	20
Engaging with young adults	Support to Unicycles , three month e-bike loans for students	University of Edinburgh	20
Increasing citizen choices in SIMD areas	Engagement platform , focus on cycling	Love to Ride	50
	Wellbeing management in North Edinburgh, focus on walking	Pilton Community Health Project	25
	Wellbeing management in South East Edinburgh, focus on cycling	Edinburgh & Lothians Greenspace Trust	25
	Cycle tuition for women in Wester Hailes	SCOREscotland	25
	Low-cost refurbished bikes	Bridgend Farmhouse	10
Building enthusiasm around active travel	Wellbeing management, focus on adaptive cycles Cargo/e-cargo bike loans, events, training	Thistle Foundation Cargo Bike Movement	75 26.25*
<i>*plus 18.75 from Council award of Open Fund = 45 in total</i>			
Subtotal			276.25
Internal costs	Promotion of active travel infrastructure Active Schools 'Bike4ever' Road safety education		195.55

	Council colleague travel planning Programme management		
		Total	471.8

Appendix 2 – International Visit Feedback Form

Event Title	echarge4drivers Expert Interest Group workshop
Event Location	BSM Headquarters Carrer de Calabria, 66 Barcelona
Event Organiser	POLIS aisbl - Rue du Trône 98 - 1050 Brussels
Date (s)	29 June 2023
Report by	Steven Murrell

Purpose of Attending	<p>Participation in the External Interest Group for the echarge4drivers project (coordinated by Polis and the EU Horizon2020 programme: Discover the eCharge4Drivers EIG workshops eCharge4Drivers) disseminates knowledge and policy specific to electric vehicle (EV) charging, and provides insight into EV charging initiatives and the interoperability of solutions being tested by select European cities (incl. Barcelona, Brussels & Berlin).</p> <p>Participation in this External Interest Group offers the Council access to expertise and best-practice innovation in the field of EV charging, something the Council does not currently benefit from unless paying for expertise through consultancy commissions. Participation also helps to broaden the Council's horizons, which is especially pertinent with central funding ending and Transport Scotland placing an emphasis on local authorities establishing innovative approaches to developing EV charging infrastructure.</p>
Key Areas which were particularly useful	<p>Presentations, Q&A and structured discussion on Barcelona's:</p> <ul style="list-style-type: none"> • e-mobility plan and electromobility services, • overview of tariffs schemes, including short booking services (SMOU app), • smart charging solutions implemented, and • battery swapping solutions implemented.



Site visits: battery swapping/smart charging pilots.




Benefits of attending

- Access to a structured, best-practice EU funded project/framework to significantly improve the EV charging experience.
- Access to a new network of EV planning and development professionals, with a broad range of experiences, including the ability to explore shared experiences with a UK partner authority who has an existing contract with the same charge point operator that has provided most of the Council's [recent EV chargers](#).
- Admiration, inspiration and insight through learning/ experiencing how advanced Barcelona is in rolling out and enabling use of EV charging infrastructure.
- No financial cost to the Council to participate/learn.

Follow up actions	<ul style="list-style-type: none">• This is the first of a series of External Interest Group workshops that the Council has attended. The organisers are scheduling further workshops for autumn/winter 2023/24, in which the Council aims to attend to further the learnings and dialogue.• Knowledge and insights shall be explored with the EV team and management.• Liaison specifically with one of the External Interest Group members (Milton Keynes City Council) regarding shared experiences with both Councils' current charge point operator, and operational improvement opportunities.
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Appendix 3 - International Visit - Feedback Form

Event Title	Copenhagen Climate Adaptation - Cloud Burst Project
Event Location	Copenhagen
Event Organiser	Julie Waldron (with Atkins Consultancy)
Date (s)	7 and 8 June 2023
Report by	Julie Waldron

<p>Purpose of Attending</p>	<p>The purpose of the visit was to</p> <ul style="list-style-type: none"> • See firsthand, the projects that Copenhagen Council and the Danish Utility Company had completed together known as ‘Cloud Burst’ • to learn from them about the challenges of completing this type of work. • To enable the team the council to meet and further discuss joint working with Scottish Water, who also attended. <p>The Council is currently updating the Green Blue Network and taking forward the highest priority project which is in the Craigleith/Inverleith/Drylaw Catchment area. This is the same scale as the ‘Cloud Burst’ project in Copenhagen. Both projects are required to manage surface water runoff in severe storms. Current surface water flooding causes combined sewer overflows so Council is working jointly with Scottish Water on this.</p> <p>Atkins, currently the Council’s landscape architecture framework consultants, recently employed a member of the original Cloud Burst Team and he was able to co-ordinate and lead the visit.</p> <p>On day one the purpose was to:</p> <ul style="list-style-type: none"> • Meet the lead manager at HOFOR , the utility company equivalent to Scottish Water, to understand the challenges from their perspective.  <ul style="list-style-type: none"> • Explore the districts that has been recently refurbished
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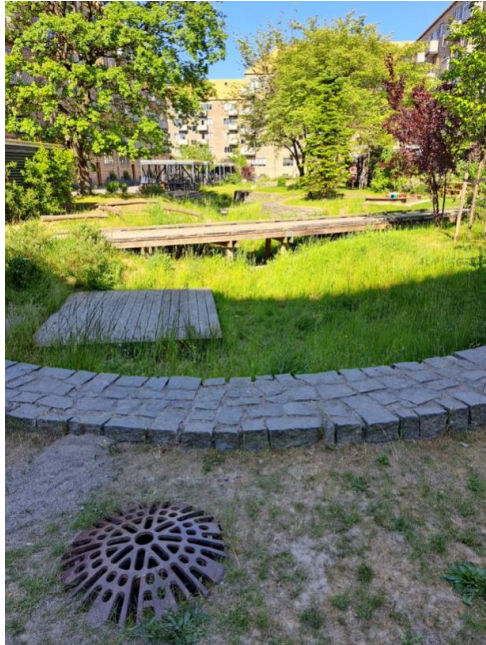
- Receive a presentation from the Climate Adaptation Manager of Copenhagen Council.

On day 2 the purpose was to:

- Receive a presentation by two other members of the team.



- Visit to pockets parks and courtyards in housing areas with another presentation




- Visit streets and squares redesigned as part of the project.
- Visit a historic park redesigned to hold water in a storm using sculptured wall, also a water feature.



- Participate in a workshop on the 'Lessons learnt, planning and implementation' led by Copenhagen Council.



- The final site visit was with a local community leader about the importance of communication to local people.
- Example of communicating sea level rise and 'play streets'

	
<p>Key Areas which were particularly useful</p>	<ul style="list-style-type: none"> • A joint site visit with Scottish Water’s managers was key to their understanding the complexities of ‘green’, above ground interventions in the public realm and how these were built as functional spaces but are also attractive, great for wildlife and the local people. • For the Council team, as they came from different teams within the council, it was a chance to discuss the interplay between different teams in the council and to get a vision of how we could sensitively alter Edinburgh to cope with increased rainfall by working together on projects. • Funding discussions were also very informative. • Discussions around drought and irrigation and water quality were also useful as we are beginning these discussions now in the Council.
<p>Benefits of attending</p>	<ul style="list-style-type: none"> • Increased understanding of the complexities of joint working with Scottish Water and their constraints. • Increased understanding of council’s employees different perspectives and how to effectively join up work, also the work we need to do on drought and water quality issues. • We walked around 40,000 steps over the two days which was good for the officer’s fitness levels. • We were so well received by everyone in such a friendly, welcoming manner, so we not only learnt a huge amount but came back uplifted and inspired to take action.

Follow up actions	<ul style="list-style-type: none">• We have extended an invitation to the Head of Copenhagen Council Climate Adaptation team as she is keen to visit Edinburgh sometime in the future to see our projects.• To complete the preparation of a presentation about the trip that can be used widely within the council as an inspiration for future retrofit and new development that is adapted to climate change by handling the surface water sensitively and providing ways to green streets to help with heat waves.• Finish collating the photographs we have of the trip to be made available for design guidance documents etc for the different teams.
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Transport and Environment Committee

10.00am, Thursday 17 August 2023

Petition for Consideration: Petition to the CEC Transport and Environment Committee regarding East London Street

Executive/routine
Wards

Executive
City Centre

Recommendations

- 1.1 To consider the terms of the petition 'Petition to the CEC Transport and Environment Committee regarding East London Street' as set out in Appendix one.

Dr Deborah Smart

Executive Director of Corporate Services

Contact: Sam Ho, Area Support Team Clerk

E-mail: Samuel.Ho@edinburgh.gov.uk | Tel: 0131 529 4210

Report

Petition to the CEC Transport and Environment Committee regarding East London Street

2. Executive Summary

- 2.1 The Transport and Environment Committee is asked to consider a petition at this meeting.

3. Background

- 3.1 The City of Edinburgh Council at its meeting on 22 June 2017 agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.
- 3.2 At the meeting, the committee can:
- a) request a report on the issues raised by the petitioner and the committee;
 - b) agree that the issues raised do not merit further action and/or
 - c) agree to take any other appropriate action.

4. Main report

- 4.1 A valid petition entitled 'Petition to the CEC Transport and Environment Committee regarding East London Street' had been received. The petition received 165 signatures.
- 4.2 The petition calls on the Council to address the issue of excessive traffic, particularly out-of-service buses, using their street to avoid road works and closures associated with various transportation projects in the area.

5. Next Steps

- 5.1 The committee will determine next steps at this meeting.

6. Financial impact

- 6.1 Any proposals would be required to be fully costed, including any legal implications and agreed through the annual budget process.

Equality and Poverty Impact

- 6.2 Any proposals would require an equality and poverty impact assessment.

7. Climate and Nature Emergency Implications

- 7.1 Any proposals would require to be considered and agreed in line with the Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 and Nature Conservation (Scotland) Act 2004.

8. Risk, policy, compliance, governance and community impact

- 8.1 Any proposals would require full community consultation.

9. Background reading/external references

- 9.1 [Minute of the City of Edinburgh Council 22 June 2017.](#)

10. Appendices

Appendix 1 – Petition – Petition to the CEC Transport and Environment Committee regarding East London Street

Appendix 1 - Petition to the CEC Transport and Environment Committee regarding East London Street

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
15 June 2023	10 August 2023	<p>Petition to the CEC Transport and Environment Committee regarding East London Street</p> <p>This petition is submitted on behalf of and with the support of the residents of East London Street.</p> <p>For at least three years, we have sought a reduction in the number of out of service buses using East London Street to leave and return to the Lothian Buses garage on Annandale Street. East London Street has been used by these buses and other traffic to avoid road works and closures associated with the Trams to Newhaven and other transport projects in the vicinity. Despite promises of improvement, out of service buses are continuing to use East London Street from very early in the morning until late at night. This usage is creating significant nuisance in terms of both noise and vibration for the residents of East London Street especially at night when their sleep is being disturbed on a nightly basis. This is having a detrimental impact on their health and well-being.</p> <p>The number of vehicles using East London Street, as a result of the diversions required by the Trams and other projects, has resulted in significant damage to the largely setted road surface adding to noise and vibration levels. Given continuing city centre road construction works and its location just</p>	City Centre

		<p>outside the boundary of the new Low Emissions Zone, there is concern that the increased traffic on East London Street will not return to the levels experienced prior to its use as a primary diversion for the Trams Project. This is of concern to both the residents of East London Street and to the parents of children at St Mary's RC Primary School.</p> <p>Although the primary focus of this petition is on East London Street, there is a similar problem on many of the other residential streets in the New Town again mainly because of the use of these streets by out of service buses and other traffic being diverted to avoid road closures and congestion.</p> <p>We, the undersigned, seek the following actions by the City of Edinburgh Council:</p> <ul style="list-style-type: none"> · An immediate and sustained reduction in the number of buses and other heavy vehicles using this street to 2019 levels; in particular between the hours of 7.00pm and 7.00am · A traffic count to determine the current volume and speed of vehicles using East London Street to inform decisions about improving traffic management on this predominately residential street. · Urgent repairs to the road surface to rectify the damage caused by the use of East London Street as a primary diversion route for the Trams project · A longer-term plan to better manage the traffic on this street both in terms of number and speed of vehicles, which will effectively mitigate the impact on residents and pupils at the primary school. · Replacement of setts with tarmac in the central running lanes to reduce noise and vibration as has already been undertaken in the adjacent London Street. 	
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Transport and Environment Committee

10.00am, Thursday 17 August 2023

Petition for Consideration: Gorgie Needs a Public Toilet

Executive/routine
Wards

Executive
Sighthill/ Gorgie

Recommendations

- 1.1 To consider the terms of the petition 'Gorgie Needs a Public Toilet' as set out in Appendix one.

Dr Deborah Smart

Executive Director of Corporate Services

Contact: Sam Ho, Area Support Team Clerk

E-mail: Samuel.Ho@edinburgh.gov.uk | Tel: 0131 529 4210

Report

Gorgie Needs a Public Toilet

Executive Summary

- 1.1 The Transport and Environment Committee is asked to consider a petition at this meeting.

Background

- 2.1 The City of Edinburgh Council at its meeting on 22 June 2017 agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.
- 2.2 At the meeting, the committee can:
- a) request a report on the issues raised by the petitioner and the committee;
 - b) agree that the issues raised do not merit further action and/or
 - c) agree to take any other appropriate action.

Main report

- 3.1 A valid petition entitled 'Gorgie Needs a Public Toilet' had been received. The petition received 578 signatures.
- 3.2 The petition calls on the Council to provide accessible and open public toilets with baby changing and facilities in the Community Council area of Gorgie/ Dalry.

Next Steps

- 4.1 The committee will determine next steps at this meeting.

Financial impact

- 5.1 Any proposals would be required to be fully costed, including any legal implications and agreed through the annual budget process.

Equality and Poverty Impact

5.2 Any proposals would require an equality and poverty impact assessment.

Climate and Nature Emergency Implications

6.1 Any proposals would require to be considered and agreed in line with the Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 and Nature Conservation (Scotland) Act 2004.

Risk, policy, compliance, governance and community impact

7.1 Any proposals would require full community consultation.

Background reading/external references

8.1 [Minute of the City of Edinburgh Council 22 June 2017.](#)

8.2 [Future Provision of Public Conveniences – Transport and Environment Committee, 22 April 2021](#)

Appendices

Appendix 1 – Petition – Gorgie Needs a Public Toilet

Appendix 1 - Gorgie Needs a Public Toilet

Date made available for signatures	Date closed for signatures	Petitions Title and Petitions Statement	Wards affected
		<p>Gorgie Needs a Public Toilet</p> <p>We need an open accessible public toilet in Gorgie Dalry Since the closure of Ardmillan Terrace Public Toilets in 2015, the community council area of Gorgie Dalry has had no public toilets, and the closest public toilets are over a mile away. The lack of accessible, public space is part of a wider trend of austerity, directly impacting the lives of people in our communities. Over 2000 public toilets have been closed throughout the UK since 2006, including 10 in Edinburgh. We need accessible, open, public toilets with baby changing and facilities to support all the varied needs of everyone in our community.</p> <p>With a population of over 20,000 residents, a busy high street, local schools and the home of Midlothian FC, everyone who is part of making the Gorgie/Dalry community deserves better.</p>	Sighthill/ Gorgie

Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Response to motion by Councillor McFarlane – Tollcross Clock

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Committee notes:
- 1.1.1 This update on the current arrangements for the Tollcross Clock and that funding to cover its repair and reinstatement is likely to be covered by the Council’s Common Good account;
 - 1.1.2 That engagement with key stakeholders will continue to explore potential options for the reinstatement of Tollcross Clock (interim and permanent) and short-term improvements to pedestrian, cycle and public transport at Tollcross Junction as part of the next stage of the Lothian Boulevard project and School Travel Plan Review; and
 - 1.1.3 That a report will be prepared for Committee once potential options, as noted in paragraph 1.2, have been explored.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk



Tollcross Clock Update – Response to Motion by Councillor McFarlane

2. Executive Summary

- 2.1 This report responds to a [motion](#) by Councillor McFarlane amended by Councillor Graham and subsequently approved by Full Council on 24 November 2022. The motion primarily requested an update on the restoration and reinstatement of the Tollcross Clock.

3. Background

- 3.1 Tollcross Clock is category C listed. Historic Environment Scotland's Statement of Significance notes the clock as being an important Edinburgh landmark, establishing the identity of the Tollcross area.
- 3.2 In November 2021, the Council and contractors, Smith of Derby, identified that it required significant off-site restoration. Due to concerns raised at the time, the clock was removed from its central location within the Tollcross Junction on 10 March 2022 for safe storage until the restoration could be completed. In February 2022, Elected Members and community councils were informed of the need to remove and restore the Clock via an email briefing.

4. Main report

Clock Restoration

- 4.1 On 24 November 2021, a quote of £59,753 plus VAT was received from the contractors Smith of Derby. This for the safe removal, restoration and installation of the clock, with restoration and planning for installation expected to take four months.
- 4.2 Applications to fund the work required have so far been unsuccessful via the following grant schemes:
- 4.2.1 Historic Environment Repair Grant; and
 - 4.2.2 Historic Environment Support Fund.
- 4.3 Since Councillor McFarlane's motion was approved, the Council's Legal team have confirmed that the clock is likely to have [Common Good](#) status and that this could allow a process for accessing funds from the Common Good account to restore the

clock. An update will be provided to Committee to confirm progress and next steps as soon as possible.

City Centre Transformation Programme – Lothian Boulevard

- 4.4 Tollcross has been identified as a priority junction in the Council's recently published [Major Junction Review update](#), ranking second out of 40 priorities where improvements to pedestrian and cyclist safety are required. Feasibility work to identify improvements is now being taken forward as part of the Lothian Road Boulevard project, which is part of the Edinburgh City Centre Transformation programme.
- 4.5 A [report](#) to Committee in April 2023 confirmed that funding for Lothian Boulevard RIBA stages 0-2 had been awarded and the project design has commenced. The project area includes the full extent of Tollcross Junction and, subject to continued funding and approvals, construction is estimated to start in summer 2028.
- 4.6 Engagement sessions with key stakeholders, including the Tollcross Primary School Parent Council, are expected to commence in November 2023. Discussion on the reinstatement of Tollcross Clock will form part of these sessions with the [Tollcross Primary School Travel Survey 2022](#) used to inform the proposals.
- 4.7 The Lothian Boulevard project funding does not make provision for short-term temporary measures for improving pedestrian, cycle and public transport provision of Tollcross Junction or the interim reinstatement of the Tollcross Clock. Options for early interventions will however be explored with stakeholders during the forthcoming engagement sessions and subsequently reported to Committee for consideration. Thereafter, potential funding streams can be explored.
- 4.8 All siting options for the clock's reinstatement will be assessed against the ability to enable safe access and maintenance in situ.

Planning Process

- 4.9 Listed building consent and planning permission would be required if, post repair, the clock requires to be repositioned from its original location at the centre of the junction. If it is determined that the Clock requires repositioning, this would be assessed against impacts on its setting including views to it from key public vantage points and any impacts on pedestrian and vehicular movement.

5. Next Steps

- 5.1 Stakeholder engagement for Lothian Boulevard will commence in November 2023 and will progress the key actions sought by the motion. Funding will continue to be sought for the repair of Tollcross Clock in addition to costs associated with its potential interim reinstatement subject to the outcome of the forthcoming engagement and further Committee consideration.

6. Financial impact

- 6.1 The Tollcross Clock's restoration and reinstatement is likely to be covered by funds from the Council's Common Good account. An update will be provided to Committee once investigations have been completed.

7. Equality and Poverty Impact

- 7.1 There are no anticipated equality or poverty impacts as a result of this report. The Lothian Boulevard project will be the subject of an Integrated Impact Assessment.

8. Climate and Nature Emergency Implications

- 8.1 There are no anticipated climate and nature emergency implications as a result of this report. The Lothian Boulevard project will seek to maximise positive impacts for climate and nature.

9. Risk, Policy, Compliance, Governance and Community Impact

- 9.1 Engagement will form a key part of the next stages of the Lothian Boulevard and associated projects including the School Travel Plan Review. There are no anticipated risks in meeting approved Council policy associated with accepting the recommendations in this report.

10. Background reading/external references

- 10.1 Transport and Environment Committee [Major Junctions Review Update report](#) 20 April 2023
- 10.2 Transport and Environment Committee [Sustrans 'Places for Everyone' Funding for Projects](#) 20 April 2023

11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road

Executive/routine Wards	Routine 10 – Meadows/Morningside
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1. Recommendations

- 1.1. It is recommended that Transport and Environment Committee notes:
 - 1.1.1. The outcome of the monitoring carried out to understand the impact of changes to the active travel and public transport environment across the area around Braid Road and Comiston Road, as requested by the Committee on 11 November 2021;
 - 1.1.2. The response to comments received from Lothian Buses as part of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely Experimental Traffic Regulation Orders (ETROs) (Appendix 5);
 - 1.1.3. That the decision taken by Committee on 15 June 2023 on Travelling Safely schemes could result in changes being made to the schemes in this area which could change the monitored impacts, as presented in this report; and
 - 1.1.4. That an extensive monitoring and evaluation plan is in place as part of the ETRO process for the Travelling Safely programme and that this will include further monitoring of this area.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road

2. Executive Summary

- 2.1 This report responds to an adjusted motion which was approved by Committee on 11 November 2021 and provides details of the findings from monitoring the impact of changes to the active travel and public transport environment across the area around Braid Road and Comiston Road. It also provides responses to comments made by Lothian Buses as part of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely Experimental Traffic Regulation Orders (ETROs).

3. Background

- 3.1 The following schemes to improve facilities for people walking, wheeling and cycling were amongst those introduced during the COVID-19 pandemic, as part of the Spaces for People programme. These schemes have subsequently been retained on a trial basis under the Travelling Safely programme:
- 3.1.1 Braid Road – introduced May 2020;
 - 3.1.2 Comiston Road – introduced August 2020; and
 - 3.1.3 Greenbank to Meadows Quiet Connection – introduced February 2021.
- 3.2 Braid Road was initially closed to motor vehicles travelling in both directions, between Hermitage Drive and the Braid Hills Hotel. The road was subsequently re-opened to southbound motor vehicles in May 2021, to mitigate adverse impacts on public transport journey times on Comiston Road due to displaced traffic.
- 3.3 On [11 November 2021](#), Committee approved making the following changes to the Braid Road and Comiston Road schemes:
- 3.3.1 Re-opening Braid Road to two-way traffic and introducing a modal filter immediately north of the Braidburn Terrace junction;
 - 3.3.2 Removing loading restrictions throughout the Comiston Road scheme (except at junctions); and

- 3.3.3 Replacing a northbound cycleway on Comiston Road, on the approach to Comiston Springs Avenue, with a full time bus lane to improve public transport journey times.
- 3.4 Committee also approved an adjusted [motion](#) by Councillor Macinnes. This called for officers to monitor the impact of these changes to the active travel and public transport environment across the area and to report these back to the Committee. The full text of the motion is provided in Appendix 1.
- 3.5 On [18 August 2022](#), it was reported to Committee that it was no longer proposed to install the northbound bus lane on Comiston Road, as the planned re-opening of Braid Road to two-way traffic was expected to reduce queuing here.
- 3.6 Braid Road was subsequently re-opened to two-way traffic and the modal filter was introduced in December 2022. Following subsequent discussions with Lothian Buses, the decision not to install the bus lane was taken.
- 3.7 The report in August 2022 also provided details of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely ETROs and the feedback arising from this, including comments received from Lothian Buses. Committee approved an [amendment](#) to the report, requesting officers note the points made by Lothian Buses and asking that each be considered in the Travelling Safely Update Report, and that solutions be proposed where possible. This was also to consider Waverley Bridge and Comiston Road. The full text of the amendment is provided in Appendix 2.
- 3.8 In addition, the August 2022 report provided a summary of the monitoring and evaluation plan for the ETRO process. This included:
- 3.8.1 Mobility counts for each scheme;
 - 3.8.2 Market research;
 - 3.8.3 On-street user experience surveys; and
 - 3.8.4 Monitoring of traffic patterns, congestion and journey time impacts.
- 3.9 On 15 June 2023, Committee agreed to set aside the Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection schemes from the general Travelling Safely ETRO process and to work with local councillors to:
- 3.9.1 Redesign the Braid Road and Greenbank to Meadows Quiet Connection schemes and to present options to residents living on or near the schemes; and
 - 3.9.2 Consider adjustments to the Comiston Road scheme.
- 3.10 The full text of the actions agreed by Committee are provided in Appendix 3.
- 3.11 Changes to these schemes arising from this process could result in changes to the monitored impacts across the area which are presented within this report.

4. Main report

Monitoring of Impacts of Changes

- 4.1 Monitoring of the following impacts in the area has been undertaken:
- 4.1.1 General cycle movements across the Greenbank to Meadows Quiet Connection, including routeing through the Braid Estate, and the increase at Whitehouse Loan;
 - 4.1.2 Traffic re-routeing at road closures, including at Hermitage Gardens and Midmar Gardens;
 - 4.1.3 Traffic volume comparisons with 2018 levels; and
 - 4.1.4 Monitoring cycling levels on Comiston Road since the cycle lanes were installed.
- 4.2 Further details are provided in Appendices 4 and 6.
- 4.3 Lothian Buses has confirmed that the reopening of Braid Road has significantly reduced the delays to bus services on Comiston Road.
- 4.4 Further monitoring and evaluation will be carried out in this area, as part of the ETRO process for the Travelling Safely programme.

Comments from Lothian Buses

- 4.5 The comments received from Lothian Buses in response to the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely ETROs, as reported to the Committee on 18 August 2022, and the Council's responses are provided in Appendix 5.

5. Next Steps

- 5.1 As instructed by Committee in June 2023, these three schemes will be removed from the general Travelling Safely ETRO process and will instead be taken forward under scheme specific ETROs.
- 5.2 Further engagement will be undertaken with residents/local stakeholders for the Braid Road and Greenbank to Meadows Quiet Connection schemes. This is scheduled to commence in September 2023.
- 5.3 Officers will work with local councillors to redesign the Braid Road and Greenbank to Meadows schemes and to consider adjustments to the Comiston Road scheme to inform the new ETROs.
- 5.4 Any representations received already in response to the original advertising of the ETROs in November 2022 will also be considered as part of this process.
- 5.5 If this engagement/redesign process is not completed prior to the planned re-advertising of the general Travelling Safely ETROs, then these schemes will have

to be re-advertised in their current forms as a temporary measure, to allow them to be retained until new ETROs can be promoted for the modified proposals.

6. Financial impact

- 6.1 The Travelling Safely programme is funded by the Scottish Government's Places for Everyone Fund, which is administered by Sustrans.
- 6.2 There is no direct financial impact arising from this report.
- 6.3 The decision to remove these three schemes from the general Travelling Safely ETRO process and instead take them forward under scheme specific ETROs will increase the associated costs of promoting and advertising the Orders, due to the additional work needed to create and advertise separate Orders. The estimated additional cost is approximately £0.025m.

7. Stakeholder/Community Impact

- 7.1 An Integrated Impact Assessment (IIA) for the Travelling Safely programme can be viewed via the [IIA directory](#) on the Council's website.
- 7.2 The previous Spaces for People engagement process was approved by Councillors at the Policy and Sustainability Committee on 14 May 2020. Due to the emergency nature of the project implementation no public consultation undertaken, however a process of notification was adopted to let Councillors and stakeholders know about and comment on each scheme proposal.
- 7.3 In June 2021, engagement was undertaken with local residents and Community Councils on the Braid Road and Comiston Road schemes. The outcomes of this engagement were reported to the Committee on 11 November 2021.
- 7.4 In May/June 2022 a non-statutory public engagement exercise for the Travelling Safely programme was undertaken for three weeks to replicate the requirements of the previous ETRO process. The purpose of this engagement was to seek informal representations regarding the restrictions and prohibitions that augment or facilitate the individual measures.
- 7.5 The outcomes of this engagement were reported to the Committee on 18 August 2022 and approval was sought to progress with the formal ETRO process. Approval was granted and on 21 November 2022 five ETROs were made to commence the trial (for a maximum 18-month period).
- 7.6 During the first six months of the trial, the Authority is required to formally allow individuals or organisations to offer comment, objection or support for the relevant traffic orders.

- 7.7 As reported to the Committee on 15 June 2023, there is a need to re-advertise the ETROs. The regulations require the six-month consultation period to start again from the new date of advertising.
- 7.8 Any representations received already in response to the original advertising of the ETROs in November 2022 will be retained and considered as part of the final assessment of whether or not to retain or modify the measures.
- 7.9 Further engagement will be undertaken with residents/local stakeholders for the Braid Road and Greenbank to Meadows Quiet Connection schemes. This is scheduled to commence in September 2023.
- 7.10 As instructed by the Committee on 15 June 2023, Officers will work with local councillors to redesign the Braid Road and Greenbank to Meadows schemes and to consider adjustments to the Comiston Road scheme to inform the new ETROs.

8. Background reading/external references

- 8.1 Active Travel Measures – Travelling Safely Update [Report](#) – 11 November 2021
- 8.2 Active Travel Measures – Travelling Safely Update [Report](#) – 18 August 2022
- 8.3 Travelling Safely – Experimental Traffic Regulation Orders [Business Bulletin](#) – 15 June 2023

9. Appendices

- 9.1 Appendix 1 - Approved Motion – 11 November 2021
- 9.2 Appendix 2 - Approved Amendment – 18 August 2022
- 9.3 Appendix 3 - Approved Actions – 15 June 2023
- 9.4 Appendix 4 - Monitoring of Impacts of Changes
- 9.5 Appendix 5 - Comments Received from Lothian Buses and the Council's Responses
- 9.6 Appendix 6 – Monitoring of Cycling Levels on Comiston Road

Appendix 1 – Approved Motion by Councillor Macinnes – 11 November 2021

Decision

To approve the following adjusted motion by Councillor Macinnes:

1. To note the updates in the report, including details on existing measures.
2. To consider feedback received on the Comiston Road and Braid Road schemes and agreed:
 - To implement Option 2 for Braid Road as per officers' recommendations, however further noted the staged implementation of the improvements to Braidburn Terrace, 'Braidburn Valley Park to Hermitage of Braid', including the toucan crossing on Braid Road. To agree that to support residents to continue walking, wheeling and cycling, Braid Road should not be opened to traffic in both directions until the toucan crossing was operational.
 - To alter the measures on Comiston Road as per officers' recommendations, however retaining the maximum amount of 'cycle lane defenders' and to provide a full-time bus lane with double yellow lines, in order to prioritise bus and bike users as per the sustainable transport hierarchy.
3. To note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8 of the report.
4. To note and to approve the approach described in paragraph 5.4 of the consultation, advertising and making of ETROs for Travelling Safely measures.
5. To recognise that a complete Active Travel Network was necessary for safe journeys for those who chose to travel by bike in the city and that the reintroduction of alternative road features such as loading facilities could effectively reduce the safety aspects of an active travel network and impact on its continuity and potentially on levels of use.
6. To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.

Appendix 2 – Approved Amendment – 18 August 2022

Amendment 3

1. To note the project background and updates included in this report.
2. To note the feedback received during the recent public engagement relating to the proposed ETROs in Appendix 1 of the report.
3. To approve the recommendations in Appendix 2 of the report to make ETROs for the proposed 18-month scheme trials.
4. To note feedback from stakeholders following the public engagement in Appendix 3.
5. To note that if Travelling Safely schemes are made permanent, many have the potential to contribute to Edinburgh's Net Zero and traffic reduction targets.
6. To asks that programme for progressing the Braid Road proposals is circulated to Ward Councillors and Transport and Environment Committee members within 2 weeks.
7. Notes the points made by Lothian Buses in 4.14 and asks that each is considered in the Traveling Safely Update Report, and that solutions are proposed where possible. This should also consider Waverly Bridge and Comiston Road.

Appendix 3 Approved Actions – 15 June 2023

Motion

Committee

- I. Notes the majority decision of committee on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- II. notes that, almost 10 months on, these ETROs are still to be correctly advertised or legally commenced due to highly regrettable errors within both the original orders and the revised orders most recently received from the external consultant.
- III. recognises how these delays have only added to the public concern expressed during the consultation period which led to the 2022 report.

Committee therefore agrees to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, agrees to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers are asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to committee.
- b) Comiston Road; where committee agrees to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.
- c) Silverknowes Road North; where committee requests that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.
- d) Silverknowes Road South, where committee agrees that officers should return to committee with a report on options to a) amend the current arrangement to address ongoing residents’ concerns and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.”

Addendum

Adds:

1. Agrees that the aims of the individual schemes noted should not be diluted.
2. Agrees that no unforced changes should be made to these schemes in the interim.
3. Agrees that each of the listed schemes should be subject to their own ETRO, but greater connectivity should be sought between (a) and (b).
4. Agrees that a report on this work should be provided to Committee no later than November 2023.

TECHNICAL NOTE

Job Name: Travelling Safely

Job No.: 330610712

Note No.: 001

Prepared By: Thomas Hochkins

Reviewed By: Jordan Dunn

Date: July 23

Subject: Meadows to Greenbank Quiet Connection Summary of Monitoring Data

1. Introduction

1.1. The Meadows to Greenbank quiet connection was introduced in late 2020 as part of the City of Edinburgh Council's (CEC) Spaces for People project which aimed to make it easier for people to walk and cycle during the COVID-19 pandemic. The project initially included the following measures:

- Closure of Braid Road to northbound traffic
- Modal filters introduced at the following locations:
 - Braid Road at the junction with Hermitage Drive
 - Hermitage Gardens at the junction with Cluny Drive
 - Braid Avenue at the junction with Cluny Drive
 - Canaan Lane south of Newbattle Terrace
 - Whitehouse Loan south of Strathearn Road
 - Whitehouse Loan south of Warrender Park Road

1.2. In November 2022, Braid Road reopened to two-way traffic south of Hermitage Drive and the modal filter on Braid Road was moved north of the junction with Hermitage Drive. All other modal filters remain in place.

1.3. Since the introduction of the quiet connection, volumetric data on vehicular traffic and cycling has been collected at various locations within the project area on the following dates:

- April 2021
- May 2021
- July 2021
- September 2021
- February 2022

TECHNICAL NOTE

- May 2022
- February 2023
- March 2023

1.4. Historic vehicular traffic data is also available at a number of the same junctions from January 2018 to enable comparison with the pre-COVID period. Data collected during 2021 has not been included within the analysis due to the significant differences in COVID-19 restrictions during each of the data collection periods.

2. Vehicular Traffic

2.1. **Figure 2-1** illustrates the observed two-way vehicular traffic flows (12 hours, 07:00 to 19:00) at five locations on the main routes in the vicinity of the Braid Estate. The data is based on junction turning counts undertaken on midweek days in January 2018, May 2022, and March 2023.

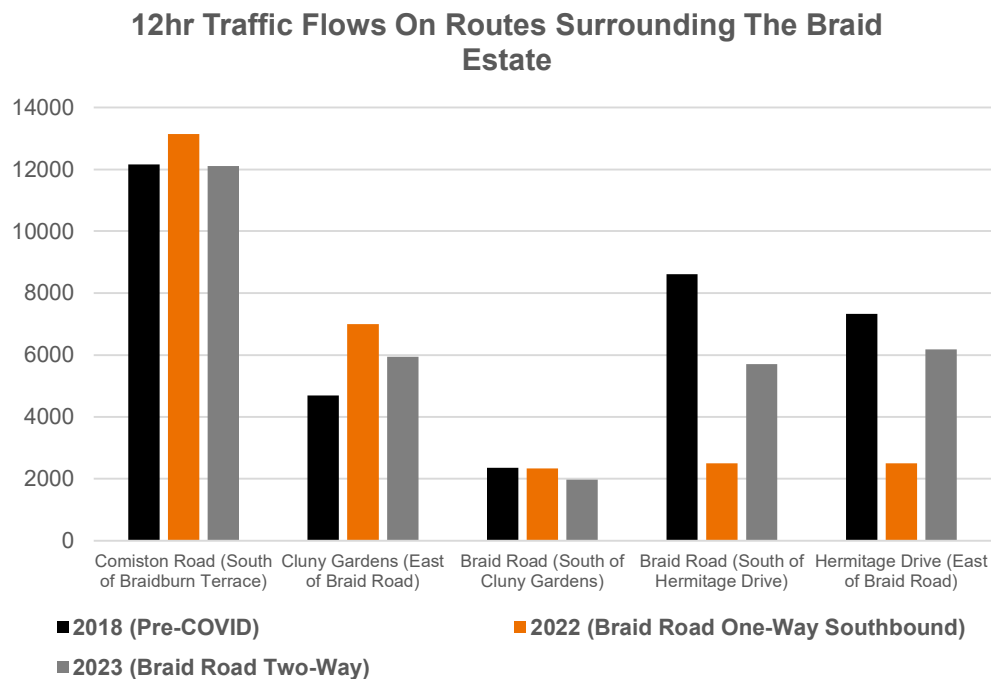


Figure 2-1: 12hr Traffic Flows on Main Routes Surrounding the Braid Estate (07:00 to 19:00)

2.2. While comparisons can be made between data sets, as the data was collected in different months and working patterns have continued to change since COVID-19, caution is recommended when reviewing the data.

2.3. The data in **Figure 2-1** indicates the following:

- Traffic flows on Comiston Road in 2023 are broadly similar to 2018; the higher flows in 2022 are likely to be due to the northbound restriction in place on Braid Road.

TECHNICAL NOTE

- Traffic on Braid Road is higher in 2023 than in 2022 although less than 2018. The increase between 2022 and 2023 is a result of the re-opening of Braid Road to northbound traffic. The higher numbers in 2018 could be due to increased levels of background traffic avoiding congestion on Comiston Road although there is no evidence to support this conclusively.
- Traffic on Cluny Gardens is lower in 2023 than in 2022 although higher than 2018. The difference between 2018 and 2022 is likely to be due to the restrictions on Braid Road combined with model filters restricting traffic routing options within the braid estate. Following the re-opening of Braid Road traffic likely decreases due to alternative routing options.
- Traffic on Hermitage Drive is lower in 2023 compared with 2018 although substantially higher than in 2022. The increase in 2023 is likely to be due to the re-opening of Braid Road to northbound vehicles.
- Traffic on Comiston Road has not decreased in proportion to the increases observed on Braid Road and Hermitage Drive following the reopening of Braid Road to northbound traffic. This potentially suggests that traffic was re-routing across a wider area to avoid Comiston Road during the northbound closure of Braid Road although there is no evidence to support this conclusively.

2.4. **Figure 2-2** shows the change in two-way vehicular traffic flows (12 hours, 07:00 to 19:00) at three locations within the Braid Estate comparing before and after the re-opening of Braid Road to two-way traffic. **Figure 2-2** indicates that traffic has increased on each of the three roads following the re-opening of Braid Road.

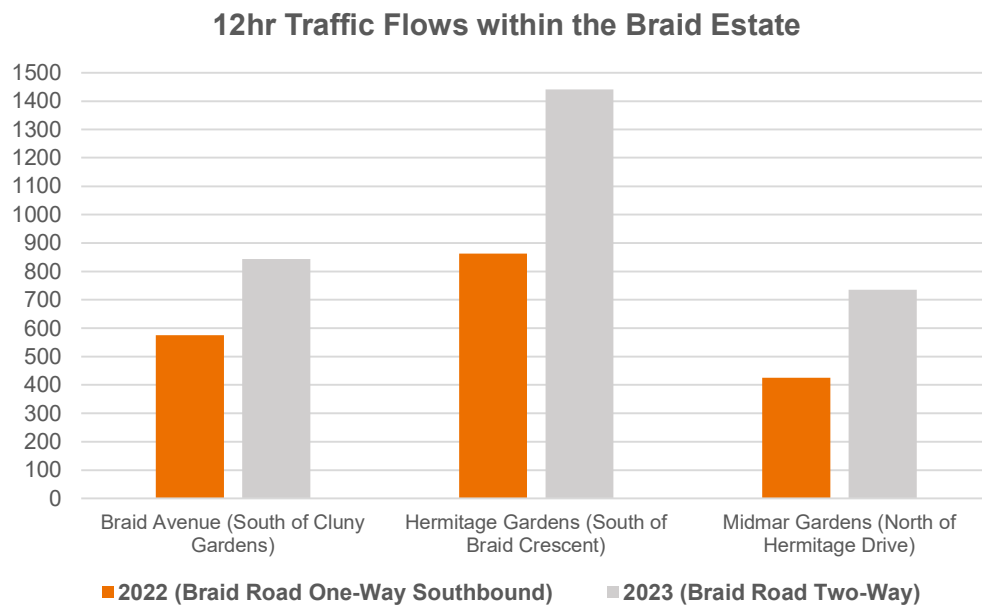


Figure 2-2: 12 Hour Traffic Flows within the Braid Estate (07:00 to 19:00)

2.5. **Figure 2-3** illustrates the distribution of traffic throughout the day in March 2023 at the same three locations which indicates significant increases in traffic during the morning and evening

peak periods. These patterns indicate that each of the routes are being utilised by through traffic during the peak periods.

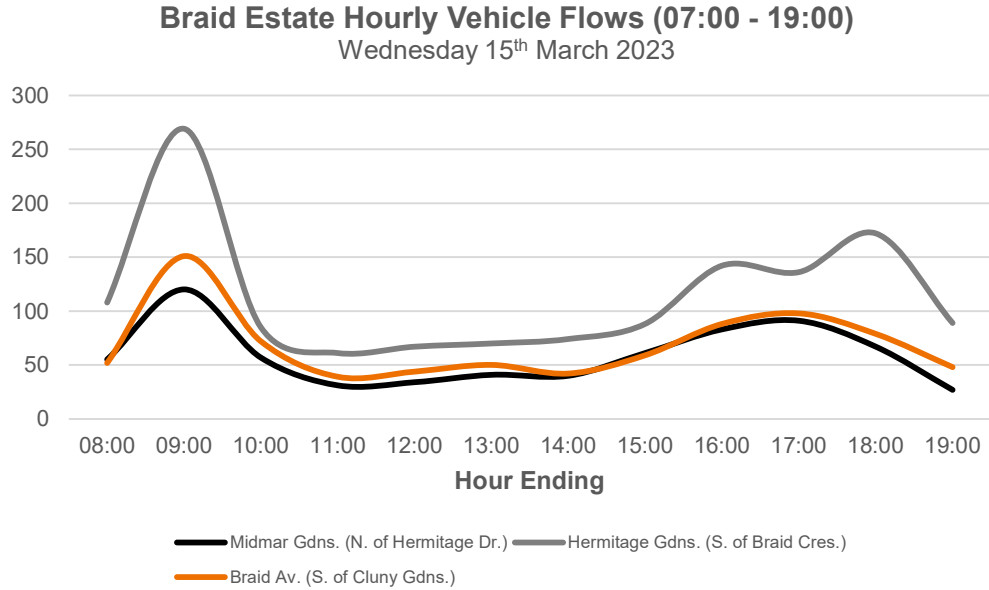


Figure 2-3: Braid Estate Hourly Vehicle Flows (07:00 - 19:00)

2.6. **Figure 2-4** illustrates the current layout of the Greenbank to Meadows quiet connection scheme within the Braid Estate including the assumed routing of through traffic on Hermitage Gardens and Midmar Drive.

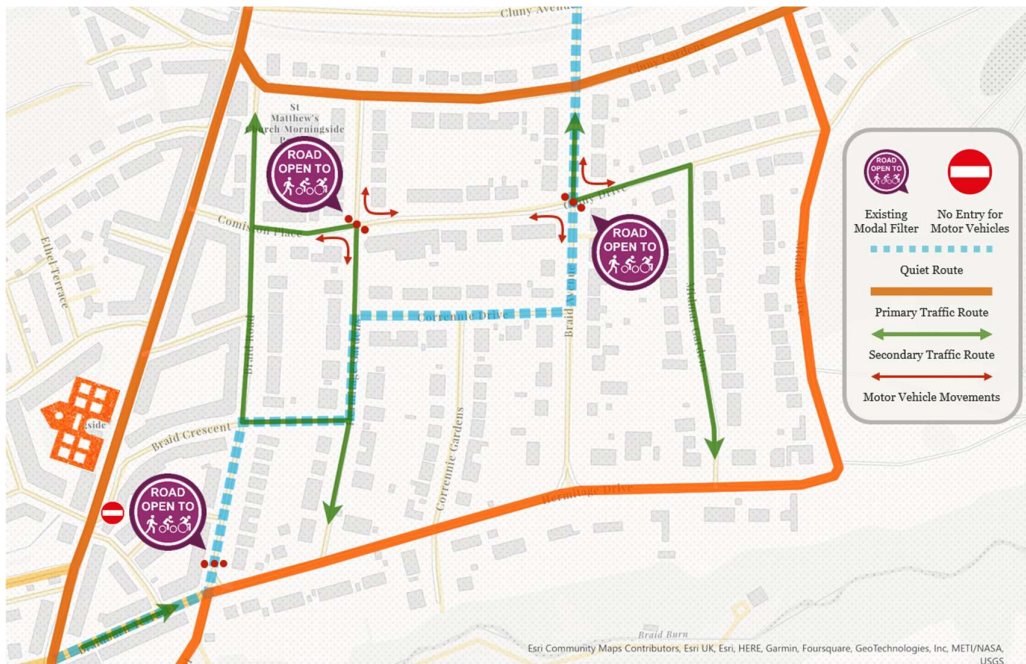


Figure 2-4: Current Layout of the Greenbank to Meadows Quiet Connection Scheme within the Braid Estate

TECHNICAL NOTE

3. Cycle Flows

- 3.1. **Figure 3-1** shows the observed two-way cycle flows (12 hours, 07:00 to 19:00) at six locations along the Greenbank to Meadows quiet connection during 2022 and 2023. The data is based on junction turning counts undertaken on midweek days in February and May 2022, and February and March 2023.
- 3.2. Levels of cycling activity are generally considered to be more heavily impacted by seasonal variation than vehicular traffic. The weather on each of the survey days was dry with limited rainfall and temperatures generally consistent with seasonal averages.

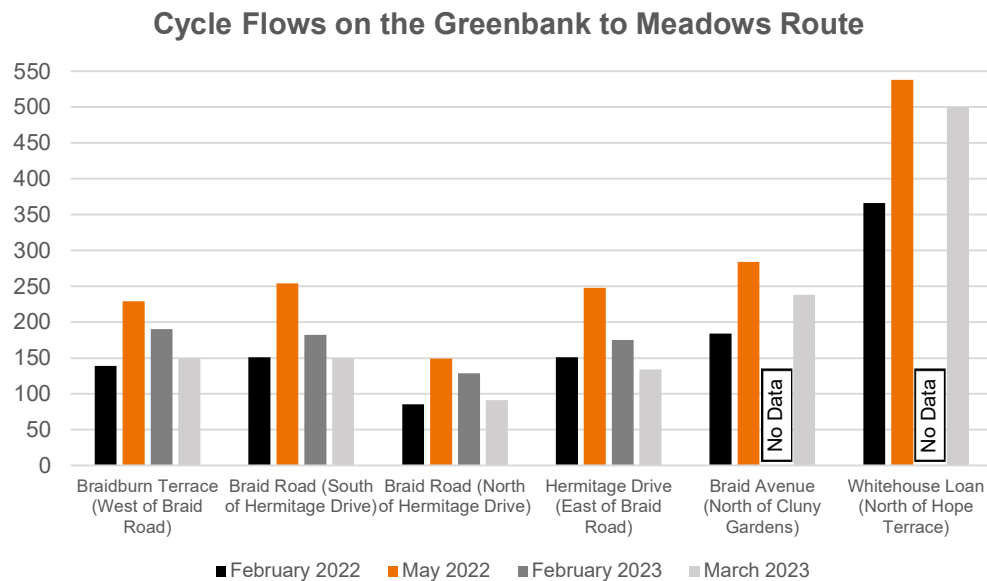


Figure 3-1: Daily Cycle Flows on the Greenbank to Meadows Quiet Connection

- 3.3. The data in **Figure 3-1** indicates the following:
- The level of cycling activity along the quiet connection increases in proximity to the city centre with the highest numbers observed at the northern extent of the route.
 - A higher number of cyclists are observed to use Hermitage Drive rather than the quiet connection along Braid Road and this pattern was consistent prior to the re-opening of Braid Road to two-way traffic.
 - There is a relatively even split of cyclists entering the Braid Estate from Braidburn Terrace and south from Braid Road and this pattern was consistent prior to the re-opening of Braid Road to two-way traffic.
 - While further data collection is required, the observed data indicates a reduced pattern of cycling activity along the route with this pattern being more pronounced in the southern section of the scheme in the vicinity of the Braid Estate.

Appendix 5 - Comments received from Lothian Buses and the Council's response

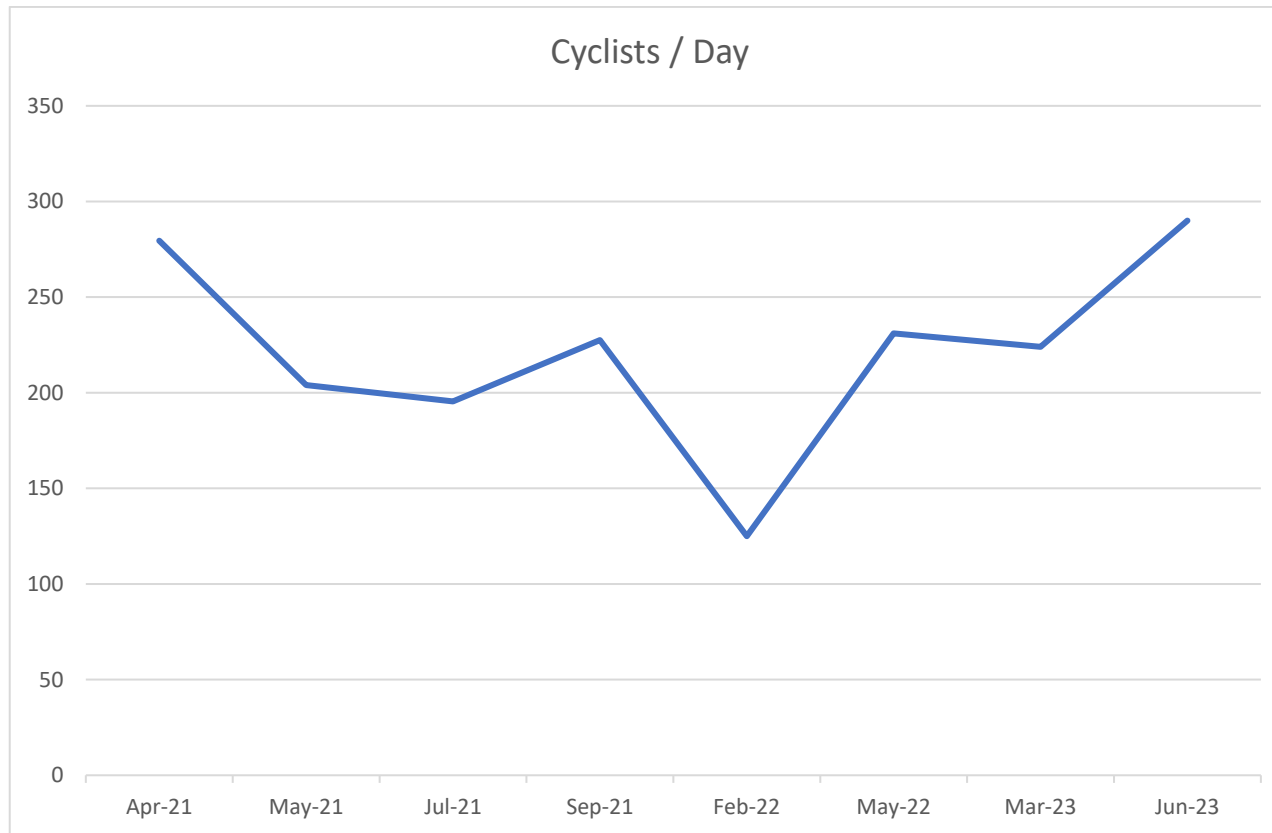
Ref	Lothian Buses' Comment	Council's Response
4.14.1	Disappointed that the ETRO proposals only show the loading and waiting restrictions that apply under the ETRO. Lothian Buses believe that indicative drawings showing cycle segregation/physical distancing measures would have provided a clearer understanding of the whole project and what will physically remain on the ground.	<p>The purpose of an ETRO or TRO is to introduce or amend restrictions on the way that traffic can use a road. Including measures that do not form part of the Order on the Order plans could lead to confusion and to objections being submitted in relation to the detail of these measures, rather than to the measures which do form part of the Order.</p> <p>It is, however, recognised that sometimes providing additional detail could assist people to better understand proposed changes and the reasons why they are being pursued. Officers are therefore investigating ways in which additional detail could be provided, either on the Order plans or on supplementary plans, in a way that minimises the risk of confusion.</p>
4.14.2	With traffic levels having returned to a level similar to pre 2019, yet with bus passenger recovery remaining under 80%, Lothian Buses would like to see the remaining Travelling Safely schemes reviewed to take into account increased bus journey times. Lothian Buses remain open to discussing these issues with council officers.	Officers have continued to maintain a positive dialogue with representatives of Lothian Buses (LB) to consider any significant impacts on bus journey times. Following the initial concerns raised by LB, no further information has been passed to the project team suggesting delays to services. Officers will continue to have discussions with LB to understand and mitigate any negative impacts resulting from the Travelling Safely schemes as part of the ETRO process.
4.14.3	With regard to specific restrictions as discussed with council officers Lothian Buses continue to oppose the closure of Waverley Bridge (ERTO/21/26) to vehicular traffic.	The closure of Waverley Bridge is a critical element to delivering the Waverley/Calton Catalyst Area as identified in the Edinburgh City Centre Transformation (ECCT) strategy. ECCT highlights the important role Waverley Bridge has in providing a unique location from within the valley that takes in both the Old and New Towns. The removal of traffic, including buses, will enable the creation of a new world-class space and gateway to the city, and

		<p>will transform the entrance to Waverley Station in line with the emerging station masterplan.</p> <p>Following the closure of Waverley Bridge, the main departure point for tour buses was originally relocated to St Andrew Square. This has subsequently been relocated to Waterloo Place on a trial basis. Regular update meetings are being held with tour bus operators to gather feedback regarding the viability of Waterloo Place as a departure point in the longer term.</p>
4.14.4	The introduction of bus stop lay-bys has increased the time a bus takes to depart a stop and re-join traffic flow, for example on Crewe Road South, Ferry Road, Minto Street to Craigmillar Park, Old Dalkeith Road.	Refer to response to 4.14.2 above.
4.14.5	Lothian Bus drivers have also observed a reduction in vehicle speeds in areas where segregation measures are present. Their feedback has noted increased scheduled journey times, between one and two minutes, on routes between - Crewe Toll to Dean Bridge, Cameron Toll to the Royal Infirmary Edinburgh (RIE) and Ferry Road.	Refer to response to 4.14.2 above.

Appendix 6: Monitoring of Cycling Levels on Comiston Road

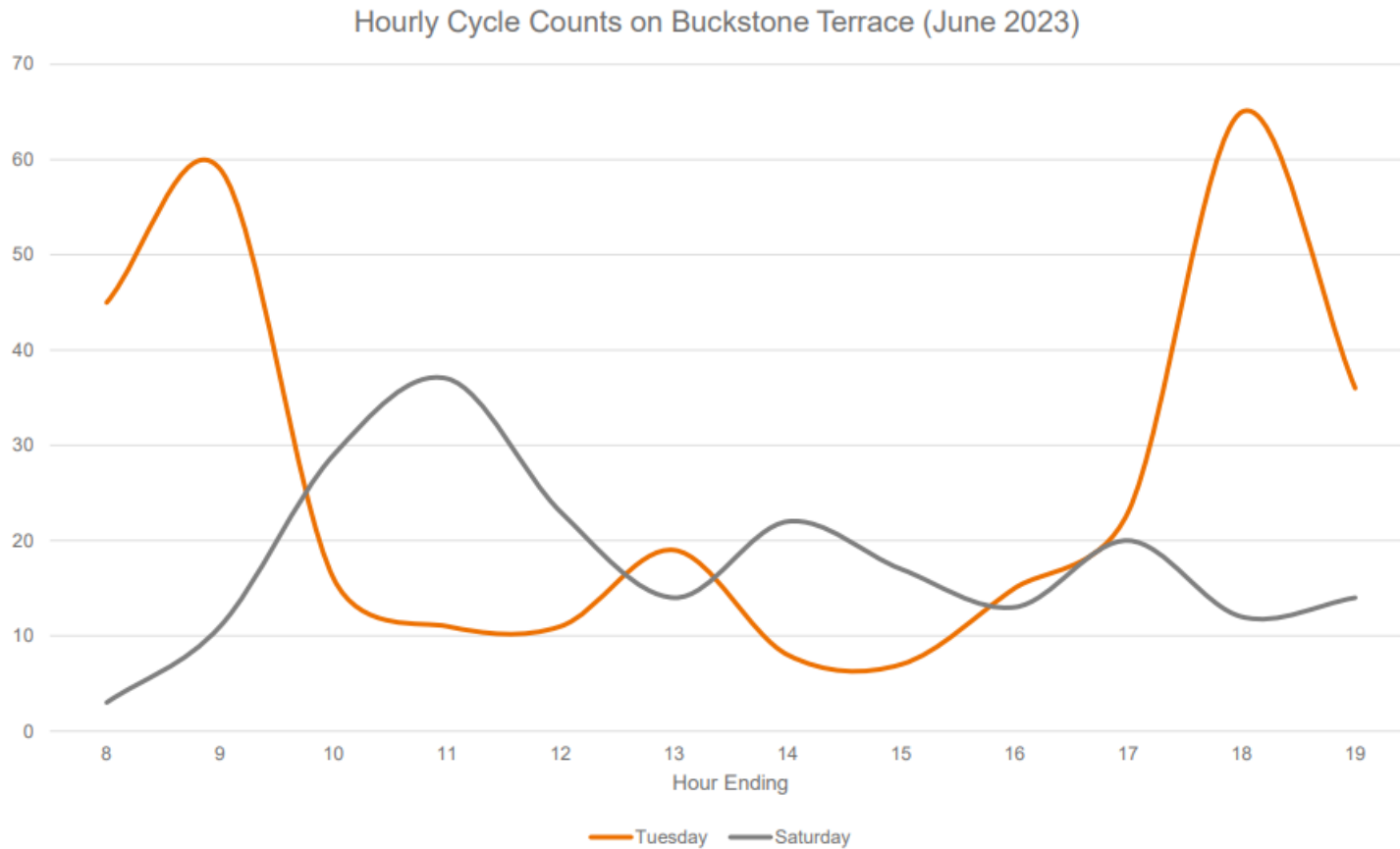
Surveys were conducted on Buckstone Terrace, south of its junction with Braid Road, on two weekdays between 7am and 7pm. Surveys were conducted in each of the months listed in the table below, with the mean weekday number of cycles per day shown.

Daily Cyclists - Buckstone Terrace								
Survey Period	Apr-21	May-21	Jul-21	Sep-21	Feb-22	May-22	Mar-23	Jun-23
Cyclists / Day	279.5	204	195.5	227.5	125	231	224	290



The difference between weekday and weekend values for the most recent survey period shows clear commuting patterns, with cycling levels far higher during peak periods on a weekday.

User Count Surveys – Buckstone Terrace



Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Response to motion by Councillor Bandel – Mobility Analysis

Executive/routine Wards Council Commitments	Routine All
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to note this update on the capability of the Council's Smart Cities initiatives to improve mobility analysis across the city.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

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Response to motion by Councillor Bandel – Mobility Analysis

2. Executive Summary

- 2.1 This report responds to an adjusted motion by Councillor Bandel from Transport and Environment Committee on [8 December 2022](#) on mobility analysis.

3. Background

- 3.1 On 8 December 2022, Transport and Environment Committee approved the following adjusted motion by Councillor Bandel:

- 3.1.1 To note that the City of Edinburgh Council's new upgraded CCTV system was able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations.
- 3.1.2 To note that analysis of this data (e.g. traffic counts, analysis of pedestrian desire lines and modal analysis) had the potential to inform and improve the work of Transport and Environment Committee.
- 3.1.3 To request a report on the scope of opportunities that this system could present and to identify those transport strategies and action plans which could be improved using this evidence base within three cycles.
- 3.1.4 To request that the report consider the use of Artificial Intelligence to monitor traffic movements at key junctions.

4. Main report

Smart Cities Overview

- 4.1 The Council has recently delivered three Smart City projects:
- 4.1.1 Intelligent Infrastructure;
 - 4.1.2 Public Safety CCTV; and
 - 4.1.3 Smart Waste.

- 4.2 To deliver these projects, the Council received a contribution from European Regional Development Funds (ERDF) of 40%.

Smart Cities and Public Safety CCTV

- 4.3 Within this project, the city's CCTV camera network has been upgraded. The previous system used traditional analogue technology whereas the new system utilises a modern digital system. The direct replacement of the city's PTZ (Pan-Tilt-Zoom) cameras was supplemented by the purchase of 100 static cameras, which are capable of capturing movement of people and vehicles within the built environment using Video Analytics software.
- 4.4 The Video Analytics software was procured alongside the CCTV upgrade. The software is capable of analysing the digital images from the static cameras to provide the city with more effective security and transport insights related to the movement of people and vehicles.
- 4.5 The system interrogates video images (in real time and retrospectively) so that numbers of vehicles, pedestrians and cyclists passing a particular location can be recorded. This provides the Council with the capability to monitor levels of active travel usage and the potential to prioritise active travel movements using the static cameras as an 'active travel detector'. It also provides classified traffic data relating to vehicles to assist in the creation of new signal timing plans.

Smart Cities and UTMC System

- 4.6 The Intelligent Infrastructure project focused on procuring of a new Urban Traffic Management and Control (UTMC) system. The UTMC system affects changes to signal timings at junctions which are connected and communicates with the Urban Traffic Control (UTC) system. This allows the Council to implement region wide changes to traffic signal timings to improve traffic flow, reduce congestion and improve air quality. These collections of planned signal timing changes at multiple junctions are called UTMC strategies.
- 4.7 UTMC strategies can be made active either by a pre-programmed mechanism using the in-built calendar, or by a responsive mechanism dependant on environmental conditions or traffic levels.
- 4.8 Major roadworks and events often impact traffic flow significantly. These can now be programmed into the UTMC calendar to enable signal timings to be adjusted accordingly.
- 4.9 In addition, the system is continuously monitoring environmental data from on street air quality sensors and car journey times across the city's road network. When journey times or levels of pollutants reach a pre-defined threshold limit, then the relevant UTMC strategy is implemented automatically. The UTMC strategy is then removed once conditions return to normal.
- 4.10 Journey time monitoring is provided across all major arterial roads in the city without any on street infrastructure, by sourcing data from a specific group of car manufacturers. This data is made available within the UTMC system.

- 4.11 Environmental monitoring is provided at 10 locations across the city by air quality sensors mounted on traffic signal poles. These measure the main traffic related pollutants Nitrogen Dioxide and Particulate Matter PM2.5 and PM10, as well as Ozone, Carbon Monoxide, air temperature and humidity. The air quality data is presented within the UTMC and influences signals' strategies which are pre-programmed to relieve any hot spots where air pollution hits undesirable levels.

UTC System

- 4.12 The Council's UTC system connects the UTMC system and the on-street signals, sending commands to traffic signal controllers to instruct changes between stages at junctions, making alternations to signal timing patterns remotely.
- 4.13 Alongside the pedestrian and cycle demand data from the Video Analytics system, the UTC will, in the future, allow signal timings to be optimised based on pedestrian and cycle demand, as well as using data from all classes of vehicles. This data will also enable bus priority to be provided on key public transport corridors in the city.

Supporting Delivery of the Council's Priorities

- 4.14 A summary of the benefits of the Smart City technology on delivering the Council's City Mobility and associated action plan priorities is provide in Appendix 1

5. Next Steps

- 5.1 This new Smart City technology enables the Council to more effectively monitor traffic and to adapt to real time information about active travel and pedestrian movements.
- 5.2 The data gathered will be used to:
- 5.2.1 Analyse new post-COVID travel patterns with a view to altering existing signal timing timetabled plans;
 - 5.2.2 Assist with scheme planning and development (monitoring of new schemes such as Low Traffic Neighbourhoods);
 - 5.2.3 Inform traffic modelling for roadworks timings;
 - 5.2.4 Provide access to rich comprehensive traffic data;
 - 5.2.5 Optimise signal timings across the network, to better prioritise pedestrians through lower cycle times achieved; and
 - 5.2.6 Achieve cost savings for the Council as the information gathered will reduce the number of traffic surveys being commissioned.

Artificial Intelligence at Key Junctions

- 5.3 At this point, the information available through the Council's new Smart Cities initiatives is more reliable and future proofed than the potential information which could be gathered through Artificial Intelligence (AI).
- 5.4 However, there is interest in developing AI solutions using the Council's information (e.g. accident analysis) and officers will continue to monitor the potential of AI (particularly for site specific information) as its potential grows.

6. Financial impact

- 6.1 There are no financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 The benefits of these Smart City systems will be experienced by the citizens of Edinburgh in the form of reduced pollution and improved journey times.
- 7.2 The UTMC system will utilise data from a network of 10 air quality monitors to minimise air pollution hot spots, this should contribute to a positive impact on the health of Edinburgh's citizens and has the potential to reduce incidences of asthma and cardiovascular disease in areas where high levels of pollution are prevalent.
- 7.3 The Smart City systems provide the Council with the capability to improve travel times for specific modes of transport and incentivise walking, wheeling, cycling and use of Public Transport.
- 7.4 The UTMC system will reduce excessive delays for road traffic where large events or incidents are taking place which should deliver economic benefits for residents and businesses whose deliveries and travel times across the city will be more reliable.

8. Background reading/external references

- 8.1 The report regarding the award of the contract providing the technology referred to in this report was considered by the Finance and Resources Committee on [26 January 2023](#).

9. Appendices

- 9.1 Appendix 1 – Supporting the Delivery of the Council's Priorities.

Appendix 1 – Supporting Delivery of the Council’s Priorities

Smart Cities and Action Plan delivery

City Mobility Plan

The Smart City systems installed will support Council initiatives such as the City Mobility Plan. The data collected will be used extensively for scheme evaluation purposes, as well as providing the capability to directly influence travel behaviour using the UTMC system.

PEOPLE 1 -Supporting behaviour change - Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns - The UTMC system collects granular journey time data on key routes across the city which can then be disseminated to the public via existing channels such as Edintravel. The breadth of data that the Smart City systems collect, combined with the flexibility to share data across a range of channels, provides the Council with the tools to influence behavioural change towards sustainable modes of transport.

MOVEMENT 27 - Harnessing New Technology Review and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles - The Driver Information module available within the UTMC system is intended as a replacement for the decommissioned Variable Message Signs across the city. There are plans to deliver the V2X In-Car and Smartphone messaging as a future project within the contract.

MOVEMENT 28 - City Operations Centre Support the development of a city operations centre that will monitor, manage and predict movement and activity across the city - The Smart Cities initiative has delivered tools which allow the Council to better monitor, manage and predict human movement across the city whether this is in a car, on foot, wheeling or by public transport. The City Operations Centre is the hub for all of the Smart City projects, their inputs (data) and outputs are capable of influencing behavioural change and positively impacting the work towards Net Zero and climate change targets.

MOVEMENT 29 - Monitoring and Evaluation Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering - The UTMC system and Video Analytics system will ensure that the Council has sufficient data to monitor and evaluate any schemes which have been introduced as policy measures. The Smart Cities contracts have potential durations of 11 years, meaning that the Council will also be able to reduce expenditure on traffic surveys and be self-sufficient in traffic data over this time period.

MOVEMENT 30 - Managing Traffic Signals Manage traffic signal control to prioritise and balance safe and efficient movement of pedestrians, cyclists and public transport - The UTMC system allows the control of multiple sets of traffic signals simultaneously across the city, bringing the ability improve traffic flows without manual intervention. This brings the capability to significantly impact traffic flows in a positive way to target and incentivise specific modes of travel such as pedestrians, cyclists or public transport priority.

Active Travel Action Plan

The Active Travel Action Plan will be supported by the use of the new Smart City systems, through better data and evaluation, delivering cost savings and being able to provide cycle and pedestrian priority at traffic signals.

A number of actions in the Active Travel Action Plan will be facilitated and supported by the UTMC and Video Analytics technologies, improving the connectivity of our streets and neighbourhoods, making our streets enjoyable places to be and enhancing and expanding the cycle network.

A 'pedestrian priority' UTMC strategy has been constructed which defaults traffic signals to a low cycle time (lower waiting time for pedestrians) unless public transport journey times on key routes are significantly affected. The pedestrian and cycle data from the Video Analytics system together with the control functionality of the UTMC system provides a valuable tool in improving active travel within the city, as a better balance can be struck between the need to keep traffic moving and the need to reduce pedestrian waiting times.

The Video Analytics system will make it possible that pedestrian density on particular sections of footway within the city can be recorded and any physical changes to the footway, or management of pedestrian movement, can be based on data driven decisions.

The Video Analytics system has the capability to identify cyclists within a stream of mixed traffic. This has the potential be used to provide cycle priority and reduce wait times those travelling by bike.

Air Quality Action Plan

A network of 10 Air Quality sensors, measuring the main traffic related pollutants, Nitrogen Dioxide and Particulate Matter, will provide valuable data to inform the actions within the Air Quality Action Plan. The UTMC system is also capable of automatically responding (without human intervention) to high pollution events and implementing mitigation measures.

The Environmental monitoring network will assist in the delivery of the Air Quality Action Plan by providing a rich source of air quality data. The wider UTMC system and Video Analytics will provide valuable traffic data which can be used by organisations such as SEPA, who support the Council in their air quality modelling programme.

The UTMC project has strategically placed Air Quality sensors within and on the boundary of the Low Emission Zone (LEZ) zone in Edinburgh. This diurnal air quality data on traffic related pollutants will be of use evaluating the effectiveness of the LEZ and to ensure that no unwanted consequences arise.

Public Transport Action Plan

The Smart City systems will contribute to the delivery of the type of sustainable Demand Responsive Transport solutions identified within the Public Transport Action Plan. The link between the UTC system and an Automatic Vehicle Location (AVL) is currently being developed which will enable Bus Priority on key routes. The advancement of these

technologies and the data generated will provide opportunities to deliver a more efficient and sustainable transport system.

The integration of the Smart City systems with the bus priority AVL functionality provides an opportunity to significantly reduce bus delays at traffic signals, attracting more customers to this sustainable form of transport.

Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Response to motion by Councillor Cowdy – Better Buses for Ratho

Executive
Wards

Routine
All, particularly Wards 1 – Almond and 14 –
Craigentinny/Duddingston

1. Recommendations

- 1.1 It is recommended that Committee notes this update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho. The review will also explore whether accessibility and connectivity issues elsewhere in the city can be enhanced (e.g. for service provision in the Willowbrae area).

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Response to motion by Councillor Cowdy – Better Buses for Ratho

2. Executive Summary

- 2.1 This report responds to a motion by Councillor Cowdy on 18 May 2023 to outline plans to improve bus service provision in Ratho and follows up on previous motions to outline plans to improve bus service provision in Ratho and Willowbrae.

3. Background

- 3.1 The Council are aware of ongoing local dissatisfaction with some supported bus service provision in the city, most notably the Ratho community with regards to the Service 20 (Chesser to Ratho) service.
- 3.2 On 18 May 2023, Committee approved an adjusted motion by Councillor Cowdy which requested a report that identifies and provides a suitable public transport solution for the residents of Ratho.
- 3.3 This report provides an update on the actions agreed and outlines the planned steps to address this within the context of the overall supported service network.
- 3.4 The report also includes proposals to include a review of bus service provision in Willowbrae in light of the withdrawal of the former commercially operated Service 69.

4. Main report

Bus Services for Ratho

- 4.1 Following the threat of contract cancellation and service disruption due to industry wide driver shortages, (the operator) McGill's continues to provide three services serving the west of the city. However, the service is running at a reduced frequency (with an associated reduction in the amount they are paid as part of their contract agreement).
- 4.2 Reliability issues remains an issue with McGill's services as a result of challenges with on-going driver recruitment and retention. This presents a problem for many

residents without access to alternative transport and dissuades mode shift to public transport.

- 4.3 McGill's are aware that the Council intends to re-tender the contracts for these services and they have agreed to continue to operate their contracted services until the tender process is complete and new contracts are awarded.
- 4.4 To facilitate this, the current contract extension option with McGill's will be implemented in order to ensure service continuity.

Supported Bus Service Provision

- 4.5 Supported bus service provision for Ratho cannot be considered in isolation as changes to this will impact on other subsidised routes and also on the potential for new services (where there are currently none).
- 4.6 Within this overall context, the Council intends to carry out a wider supported service review and to re-tender a number of supported service contracts to both help resolve reliability issues and explore whether accessibility and connectivity issues elsewhere in the city can be enhanced (e.g. for service provision in the Willowbrae area to replace the former commercially operated Service 69 that was withdrawn in 2019).
- 4.7 To assist with this review, Jacobs consultancy have been appointed. The activities that they will progress will include:
 - 4.7.1 Reviewing the current supported services contracted by the Council, identifying challenges and opportunities and assessing current levels of performance;
 - 4.7.2 Developing recommendations for tender based on the challenges and opportunities identified;
 - 4.7.3 Developing alternative route / service options; and
 - 4.7.4 Making recommendations on route options that perform best in addressing transport planning objectives while working within available funding. This will include consideration of retention of existing routes, amendments to currently supported routes, and exploring new route opportunities (either wholly new or combinations of previous services).
- 4.8 Dialogue with operators on all supported service requirements for the city has been ongoing and this will help tender specification documents to be produced.
- 4.9 All of the information received from the Ratho Bus Working Group will also be considered as part of the review of existing and planning for future services.
- 4.10 In addition, an all stakeholder meeting will be arranged to discuss on the review. Further discussions will also take place when the tender options are identified.

5. Next Steps

- 5.1 The review will commence shortly. It is anticipated that this, and the retendering process, will be completed by the end of this calendar year, with a report seeking approval for the award of contracts to Finance and Resources Committee in January 2024. Following this, a period of registration will be required before the services become fully operational.
- 5.2 A meeting with local stakeholders and McGill's is currently being set up.

6. Financial impact

- 6.1 The Council's annual supported bus service budget of £1.5million is fully allocated and future contract provision will have to be considered within this context. In addition, it is anticipated that future tender submissions will be higher than previously received.
- 6.2 The Council will look to utilise any Section 75 Agreement funds permissible for use in the impacted area to complement existing revenue funding.

7. Equality and Poverty Impact

- 7.1 Supported bus service provision helps increase equality and reduce poverty by increasing access to employment, health, educational, retail, and cultural destinations in areas not served by the commercial bus network. Increased social inclusion as a result of enhanced connectivity and accessibility are at its heart.

8. Climate and Nature Emergency Implications

- 8.1 Supported bus service provision encourages sustainable public transport use and seeks to encourage modal shift away from individual car use to help reduce harmful emissions, improve air quality, and reduce congestion.

9. Environmental Impact

- 9.1 As noted above, supported bus service provision helps encourage sustainable public transport use and seeks to encourage modal shift away from individual car use to help reduce harmful emissions, improve air quality, and reduce congestion.

10. Risk, policy, compliance, governance and community impact

- 10.1 The Council have received considerable feedback from the Ratho community and its representatives regarding bus service provision via a combination of direct correspondence, site meetings and consultation events and this will be fed into the review process alongside input from other local stakeholders.

11. Background reading/external references

- 11.1 Finance and Resources Committee 5 March 2020 – [Award of Contracts for Supported Bus Services](#)
- 11.2 [Minute](#) of the meeting of Transport and Environment Committee on 18 May 2023 – Motion by Councillor Cowdy - Better Buses for Ratho.
- 11.3 [Minute](#) of the meeting of the Council on 30 June 2022 – Motions by Councillors Whyte and Mowat – Restoring a Bus Service for Willowbrae, Lady Nairne and Bus for Dumbiedykes

12. Appendices

- 11.1 None

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Transport and Environment Committee

10.00am, Thursday, 17 August 2023

Circular Economy (Scotland) Bill - Draft Consultation Response

Executive/routine Wards Council Commitments	Routine All
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1. Recommendations

- 1.1 It is recommended that Committee approves the attached draft consultation response for submission to the Scottish Government on 18 August 2023.

Paul Lawrence

Executive Director of Place

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Circular Economy (Scotland) Bill - Draft Consultation Response

2. Executive Summary

- 2.1 This report seeks approval to submit the attached draft response to the Scottish Government's Consultation on the Circular Economy (Scotland) Bill.

3. Background

- 3.1 Following a [previous consultation](#) on a proposed Circular Economy (Scotland) Bill, the Scottish Government has now published [the Bill](#) (which is at Stage 1 of the parliamentary process) in advance of seeking parliamentary approval. Prior to approval, the Scottish Government is carrying out a [further consultation](#) from 30 June until 20 August 2023.

4. Main report

- 4.1 The purpose of the Bill is to take action to move Scotland from a traditional linear model of consumption (consume, use, dispose) to a more circular model where resource extraction is minimised, and where resources remain in circulation for longer as a result of repair, reuse and recycling.
- 4.2 As such, the Bill sets out actions across society and not all measures are directly relevant to local government with a number of measures targeted at businesses, and some at householders.
- 4.3 Some proposed actions from the original consultation are not being progressed at this time. These include proposals to introduce direct variable charging for household waste (to encourage waste prevention, and better use of recycling facilities), and the introduction of commercial waste collection zones (to improve the efficiency of commercial waste collections).
- 4.4 The measures which will impact local government are set out in Appendix 1. These include measures to allow the Scottish Government to set specific statutory recycling targets for Councils, revising and giving statutory status to the existing voluntary Code of Practice for Household Waste and Recycling, and changes to the

fly-tipping and littering legislation to enhance the ability of local authorities to take enforcement action.

- 4.5 Specifically with regard to household waste, the enhanced Duty of Care placed on householders aims to tackle issues of fly-tipping associated with the use of unlicensed waste contractors. The changes to the enforcement regime bring Scotland into line with England and Wales, and better enable local authorities to tackle recycling contamination.
- 4.6 The Council's draft response is set out in Appendix 2. It broadly supports the provisions of the draft Bill, but notes the particular challenges faced by urban and rural authorities. For example in Edinburgh, where approximately 50% of households receive communal bin collections, enforcement will remain more difficult. The decision over whether or not to use the provided recycling services correctly ultimately rests with the householder.
- 4.7 With regard to the setting of statutory recycling targets and fines for failure to achieve these, the response is supportive in principle but again notes these challenges and suggests more constructive approaches to fines.
- 4.8 The response notes the situation which Councillors have previously raised in relation to the resourcing of waste collections from managed student accommodation and asks that the Scottish Government review the legislation in relation to this.

5. Next Steps

- 5.1 Subject to Committee approval, the Council's response will be submitted on 18 August 2023.

6. Financial impact

- 6.1 There is currently no direct financial impact resulting from this report, although measures such as increased enforcement activity and fines for failure to meet recycling targets could have potential long-term implications which are not currently quantified.
- 6.2 The Circular Economy (Scotland) Bill Financial Memorandum was reviewed by officers in the Council's finance team, and although there will be future financial implications, these are currently unable to be assessed. Consequently, no specific comments need to be highlighted at this preliminary stage.

7. Stakeholder/Community Impact

- 7.1 This report is in relation to a consultation exercise by the Scottish Government and, as such, there is no requirement for the Council to engage with the community.

- 7.2 There are no direct health and safety, governance, compliance or regulatory implications resulting from this report, although there is the potential for the Council to acquire enhanced regulatory powers in relation to inappropriate or illegal disposal of household waste.
- 7.3 The purpose of the Bill on which the Scottish Government is consulting is to move towards an economic model which makes less and better use of finite resources, and which brings Scotland closer to a circular economy, reducing emissions of carbon and other pollutants. Some of the measures proposed also offer other potential benefits such as a reduction in fly-tipping and littering.

8. Background reading/external references

- 8.1 The Council's [response to the previous consultation](#) was published on our website.
- 8.2 The Scottish Government has [published the Bill](#) on its website.
- 8.3 The Scottish Government has [published its consultation](#) and papers on its website.

9. Appendices

- 9.1 Appendix 1 – Summary of main impacts on local government
- 9.2 Appendix 2 – Draft response to consultation

Appendix 1 Summary of main impacts on local government

To prevent fly-tipping	A new Duty of Care to prevent householders disposing of waste to unlicensed contractors, and powers to support local authorities enforce this, with the creation of a criminal offence
To reduce contamination of recycling	An enhanced regulatory regime with civil penalties to support local authorities to better enforce this, in line with England and Wales
Code of Practice	The current code of practice which local authorities comply with voluntarily will become statutory and also be revised and updated in consultation with local authorities
Statutory Recycling Targets	From 2030 statutory recycling targets will be introduced, with the potential for local authorities to be fined if these are not met
Littering from Vehicles	A new civil penalty regime to make the keeper of a vehicle responsible for littering offences from the vehicle
Waste Crime	Seizure of vehicles by SEPA or local authorities in carrying out their duties in relation to waste crime.

Call for Views text

Call for Views

Circular Economy (Scotland) Bill

The Net Zero, Energy and Transport Committee is seeking your views on the [Circular Economy \(Scotland\) Bill](#), which was introduced by the Scottish Government on Tuesday 13th June 2023. You can either—

- Share your detailed views on the specific provisions included in the Bill, by following the consultation link below; or
- Get involved in a broad discussion about circular economy and some of the general principles outlined in the Bill by following the link here.

Overview

What does the Bill do?

The Bill aims to ensure Scotland makes progress towards a circular economy, a concept which is defined in the Bill as—

- “cuts waste, carbon emissions and pressures on the natural environment;
- opens up new market opportunities, improves productivity, increases self-sufficiency and resilience by reducing reliance on international supply chains and global shocks;
- strengthens communities by providing local employment opportunities and lower cost options to access the goods Scotland needs”.

The Committee is keen to hear your views by answering the following questions on the Bill—

Circular economy strategy

1. Is a statutory requirement needed for a circular economy strategy?
[Yes. By putting the strategy and its maintenance into law, this serves to ensure that future ministers continue to prioritise and resource this area of activity.](#)
2. Is there anything else you would like to say about a circular economy strategy?
(Section 1 – 5)
[No](#)
3. How should circular economy strategies be aligned with climate change plans and other environmental targets (including biodiversity goals)?
[By definition, circular economy principles will help tackle climate change.](#)

Decarbonising our economies is only one aspect, we also need to rethink the way we make and consume products and this is where the circular economy is an essential building block.

However, the circular economy may in some instances conflict with national climate change objectives:

- The growth of local repair services to extend the lifetime of devices may increase national emissions, while decreasing indirect supply chain emissions occurring in other countries; and
- The reuse and repair of products may increase emissions but reduce our use and reliance on finite natural resources.

Therefore, a holistic approach is required to ensure circular economy principles always prevail.

Circular economy targets

4. Are statutory circular economy targets needed?

Yes, targets set out the expectations going forward across society and ensure that priority and resourcing is made available, provided these can be measured.

5. Is there anything else you would like to say about powers to introduce circular economy targets? (Sections 6 and 7)

No. The need to make different provision for different purposes or areas is acknowledged in the legislation.

Restrictions on the disposal of unsold consumer goods

6. Do you think there is a need for additional regulation restricting the disposal of unsold consumer goods?

Yes, this would be beneficial in principle. Disposal of unsold consumer goods makes no sense from an environmental, resource use, and waste management point of view. There should be regulations which ensure disposal of unsold consumer goods does not make financial sense. A good example is a French regulation adopted in 2016. The pioneering law on fighting food waste meant supermarkets were forbidden to destroy unsold food products and were compelled to donate it to charities instead. Similar regulations should apply to non-food products.

7. Is there anything else you would like to say about the disposal of unsold consumer goods? (Section 8)

The proposed legislation is inevitably broad in nature and does not currently specify how it would target specific categories of goods. As such specific measures would presumably be subject to further consultation to ensure their practicability and efficacy. It's also necessary to ensure that where there is a requirement to redistribute unsold goods that there is capacity to absorb and reuse them. This might require further work to support and expand these networks, which are often provided by the Third Sector and as such can be financially vulnerable.

Charges for single-use items

8. Should Scottish Ministers have powers to make regulations that require suppliers of goods to apply charges to single-use items?

Yes. This would help make reusable items more financially attractive and would reduce litter and waste management costs.

9. Is there anything else you would like to say about charges for the supply of single-use items? (Section 9)

As an organisation we've previously expressed concern that much of the activity in this space has focussed on single-use plastics, which fails to take account of the environmental impact of substitute materials or the impact of their continuing to be littered. What is actually required is behaviour change. In some cases, the implementation of charges is likely to help as it does make people think about their behaviour. However, to maximise effectiveness it would be beneficial to accompany this with other targeted measures to normalise the behaviours. Carrying reusable carrier bags, water bottles or coffee cups have become much more normalised than was previously the case, but this is not really true for other activities such as carrying picnic cutlery to avoid disposables. It's quite likely that some measures will ultimately be more successful than others in terms of public buy-in but the Scottish Government is encouraged to be open-minded in trying different approaches.

There is currently considerable concern around single use vapes. As well as the health concerns there are issues associated with littering and the hazards associated with disposal because the batteries can catch fire when crushed so these could be seen as a priority for action.

10. How do you think Scottish Ministers should use their powers to have the greatest impact in transitioning to a circular economy?

As above the Scottish Government is encouraged to take an open-minded approach the which items the legislation is used to target, not focus solely on plastics and combine any charges with behaviour change measures to support the normalisation of alternatives to disposables.

Household waste

11. Should it be a criminal offence for a householder to breach their duty of care in relation to waste under the Environmental Protection Act 1990 (e.g. to fail to ensure that waste is disposed of to an authorised person)?

Yes. This has become a particular issue in recent years resulting from the growth of online marketplaces. There is a need to both raise awareness, as many people will not be aware of the risk of people operating illegally, and to have a legislative back-stop to prevent people seeking to discharge their responsibilities.

Our enforcement staff have highlighted that there is already existing legislation to deal with household waste offences under section 33 of the Environmental Protection Act and have asked for clarification over whether it is proposed that enforcement should now only be taken under section.46.

12. Is there anything else you would like to say about household waste and enforcement of household waste requirements? (Sections 10 & 11)
We'd emphasise the need for the Scottish Government to carry out awareness raising activities to ensure that householders are aware of their responsibilities. The amount of £200 for the Fixed Penalty Notice may not be proportionate to the small amount of waste deposited by the householder but a written warning may not be sufficient and has been proven in many instances not to be seen as serious enforcement by the offender. In these circumstances, would it be acceptable to issue a littering FPN for the amount of £80?
13. Is further action needed, either within or outwith the Bill, to tackle flytipping effectively? If so, what action is needed?
Improved liaison with SEPA. Are resources available to SEPA that could also be utilised by or shared with local authorities to secure increased successful prosecutions? Increased authorisation would also be beneficial for local authority officers to access information from relevant databases such as valuation boards, Council Tax registers and Companies House to assist in identifying details of offenders. The National Littering and Fly-tipping Strategy is already being introduced and The Scottish Government has already implemented its Action Plan for 2030/23.

Household waste recycling – Code of Practice and local targets

14. Should the Code of Practice on household waste recycling (currently a voluntary code) be put on a statutory footing?
Yes
15. Is there anything else you would like to say about a Code of practice on household waste recycling? (Section 12)
At the current time, all local authorities are signatories to the existing Code of Practice but are not always able to implement all aspects of it either due to their local circumstances or due to funding restrictions.

All local authorities are subject to such funding constraints and have to carefully balance the competing pressures across different services within their communities. In our case, we are no longer able to offer a same day collection for all materials, as a direct result of the funding settlements from the Scottish Government. Moreover, in making the Code of Practice statutory, the Scottish Government must give due consideration to the particular practical barriers which might be faced by particularly rural or urban authorities.
16. Should Scottish Ministers have powers to set targets for local authorities relating to household waste recycling?
Yes, we do support this in principle.
17. Is there anything else you would like to say about targets for local authorities relating to household waste recycling? (Section 13)

While supporting this measure in principle we nevertheless have concerns in relation to how it will be applied in relation to specifically very urban authorities like Edinburgh or very rural authorities. A standardised system of targets defined by types of authority (e.g. urban, rural, mixed) is not likely to take full account of the characteristics of individual authorities as even within the urban group used by Audit Scotland, there are significant variations e.g. in types of housing stock, which will impact on recycling performance.

In our case approximately 50% of our households are flats who have a communal bin service, and 50% of those are sited on the street as a result of historic building designs. This will make enforcement particularly challenging as this relies on being able to identify the specific household which is typically not possible.

Moreover, the decision over how to use services rests ultimately with each household. The Council cannot fully control that and should not be fined for these individual decisions. Arguably if the local authority is providing a good quality, reliable service compliant with the Code of Practice it should be viewed as having discharged its responsibility. A more impactful way to achieve success would be to look at authorities which are failing to achieve their targets and consider what additional support could be provided. Given well documented pressure on local government finance we would encourage strong consideration be given to making financial support packages available to support improvement initiatives where these are needed.

Finally, the growth of third-party recycling services such as retail takeback and, from 2025, the implementation of the deposit return scheme means that the percentage of materials being captured through measurement of local authority recycling rates will reduce. Accordingly, the way these recycling rates are calculated needs to be reviewed. The Scottish Government could potentially look at other measures such as waste arisings per capita or carbon emissions per capita to give an alternative view.

18. Is further action needed, either within or outwith the Bill, to support local authorities to achieve higher household recycling rates? If so, what action is needed?

This is not straight-forward to answer because there are a number of legislative changes underway, including the deposit return scheme for specific drinks containers, and the extended producer responsibility scheme for packaging. These will impact on existing recycling performance in a number of ways, but they are not currently in place.

Paper and cardboard are the primary materials in mixed recycling bins, and with the growth of online deliveries, this is likely to stay the same (or increase). More could be done to ensure major retailers provide facilities for their collection, as some do voluntarily. The Government could also explore the development of [reusable packaging systems](#), as well as support to encourage provision and uptake of refill shops and refill systems within supermarkets to reduce other types of packaging waste.

However, funding is a specific challenge. The Scottish Government, either itself or in partnership with the UK Government, could be using Producer Responsibility Legislation to target other materials such as textiles and small WEEE which are not a huge part of the waste stream but do have a disproportionate environmental impact. The current collection systems for the latter, in particular, are complicated to use and inadequate for people who do not have cars.

These are not materials that people tend to have all the time, so we'd like to see perhaps a producer funded scheme whereby you could phone and request an uplift when you need one- if this was designed to be a collection when it's convenient for you, this could mean materials are not presented at the kerb, so don't get wet, and could potentially allow for greater reuse.

As noted elsewhere there are particular concerns around disposable vapes, and, while a ban or restrictions on sale might be preferred, a comprehensive retail recycling network should also be considered.

Littering from vehicles

19. Should civil penalties for littering from vehicles be introduced?

Yes. This Council already issue Fixed Penalty Notices for littering from vehicles although we are aware that the Scottish Government is looking to introduce amended legislation to bolster existing powers under this CE Bill, and support this.

20. Is there anything else you would like to say about civil penalties for littering from vehicles? (Section 14)

Littering from vehicles can be more costly to clean up as verges are often difficult to access safely. Fixed penalties could potentially be used to financially support clean ups.

Currently, the onus is on the registered keeper of the vehicle to provide details of the person responsible for throwing litter from the vehicle (if the offender is not the identified registered keeper of the vehicle). If they fail to provide this information, the FPN is issued to the registered keeper as being the person responsible for the vehicle. If they fail to pay the FPN a report cannot be sent to the Procurator Fiscal for consideration as it cannot be proven who the actual offender was. This results in no enforcement action ultimately being taken for the offence and demonstrates a waste of time and resource for local authority officers.

Enforcement powers in respect of certain environmental offences

21. Should enforcement authorities in Scotland be given powers to seize vehicles linked to waste crime?

Yes, for significant waste crime.

22. Is there anything else you would like to say about enforcement powers? (Sections 15 and 16)

It would assist Local Authority Officers if delegated powers were given that authorised a search of vehicles and the power to enter premises (not domestic dwellings).

Reporting on waste and surpluses

23. Should Scottish Ministers have powers to require persons to publish information on anything they store or dispose of (except in relation to domestic activities)?

Yes

24. Is there anything else you would like to say on reporting? (Section 17)

No

25. How should Scottish Ministers go about identifying which types of waste and surpluses should be subject to mandatory public reporting?

Net zero

The Scottish Government is committed to reaching an interim target of reducing greenhouse gas emissions by 75% (from a 1990 baseline) by 2030 and of making Scotland a “net-zero nation” in emissions by 2045.

26. Do you think the Bill will play a significant role in achieving these net zero targets? Please give your reasons.

The purposes of the Bill are primarily to reduce levels of consumption and to ensure that manufactured goods are less likely to become waste. In that sense the Bill would be expected to contribute.

At the local level the specific the impact of the Bill might be less as the management of waste constitutes a relatively small part of the Council’s carbon footprint (and this Council doesn’t operate a commercial waste service). Nevertheless, the Bill is still important as our council is responsible for managing the household waste of around 10% of Scotland’s entire population, and making better choices around household waste is one of the easier things an individual citizen can do to impact their personal carbon footprint.

In addition, by the time a product enters the waste stream, the majority of the environmental impact will have already taken place in sourcing the raw materials, manufacture, and so on. Moving away from a consumerist society will have ripple effects on other sources of emissions beyond waste management. If it can lead to a reduction at source (less food/products manufactured because less is wasted and products are kept for longer), then it can reduce emissions from industry and agriculture for example and serve to reduce global emissions.

27. There is a [Policy Memorandum](#) accompanying the Bill. This aims to set out the underlying reasons why the Scottish Government thinks the Bill is necessary. Did you find the discussion under “Sustainable Development” in the Policy Memorandum helpful or unhelpful in terms of understanding what impact the Bill would have in terms of reaching these net zero targets?

No comments

General/aspects not in the Bill

28. Are there any areas not addressed (for example on waste reduction and reuse) by the Bill that you believe should be included? If so, what are they?

The opportunity to encourage the development of producer led collection systems for textiles and small electricals, with reuse where possible has been highlighted above.

We've previously highlighted the opportunity to consider a deposit type system for bulky items like mattresses, whereby the price includes takeback of the old mattress (with an opt-out if you don't have a mattress to return).

There is scope to look at how Scotland can develop alternative models to owning goods, such as tool libraries, clothing rental, etc, and seek to grow and mainstream these.

It would be helpful if the Scottish Government could look again at the legislation surrounding managed student accommodation. These are currently classified as sui generis in planning terms, but as residential in terms of Valuation Boards and Council Tax, but no Council Tax would be payable as the residents are students.

Therefore waste and recycling arisings are treated as domestic waste when in reality these are run for profit by the accommodation providers and even operate as hotels at certain times of the year.

While their presence is of course important to ensure that students have somewhere to stay, the growth in this sector in recent years has presented local authorities with large student populations with a significant unfunded pressure. While we do accept that these premises are partly residential and can be seen to take pressure off the wider housing stock available to permanent residents, nevertheless the fact that nothing at all is paid directly to support local services by profit-making companies is problematic and needs to be reviewed.

29. Are there international examples of best practice in legislation supporting the transition to a circular economy?

Our response to the previous consultations noted that caution needs to be taken in comparing different nations, even within the UK, particularly in relation to recycling rates. This was referenced with regard to Wales who report higher recycling rates than the rest of the UK because they use a different metric to calculate it.

Resources and Waste Common Framework

The Committee is also seeking your views around how the Bill sits within a wider context of—

- a) a mixture of devolved and reserved powers in relation to tackling consumption and areas such as product standards;

- b) existing UK-wide schemes such as developments with Extended Producer Responsibility; and
- c) how circular economy and waste policy is influenced by the UK Internal Market Act 2020 and relevant Common Frameworks.

[No comments](#)

30. Do you have comments on how this wider framework should function to support Scotland's transition to a circular economy, in particular on the provisional Resources and Waste Common Framework?

Submitting your views to committees

Please review our privacy notice for submitting written evidence to Scottish Parliament committees. The Committee welcomes written views in English, Gaelic, Scots or any other language.

[Committees: Submitting your views to a committee](#)

The deadline for responses is 20 August

CITY OF EDINBURGH COUNCIL

Item No 3

TRANSPORT AND ENVIRONMENT COMMITTEE

17 AUGUST 2023

DEPUTATION REQUESTS

Subject	Deputation
<p>3.1 In relation to Item 6.1 on the agenda – Business Bulletin (Replacement of the vandalised Manse Road bus gate camera and pole)</p>	<p>Low Traffic Corstorphine (written submission) Accessible Corstorphine for Everyone (written and verbal submissions)</p>
<p>3.2 In relation to Item 7.1 on the agenda – Petition for Consideration: Petition to the CEC Transport and Environment Committee regarding East London Street</p>	<p>Ross MacCallum (petitioner) (verbal) New Town and Broughton Community Council (written submission)</p>
<p>3.3 In relation to Item 7.2 on the agenda – Petition for Consideration: Petition to the CEC Transport and Environment Committee - Public Toilets</p>	<p>Living Rent (petitioners) (verbal)</p>
<p>3.4 In relation to Item 8.1 on the agenda – Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road</p>	<p>Keep Morningside Moving (written and verbal submissions)</p>

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LTC Deputation to Transport & Environment Committee August 17th 2023

Corstorphine Connections Low Traffic Neighbourhood

- **There is strong local support for the trial LTN process in Corstorphine**
- **Development in West Edinburgh means existing infrastructure is not sustainable**
- **Community engagement and consultation shows that there is demand for change**

Low Traffic Corstorphine is a group of local Corstorphine residents and business people passionate about bringing safer streets, better air quality and much improved accessibility to residents of all ages, genders and abilities whether they are walkers, wheelers, cyclers, drivers or passengers.

We write with respect to 'Replacement Manse Road Bus Gate Camera and Pole, Corstorphine Connections Low Traffic Neighbourhood' as detailed in the Business Bulletin of the 17th August Transport and Environment Committee (TEC) meeting papers. We would like to reiterate our support for this project and ask you to continue with the trial ETRO measures as per the project timetable.

Low Traffic Corstorphine are incredibly disappointed to see the graffiti and dangerous vandalism in the area which undermines the Corstorphine Connections LTN trial measures. Through the defacing of signage, walls, planters and causing expensive and dangerous damage by cutting down the pole which holds the equipment for monitoring the bus gate, the perpetrators are wasting precious council resources as well as jeopardising the safety of those living in or visiting the area. We hope that the Police are successful in apprehending whoever is responsible for this criminal damage.

We would like to acknowledge the consultation work that the Council has undertaken to date as part of the Corstorphine Connections project. We believe that there has been a genuine and sustained effort to engage with residents and local interest groups over the last two years to develop plans prior to undertaking the project trial. Running focus groups, writing to residents within the LTN area and regular attendance at the Corstorphine Community Council resulted in changes to the original plans in response to feedback received. Indeed, Cllr Kevin Lang (Liberal Democrats) acknowledged at the August 2021 Transport and Environment Committee that detailed consultation had been carried out which had resulted in officers changing the plans as a result. Although Low Traffic Corstorphine did not agree with the removal of the proposed bus gate on Corstorphine High Street, we fully support the trial basis of the LTN and believe that this approach will allow collection of robust data which can be used to identify any improvements which may be required prior to permanent implementation.

It has been consistently demonstrated that there are issues with intrusive traffic and high traffic volumes in the area and the community have been asking for this to be addressed for decades. Where there are genuine concerns for safety or if the monitoring results show that additional traffic has been routed past Corstorphine Primary School or to detrimental result in other streets in the area we would like to see consideration given to remedial measures. Measures such as increasing the bus gate hours to 24 hours a day, 7 days per week could reduce the confusion cited by drivers having difficulty getting used to the new system, or installing the bus gate on the High Street as originally proposed which would remove through traffic from outside the school completely. We also believe that there



would be benefit in creating new road lining on Manse Road to show drivers more clearly how to use the road appropriately in the two way section.

We would also like to take this opportunity to request that the measures on Featherhall Avenue are replaced with a more aesthetic solution than signs and cones for the remainder of the trial period. This may help with overall perception by enhancing the area rather than making it look like there are continuous road works.

With plans for approximately 11,000 new homes in West Edinburgh in the relatively near future, and with developments already underway in West Craigs, we ask the Council to consider how it can mitigate the impact on an already saturated road network in West Edinburgh. It must redress balance with comprehensive measures across Corstorphine and the rest of the city. The Corstorphine Connections project needs to be the start of real and meaningful change for the better.

To conclude, we thought it may be of help to highlight just some of the feedback collected from Corstorphine residents since 2016 to offer a snapshot of feeling in the area long before Spaces for People or Low Traffic Neighbourhoods were being discussed. All of the following information can be found by visiting <http://corstorphinecc.uk/traffic/>

In September 2016 a major Placemaking exercise was carried out by Corstorphine Community Council, both in person and online, in an attempt to gather the views of residents towards various aspects of living and working in the area. Results and opinions were forwarded to Edinburgh Council and other appropriate bodies for consideration.

The most common feeling was that there was serious concern over St. John's Road being the most polluted road in Scotland. Residents were asked for ideas to address this problem. Responses included pedestrianisation, closing residential streets to through traffic, reducing the types of traffic using main roads, introducing walking or cycling areas for school children and increasing timings for pedestrian crossings.

On 11 October 2017 a public meeting took place at Corstorphine Community Church organised by Corstorphine Community Council to discuss issues raised by the public. In addition to the approximately 80 members of the wider community, attendees included City of Edinburgh Officer Peter Strong, Police Scotland representatives, MSP Alex Cole-Hamilton and CEC Elected Members Councillors Robert Aldridge, Gillian Gloyer, & Mark Brown. Numerous issues were raised related to traffic and congestion which were adversely affecting people's lives. Speeding, rat running, vehicles mounting pavements, commuter and airport parking were highlighted as issues deterring people from choosing active travel, with the perception being that "pedestrians aren't considered important".

Concerns were voiced about new housing and building developments within the area, and further west of the city, adding to the density and exacerbating issues. Suggestions included taking steps to reduce volume of traffic on St John's Road and Drumbrae Roundabout. Filtered permeability, controlled parking zones, car free days, pedestrianisation, parking exclusion zones around schools, one way streets, parking permits, double yellow lines around dropped kerbs, bollards to prevent



Low Traffic Corstorphine

pavement parking, wider pavements, better cycle provision and Low Emission Zones were all raised as possible ways which could enhance the area.

Finally, we would like to note our thanks to Council officers and to members of the Transport and Environment Committee for their continued commitment to listening to all voices within our community.

Your sincerely
(on behalf of Low Traffic Corstorphine)

lowtrafficcorstorphine.org.uk | @TrafficLow

Chris Young
Co-Chair Low Traffic Corstorphine



Transport and Environment Committee
The City of Edinburgh Council
City Chambers
253 High Street
Edinburgh
EH1 1YJ

14th August 2023

Dear members of the Transport and Environment Committee,

Re: TRANSPORT & ENVIRONMENT COMMITTEE MEETING 17/08/23 - COMMUNITY DEPUTATION REGARDING CORSTORPHINE CONNECTIONS LOW TRAFFIC NEIGHBOURHOOD ETRO/21/21

I write on behalf of Accessible Corstorphine for Everyone (ACE) to urge the Transport and Environment Committee (TEC) to withdraw the Low Traffic Neighbourhood (LTN) which has been imposed upon the community of Corstorphine. The opinions of Corstorphine residents, voiced through the public consultation exercise have been ignored by The City of Edinburgh Council and despite a clear and strong opposition to every element of the proposal during this consultation, the council have proceeded to enforce the LTN / ETRO against the expressed wishes of the community.

Roads and junctions have been closed, leading to longer journey times and traffic being forced onto alternative roads which are already congested and over capacity.

Our historic conservation village has been spoiled with pavement and road clutter in our public spaces to allow the implementation of the ETRO/LTN.

Corstorphine must remain accessible for everyone, yet this project disregards the genuine desires and essential needs of the community.

We urge The City of Edinburgh Council to listen to the local people by taking the following actions:

1. Reverse the trial LTN (ETRO 21/21) immediately in full.
2. Engage with **local** residents and businesses to gather feedback regarding potential areas that require changes or improvements.
3. Subject proposals to fair, unbiased and binding consultation.
4. Adjust plans as required.
5. Implement only with clear majority support from residents.



Accessible Corstorphine for Everyone (ACE)

ACE is a community group set up to challenge the ETRO/LTN that has been implemented in Corstorphine. We are committed to achieving our aims solely through democratic means and strongly condemn any acts of violence or vandalism (including incitement) and any use of threatening or abusive language.

Formal Basis for Deputation

We present this deputation in relation to the following agenda item for the Transport and Environment Committee meeting scheduled for Thursday 17th August 2023, 10.00am:

Agenda Item 6.1 - Transport and Environment Business Bulletin: "Replacement of the vandalised Manse Road bus gate" (page 42 of agenda reports pack). Specifically, we refer to the final paragraph describing the ongoing process.

This deputation is also a direct response to the resolution made during the August 2021 meeting of the Transport and Environment Committee (TEC), where the approval of the Experimental Traffic Regulation Order (ETRO) occurred.

There is a recent precedent for the CEC transport committee to reconsider a previous decision in the light of new information presented in a deputation. The removal of segregation within the Drum Brae North Cycle Way was reversed following the presentation of a deputation by Spokes at the meeting of Thursday the 2nd of March 2023:

The City of Edinburgh Council's transport committee has recently revisited earlier decisions in response to new information presented during deputations. The reversal of the decision to remove segregation within the Drum Brae North Cycle Way, was prompted by a deputation put forward by Spokes during the meeting on Thursday, March 2nd, 2023.

We demonstrate that the decision to implement the ETRO 21/21 was the result of erroneous, incorrect and incomplete information. Specifically:

- a) Inadequate understanding of the adverse effects on elderly and disabled residents as well as individuals with other protected characteristics as a result of:
 - inadequate consultation with elderly and disabled residents;
 - failure to assess the number of elderly and disabled residents likely to be affected; and
 - failure to complete an Integrated Impact Assessment (IIA) before the ETRO was implemented
- b) The failure of the consultation process, interpretation of the results and subsequent recommendations to meet legal requirements (see 1 - 4 below).

We include legal arguments and relevant case law in a separate document ("Technical / Legal Argument") which demonstrates that the consultation process and subsequent decisions breached several legal requirements, specifically:

1. Legitimate Expectation and fitness for purpose;
2. Apparent Bias;
3. Lack of Clear Assessment Criteria; and
4. Reasonableness



Widespread Community Support for ACE

ACE was formed from the Facebook page “Stop the Corstorphine LTN” which was launched in May 2023 and has since gained over 2050 members at the time of writing. We demonstrate extensive community support through an on-line petition (attached) which has attracted over 1300 signatures and a public meeting held in St. Margaret’s Park attended by approximately 750 members of the public, two ward 6 Councillors and Mr Alex Cole-Hamilton MSP. At the end of the meeting the public were given the opportunity to fill in a feedback form. The below summary from the 116 responses speaks volumes in itself:

- Do you agree with the LTN Restrictions? - No 98%, Yes 2%
- Are there elements of the LTN that you agree with or support? - No 83%, Yes 13%
- Do you feel you have enough knowledge of the LTN? - No 44%, Yes 52%
- Do you think the community was fairly consulted about the LTN? - No 99%, Yes 0%

What do you think are the priorities for Corstorphine?

Category and Percent Support:

- Fixing potholes and damaged road surfaces - 96%
- Creating better cycle lanes - 14%
- Fixing damaged and uneven footpaths - 91%
- Widening some footpaths - 29%
- Investment in Public Toilets for St. Margaret’s Park / the local area? - 62%
- Other - 9%

ACE stands as the sole group representing the strongly held views of the overwhelming majority of Corstorphine residents regarding the LTN/ETRO 21/21.

Need for CEC to Listen to Grass Roots Voices

Whilst we acknowledge that The City of Edinburgh Council continues to consult with the Corstorphine Community Council (CCC), this statutory body meets online only, with attendance restricted to 45 people. Additionally, it is evident that a significant portion of CCC members express support for the LTN, which stands in contrast to the prevailing sentiment of the larger community.

Although consultation surveys demonstrated that the vast majority opposed the proposals, the true depth of this opposition only became apparent following the establishment of ACE. Our grass-roots group has unveiled significant and previously underestimated public unrest.

This public opinion has not been directly or formally addressed by The City of Edinburgh Council, despite the multiple hearings granted to pro-LTN groups.

The decision to implement ETRO21/21 was made based on an inadequate understanding of the strength of public opinion which has formed from as a result of bias in the consultation process. We ask The City of Edinburgh Council to listen now.



Experimental Nature of Changes Does NOT Prevent Damage to Lives and Livelihoods

While The City of Edinburgh Council emphasizes the experimental nature of the changes and the potential for reversal at the trial period's conclusion, this offers little comfort to those currently impacted.

After the trial period of six months, lives will have been disrupted, and livelihoods adversely affected. Disabled residents facing increased challenges in mobility, caregivers striving to assist clients, and local businesses experiencing diminished revenue cannot afford to wait half a year for resolution. By the time The City of Edinburgh Council concludes its trial, the harm will likely have already occurred.

Effectiveness of Proposed Changes

We do not believe that the proposed changes will achieve the goals set out for the LTN. The admirable objectives include:

1. Improve the safety of routes to schools in the area.
2. Reduce speed and volume of traffic in residential streets.
3. Improve walking and cycling routes and access in the area.
4. Improve local air quality.
5. Facilitate placemaking improvements in the local area.

In many cases, the changes are achieving the opposite of these stated aims. Notably, the implementation of the Manse Road Bus Gate has resulted in traffic being displaced onto alternative roads and an increase in congestion on St John's Road. Drivers are being forced to take longer routes and join St John's Road at points from which they have had to travel further to access.

As demonstrated in the graphs below, over the past decade, there has been a notable decrease in traffic flow and pollution levels on St John's Road.



The positive trend shows the effectiveness of existing measures, such as modernisation of bus services, have been and continue to be highly successful in reducing pollution. Consequently, there appears to be no compelling need for additional interventions.



Furthermore, the displacement of traffic onto St John's Road and the resulting elongation of travel along this route due to the Manse Road and Featherhall restrictions, poses a threat to this encouraging progress.

While we acknowledge the decision to abandon plans for a Bus Gate on Corstorphine High Street, we firmly believe that the Manse Road Bus Gate should also have been abandoned. The high volume of traffic on Manse Road during rush hour is primarily due to it being the only road with traffic lights at the junction with St John's Road, offering motorists a secure and comparatively straightforward exit route. Forcing drivers to exit through an alternative street without traffic lights will inevitably lead to prolonged waiting and idling times, consequently contributing to increased pollution levels.

The displacement of traffic from Manse Road onto Ladywell Road and Corstorphine High Street during the operational hours of the bus gate, has led to an increase in traffic passing Corstorphine Primary School as shown in the recently taken photographs below:



The closure of Featherhall Avenue at its junction with St John's Road is anticipated to bring about comparable issues to those arising from the Manse Road Bus Gate, albeit on a smaller scale. This closure however, will only create congestion for residents trying to exit the area via a narrow road onto Ladywell Road, particularly during rush hour when Ladywell Road experiences high traffic volume.

We eagerly await the outcome of the traffic monitoring subsequent to the LTN implementation, although based on our current knowledge, we note that only peripheral roads in close proximity to the LTN area are being monitored.

If the results indicate a reduction or no increase of traffic on these roads, this may not necessarily translate to an overall reduction in traffic and congestion. We are already aware of some drivers who are opting to bypass the Corstorphine area entirely, instead utilizing routes like Western Corner and South Gyle Broadway to exit onto the main A89 road. Such shifts could lead to heightened congestion and pollution in these alternative areas.



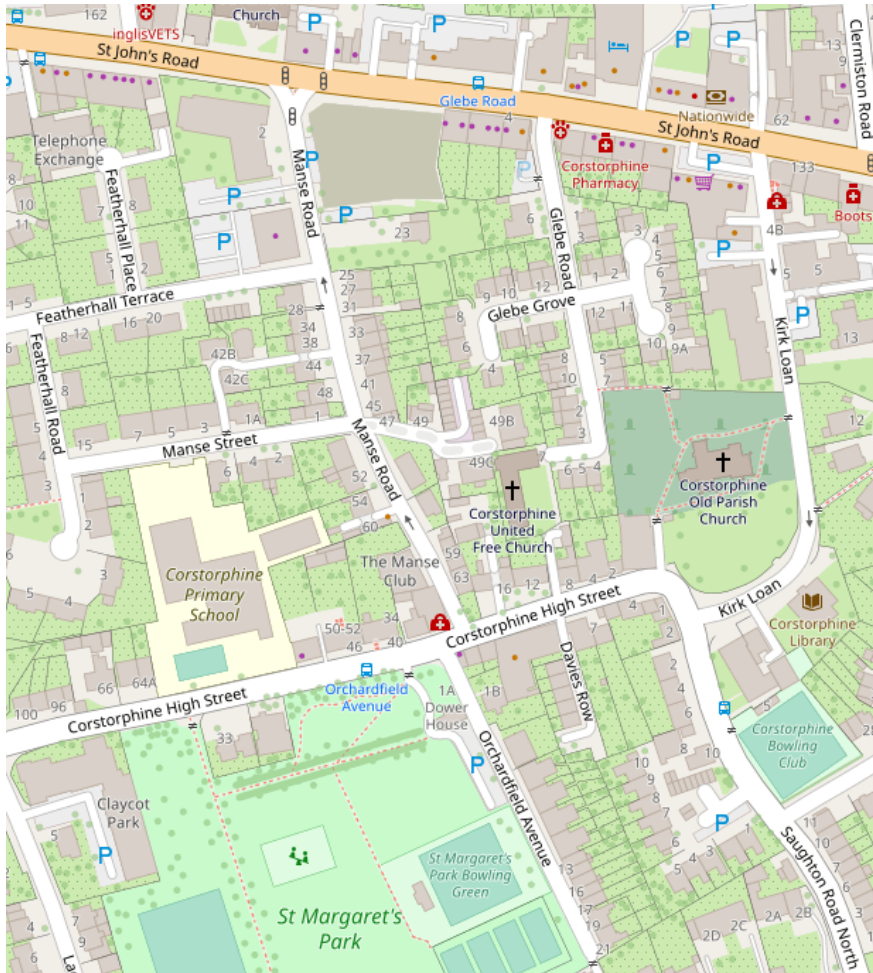
The City of Edinburgh Council asserts that additional changes have been authorised to counter these potential risks, however, upon review of these proposals, it becomes evident that these changes will merely exacerbate traffic displacement and inconvenience for residents residing farther afield. As more roads become restricted, the resulting effect will be increasing displacement of traffic onto the remaining unrestricted roads. These additional changes do not offer a viable solution; instead, they stand to exacerbate the situation. Restricting road space for private vehicles is not a comprehensive remedy for tackling traffic congestion. A more effective approach would involve improving road infrastructure for all modes of transportation, coupled with enhancements in public transport services. If the resources expended on the LTN had been channeled into these alternatives, there could have been a greater likelihood of achieving The City of Edinburgh Council's objectives.

Furthermore, these additional changes lack legitimacy. They were not part of the consultation process and have caught residents off guard as an unexpected development. These alterations could be implemented with minimal notice, leaving residents with inadequate time to arrange alternative travel arrangements. It is reasonable to assume that this approach may not withstand a legal challenge (as elaborated in the legal arguments below).

Dangerous Traffic Conflict

Significant dangers have been identified by the public, all of which have been dismissed by The City of Edinburgh Council, on the basis that no risks were identified in the prior road safety audit. These dangers include, but are not limited to:

- Confusing new road layout on Manse Road resulting in drivers turning right out of the left-hand lane at the top of Manse Road onto St John's Road through a green man on the pedestrian crossing. Additionally, drivers turning left onto Manse Road from St John's Road again, through the green man. It is notable that no signage has been erected to change the road back to one-way at the junction.
- Vehicles performing turns in the road or being forced to reverse back down Manse Road after coming across the Bus Gate and not understanding the confusing/poor signage in the area.
- Increased traffic passing the school and nursery with vehicles being forced to perform manoeuvres in the middle of Featherhall Terrace and Featherhall Avenue due to disruption with traffic flow as a result of confusing and inappropriate road layouts.
- Lack of access to the area causing large delivery vehicles great difficulty when exiting the area during bus gate hours (large vehicles have been seen to reverse and attempt to turn in the road)
- New road markings allowing right hand turn for cyclists travelling from St Johns Road onto Featherhall Avenue in the middle of barriers which is not apparent to motorists travelling west along St John's Road (the barriers suggest to motorists that there is no right turn at that junction for any vehicles).



Consultation Results Ignored

Public opinion has been clear and consistent throughout the consultation process and after implementation of the scheme. The LTN / ETRO/21/21 is not wanted by the overwhelming majority of local residents and businesses and was rejected in every survey:

- Stage 1 online consultation: Corstorphine is pleasant and safe to walk and cycle in
- Stage 2 Placemaking survey: No change needed
- Online Consultation of proposals: All proposals for change rejected by overwhelming majority.
Manse Road bus gate rejected by 74%.
- Face to Face Market Research Corstorphine pleasant and safe to walk in / No change needed.

A limited number of isolated survey questions might indicate that certain individuals perceive some traffic-related issues, yet these responses were consistently contradicted by other responses in the same survey, which overwhelmingly demonstrate that the public is satisfied that Corstorphine is safe, pleasant and not in need of an LTN. For example, whilst question 2 of the face-to-face market research suggested that 67% of people felt that motor vehicle traffic was somewhat of a problem, the remaining questions in the same survey showed the following:



- 82% agreed or agreed strongly that it is safe to crossroads in Corstorphine
- 72% agreed that it is pleasant to walk in Corstorphine
- Responses were mainly people who regularly walk (82%) or stop and talk to others (76%).
- 68% agreed or agreed strongly that there were enough safe places to cross the road.
- 61% agreed or agreed strongly that the pavements are wide enough
- 51% would favour more places to sit and relax. This can be satisfied with a few park benches rather than the introduction of an LTN.
- **Only 24% of people disagreed with the statement that it is safe for children over 12 to walk to school and only 29% of people disagreed with the statement that it is safe for children over 8 to walk to school Most people feel that children are safe.**
- Only about 20% of people think that motor vehicle traffic is a big problem. Whilst nearly half of people think that traffic is a something of a problem, this is to be expected in the suburb of a city and hardly suggests popular support for restrictions on motor vehicles.

A balanced assessment of this survey overwhelmingly indicates that question 2 did not imply a necessity for change, and that the public strongly supports maintaining the current state. This is illustrated in the graph below:

Q4: Please share any further details about your selections:

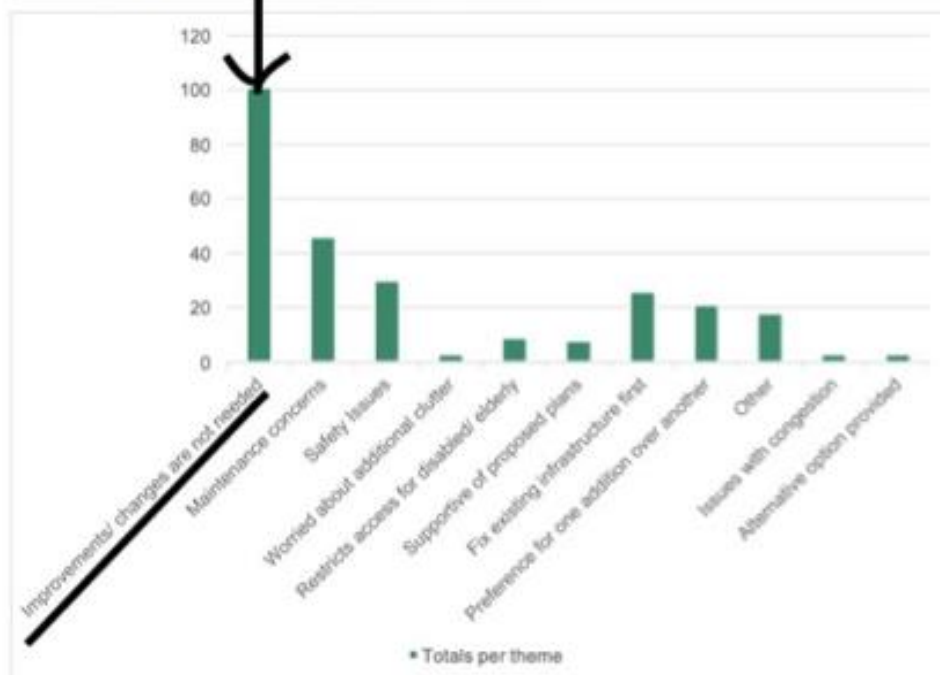


Figure 8 – Themed Responses

Responses from Question 4 were grouped into similar themes. Figure 7 shows the most common themes brought up by participants. Within the 305 responses that we received, 101 responses commented that changes



The following table illustrates public opinion on some of the proposed changes:

Location	All Responses n=794	
	Support (%)	Oppose (%)
Option A – High St SFP	33	65
Option B High St Bus Gate	19	79
Manse Rd Bus Gate	17 8% waiting for trial to inform	74
Featherhall modal filters	19 20% waiting for trial to inform	61
Corstorphine Primary School Streets	30	46
Carrick Knowe Primary School Streets	25	42
Leave additional streets open for further monitoring	46	36

Public opinion has not changed since the introduction of the LTN. A survey by Ward 6 Councillors has produced very similar results.

Discrimination

Neither the community reference group nor the Integrated Impact Assessment consulted with local disabled and / or older people. The changes have had a disproportionate impact upon some residents. We elaborate upon this in detail in the accompanying document “Technical / Legal Arguments”, but the following testimony from local resident Grant Douglas MBE illustrates the effect:

“I am a 48 year old man who was born with Cerebral Palsy which affects the clarity of my speech, hand control/manual dexterity and waking patterns. As a disabled person who has impaired mobility, the introduction of a Low Traffic Neighbourhood in my community has made my life harder. I rely heavily upon my Motability vehicle whenever I need to go anywhere and, due to the restrictions introduced by the LTN, I face longer journeys and more congestion when travelling around my neighbourhood. For example, if I need to get to my bank, barbers, local cafes etc during times when all restrictions are enforced, I face a 1 mile detour and busier roads just to get where I want to go.”



Legal Arguments and Description of Errors in Information

We believe that that the decision to proceed with the ETRO was unlawful and open to challenge. We therefore stand ready to press the matter through judicial review if necessary. The accompanying document “Technical / Legal Arguments” gives details.

Summary

We ask that both the Committee members and council officials thoroughly consider the points as well as the technical and legal arguments supporting this deputation. These documents demonstrate that the decision to implement the LTN through ETRO 21/21 was made based on inadequate information regarding the consultation and decision-making process, which could potentially render the decision unlawful

It is particularly disheartening that the Corstorphine community feels disregarded and ignored, to the extent that residents felt compelled to stage a large-scale protest in a local park. The LTN / ETRO 21 / 21 is unwanted, counterproductive, and raises concerns about its democratic legitimacy. We earnestly urge the Transport and Environment Committee to reverse this decision and take the initial step towards rebuilding trust by listening to the voices of the Corstorphine community.

Signed for Accessible Corstorphine for Everyone:

A handwritten signature in black ink that reads 'JA Connor'. The signature is written in a cursive, slightly slanted style.

Jackie Connor (Chair), 14th of August 2023



TRANSPORT & ENVIRONMENT COMMITTEE MEETING 17/08/23 - COMMUNITY DEPUTATION REGARDING CORSTORPHINE CONNECTIONS LOW TRAFFIC NEIGHBOURHOOD ETRO/21/21

Technical and Legal Argument

Ground 1 - Legitimate Expectation

CEC's public engagement process prior to the implementation of the ETRO failed to adequately address the legitimate expectation of the public that (i) the prior public engagement carried out would be fit for purpose; and (ii) that CEC would give due consideration to the results of such consultation prior to the implementation of the ETRO.

Furthermore, CEC has represented that all measures introduced by the LTN would be subject to an Integrated Impact Assessments ("IIA") and the public had a legitimate expectation that this would have been carried out adequately, with due regard to research and outcomes of the assessment, which CEC have failed to do when implementing the ETRO.

A legitimate expectation can arise as a result of (i) a clear and unambiguous representation, that a decision-maker will adopt a particular form of procedure, or the decision-maker's regular practice amounts to such a representation (see *R (MP) v Secretary of State for Health and Social Care [2020] EWCA Civ 1634*) and (ii) an implied promise (see *R (MP) v Secretary of State for Health and Social Care [2020] EWCA Civ 1634*).

Whilst there is no legal requirement in the ETRO process to conduct prior consultation, the CEC's policy of public engagement prior to the implementation of an LTN (which has been followed with other similar schemes in Edinburgh) gives rise to a legitimate expectation of public engagement and ancillary to this, the expectation that the engagement would be (i) fit for purpose and (ii) the results of such consultation would be given due consideration prior to the implementation of the ETRO.

1. Public Engagement Not Fit for Purpose

a) Extent of Measures Contained in ETRO:

The ETRO contains restrictions on many streets which were not described in the original consultation exercise. When the CEC opted to undertake a prior public engagement exercise, it gave rise to the promise that the information provided during that public consultation exercise would be comprehensive and fully informative, rather than partial and misleading. When responding to the public engagement exercise, any reasonable respondent would trust the consultation document to be comprehensive and to cover all potential restrictions in advance of implementation. The public would not expect to be consulted on some form of proposals and then have totally different proposals implemented without further public engagement. In reality, the ETRO includes a list of potential restrictions which far exceed those proposed during the original consultation exercise (<https://www.edinburgh.gov.uk/downloads/file/33241/made-experimental-order>)

In addition, the public was not advised of the scale and extent of CEC's intended restrictions during the original consultation. There was a vague reference to additional traffic calming measures on surrounding streets in section 2.2 of the consultation document, which listed some, but not all, of the streets ultimately affected. For example, Traquair Park East & West were not mentioned.



For those streets which were mentioned in section 2.4, the restrictions now approved in ETRO 21/21 go far beyond traffic calming. They include conversion to a one-way street or even complete closure (e.g. Station Road). These additional restrictions are the subject of a further (concurrent) consultation, but this will only be completed after any implementation. We do not know which of the additional restrictions will actually be imposed because CEC claims to be holding them in reserve in case displaced traffic causes congestion from the LTN zone. However, ETRO 21/21 is now in force, so, in theory, any or all of them could be imposed overnight (notwithstanding the fact the vast majority of the public do not even know they form part of the proposal which is currently subject to consultation).

The forgoing points were put to the CEC in an email which also included a number of other objections. The response (attached as appendix 1) includes the following statement:

"The way the ETRO legal order works requires us to pre-specify key potential alterations to the road layout. The need for these potential alterations was highlighted to Transport and Environment Committee and we also did highlight verbally during the stage 2 engagement sessions with the public that the trial would have some capacity for alterations. The stage two consultation feedback was used to help identify where alterations might be required and as such we weren't able to present the potential alterations to the residents prior to this engagement. If the alterations are introduced then they will be subject to 6 months of public consultation as part of the ETRO trial so everyone will have the opportunity to feedback. This feedback would be included in the summary report presented to Committee so that the views about changes will be heard by decision makers."

It seems to have been a consequence of how the consultation process was designed that only a small proportion of the final restrictions could be disclosed in advance. However, there is no legal reason why the CEC had to design the process in this way. There is no prescribed method for such consultations beyond that the method chosen is "fit for purpose":

<https://www.gov.scot/publications/consultations-in-the-scottish-government-guidance/>

<https://www.scdc.org.uk/what/national-standards/>

There is nothing that would have prohibited CEC from designing a process which included a pause for further consultation after the final list of restrictions were identified, even if this meant an extra stage. By not doing so, the CEC breached the legitimate expectation that the changes identified throughout the consultation represented its plans fully and frankly. This rendered the consultation unfit for purpose.

b) Inadequacy of Consultation Questions

All surveys included questions about where residents might like to see improvements or changes. The respondents were guided into providing an answer of some sort. It was wrong to include questions which presupposed that the respondents wanted any changes at all. The surveys have proven that this is not the case and the findings of these questions must be treated as "nice to have" rather than an imperative.

See also comments at Ground 2 paragraph (b), which further establishes the inadequacy of the content of the consultation questions/information.



c) Failure to Consult with Appropriate Stakeholders:

The composition of the Community Reference Group appears heavily biased in favour of pro LTN groups, for example, the Community Engagement report dated 20/05/2020 refers to the following parties:

1. Corstorphine Community Council
2. Carrick Knowe Primary School (parent council)
3. Corstorphine Primary School (parent council)
4. Spokes
5. Low Traffic Corstorphine
6. Living Streets
7. Corstorphine Business Community

There was a lack of balance in the Community Reference Group and individuals or groups opposed to LTNs should have also been invited. Additionally, no group forming part of the reference group focused on those with protected characteristics likely to be affected by the scheme (i.e. local groups for the disabled or elderly). See also comments in Ground 2 paragraph b) for further comments.

In addition, it is unclear what controls were in place to ensure that participants of online surveys had an adequate interest or knowledge of the local area, or in fact that those who took part in the face-to-face consultations were actually residents of the area. The Residents and Shoppers Survey carried out by Progressive, for example, indicated that of the 319 “shoppers” consulted, only 57 were from the local area (which the survey notes includes those living outside of the LTN area).’

(<https://www.edinburgh.gov.uk/downloads/file/32627/residents-and-shoppers-survey>).

2. Consultation Results Disregarded

Notwithstanding CEC undertaking a consultation process, it seems that the outcome of the consultation and hence the wishes of the majority of local people have been ignored. These wishes were established by the following methods:

- a) through a consultation exercise, which rejected by a large margin each and every aspect of the proposed LTN; and
- b) from further surveys (namely face to face interviews, online surveys and placemaking exercises) which found that a strong majority sees no problem with the existing traffic arrangements and has no desire for change.

We detail below the evidence showing the negative local opinion relating to the LTN.

First, the Corstorphine LTN was implemented despite being rejected overwhelmingly in a consultation exercise to which 794 people responded (see section 5 in the file link below):

https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods/supporting_documents/60636731_Corstorphine%20Connections_Stage%20%20Report_v3.0_20210813.pdf

Additionally, in respect of the restrictions proposed for Corstorphine High Street, Featherhall Road and Manse Road, over 50% disagreed strongly and over 60% either disagreed or disagreed strongly. Both option A and option B were rejected by a large margin. The graphs for Corstorphine High Street (options A and B) are shown for illustration. Graphs for the other streets, showing similar results, may



be viewed in the report itself (link above).

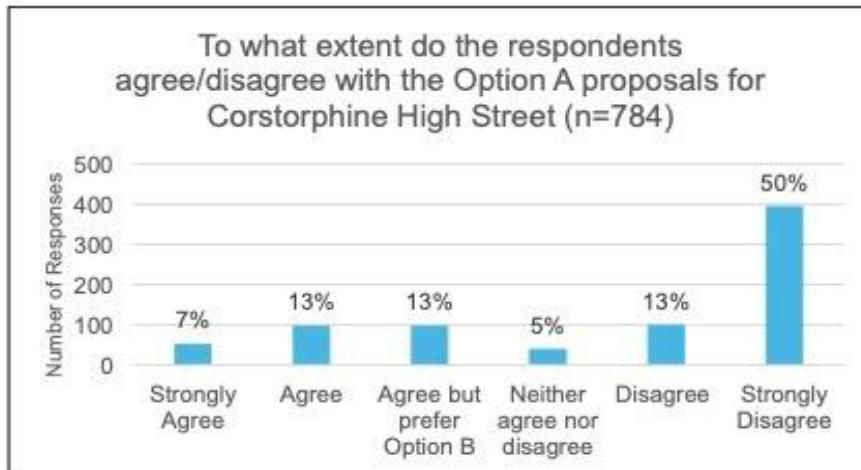


Figure 5:4 – Opinion on option A for Corstorphine High Street

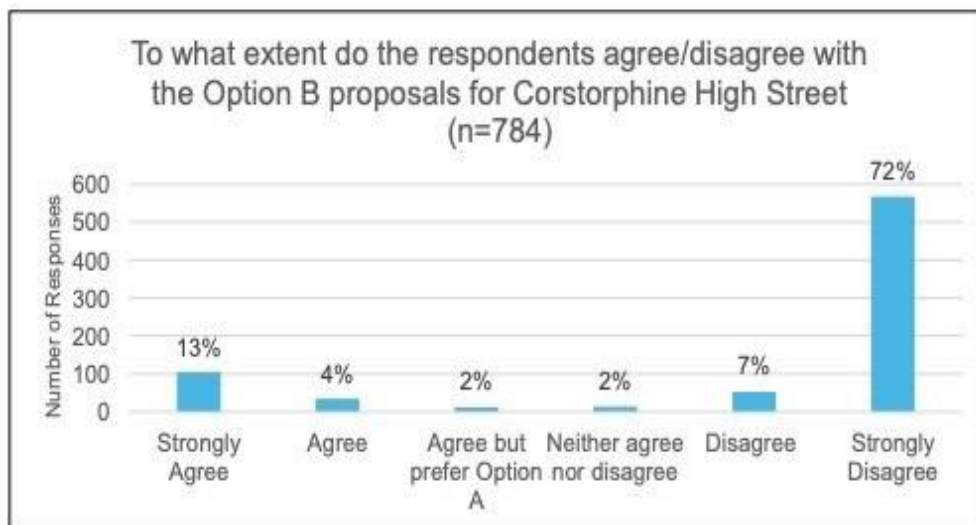


Figure 5:6 – Opinion on option B for Corstorphine High Street

In respect of the other proposals, "disagree" and "strongly disagree" were the most common responses, often representing an overall majority of responses. One of the most striking examples of the survey responses being disregarded is in respect of the bus gate on Manse Road. Although 74% of respondents opposed this measure, it has been implemented anyway. It was not sufficient for the CEC to withdraw proposal for the Corstorphine High Street bus gate, only to proceed with a bus gate in another location that was rejected in similar terms. Both proposals should have been withdrawn along with the rest of the LTN.



Most respondents felt that no changes or improvements were needed:

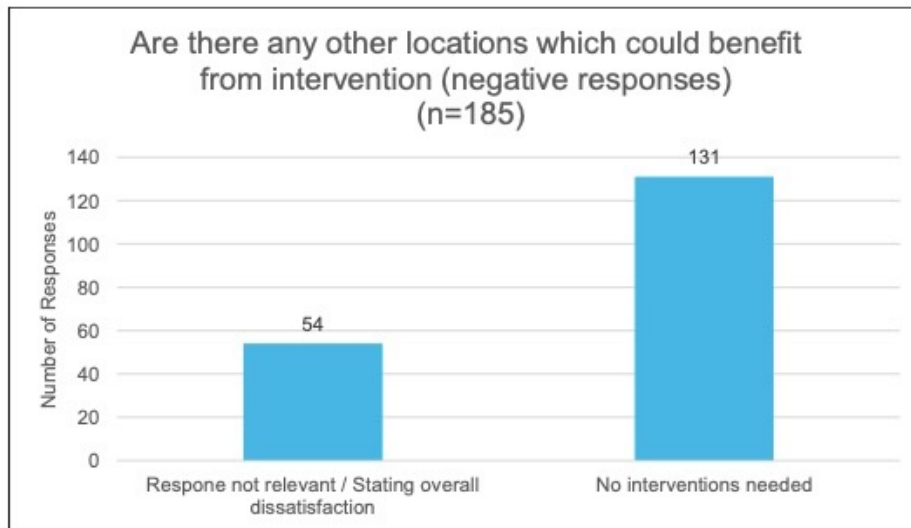


Figure 5:36 – Opinion from respondents whether there are any other locations which require intervention

The survey results are unequivocally clear that the local opinion is not in favour of the proposals and the proposals should have been withdrawn at this stage. The decision to continue with what is being referred to by project officials as “modification” to proposals, demonstrated a disregard for the views of the people, and a clear intention to proceed with the LTN irrespective of the outcome of the prior engagement. Why bother with a survey at all if the CEC was simply going to ignore an unfavourable result?

Whilst these individual responses were only one of several aspects of the consultation exercise and the views of local groups such as the community council were also sought, these other bodies can only give a narrow and indirect representation of local sentiment. The majority of the wider consultation found that there was no need to progress with the measures.

For reference, the further consultation exercises included:

- A Community Reference Group (minute dated 3rd of March 2021)
- An online survey of attitudes to travel, conducted between the 8th of February and the 5th of March 2021
- A placemaking exercise which asked people for their views on potential changes, the latest revision of which was published on the 15th of December 2021.
- A face to face survey with shoppers in various streets, conducted between the 25th of March and the 7th of July 2022

Items 1 and 2 were published in the Stage 1 Engagement report on the 11th of May 2021:

https://consultationhub.edinburgh.gov.uk/sfc/corstorphine-connections/results/corstorphineconnections_scope_engage_rep.pdf



Items 3 and 4 were published separately:

https://consultationhub.edinburgh.gov.uk/sfc/low-traffic-neighbourhoods/supporting_documents/CCLTN%20Placemaking%20Engagement%20Report_Autumn%202021.pdf

<https://www.edinburgh.gov.uk/downloads/file/32627/residents-and-shoppers-survey>

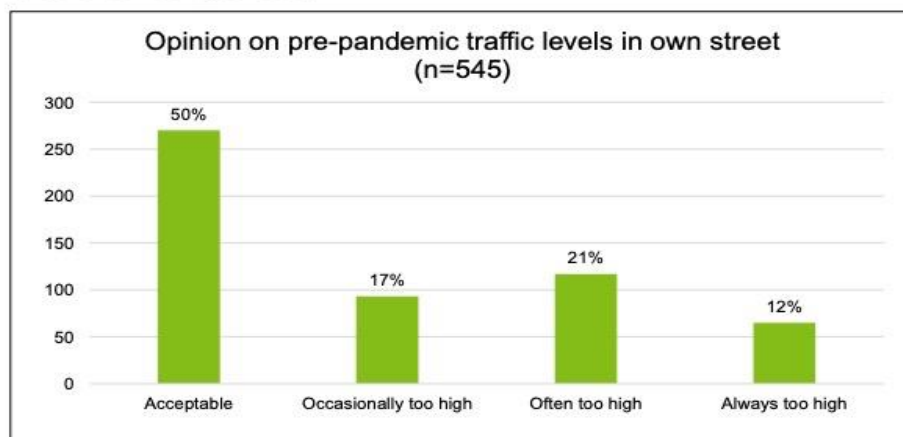
Regarding the shoppers survey it is unclear who was actually consulted as part of this survey. It is clear when assessing the data from the other surveys that CEC could have had no reasonable grounds for believing that there had been a change in public attitudes.

In addition, the minutes of the community reference group meeting dated 3 March 2021 demonstrate that it was composed largely of pro LTN interest groups and so can give no insight into public opinion (more details below).

The online survey (item 2) reported 564 complete or partial responses. It seems to have been intended to establish whether a problem exists with travel in and around Corstorphine. The results are inconsistent and self-contradictory to a degree that undermines confidence in the findings, which in any case do not indicate a significant problem or desire for change.

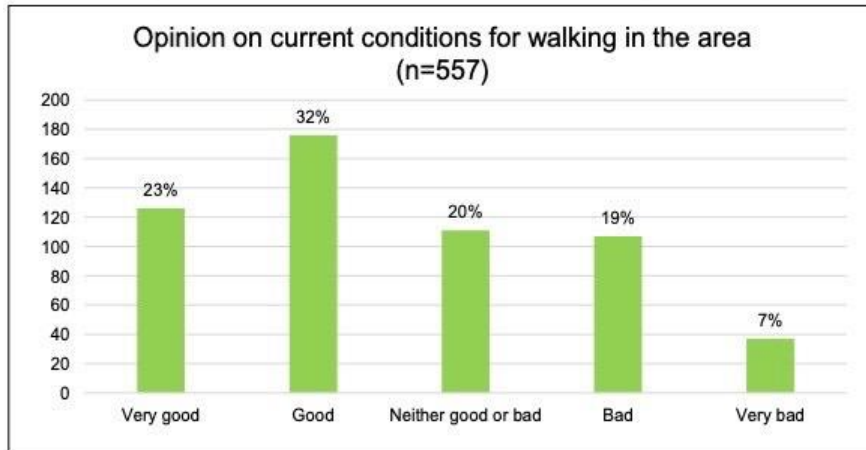
For example, questions 6.2 and 8 suggest that a significant number of respondents identify one destination (most commonly St John's Road) which they are prevented from reaching, predominantly due to heavy traffic. However, in responding to subsequent questions, most respondents state that conditions for walking and cycling are good or very good. A large majority also state that traffic volumes and speeds are acceptable on their own and on neighbouring streets (as opposed to occasionally or often too high).

Q15 – Considering traffic levels before the COVID pandemic, what do you think about levels of traffic on your street?





Q9 – What do you think about the current conditions for walking in the area?

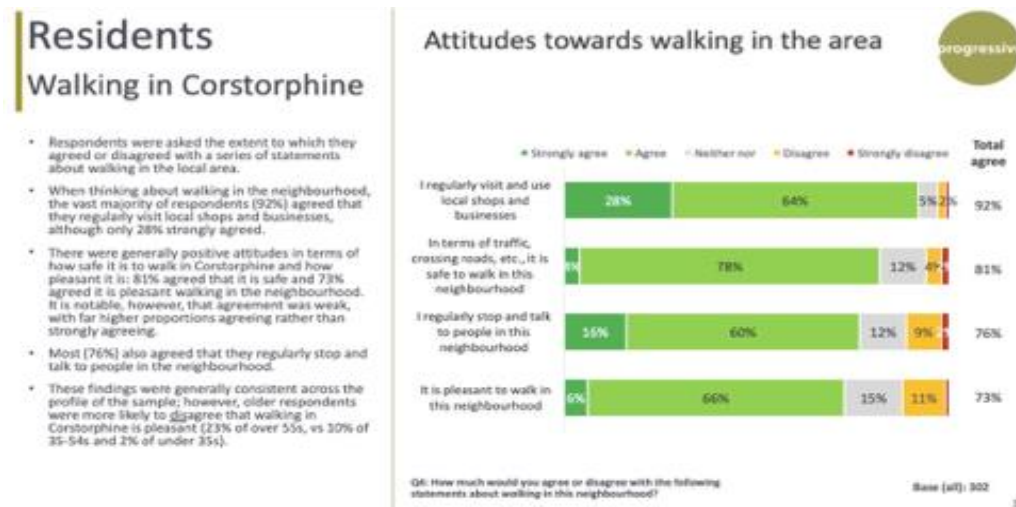


It is impossible to reconcile these mutually contradictory responses. If many respondents felt unable to travel in Corstorphine or to St John's Road due to traffic volume, how can a large majority of the same respondents deem traffic volume and speeds to be acceptable on both their own and other streets and conditions for walking and cycling to be good? These inconsistent findings diminish confidence in the answers to Q 6.2 and 8 and must disqualify them as a justification for the LTN. The overall tone of the survey is heavily in favour of no change.

It is notable that when the face-to-face and online surveys are compared, there is a similar tendency for residents to declare themselves happy with the conditions for cycling and walking in both. This consistency between the two surveys suggests that these results are genuine and that the problems suggested by the responses to Q6.2 and Q8 of the online survey are anomalous. This reinforces the view that the surveys do not justify change. In fact, the face- to-face survey is even more supportive of the status quo. For example:

- 82% agreed or agreed strongly that it is safe to crossroads in Corstorphine: 72% agreed that it is pleasant to walk in Corstorphine;
- These were overwhelmingly people who regularly walk (82%) or stop and talk to others (76%).
- 68% agreed or agreed strongly that there were enough safe places to cross the road. 61% agreed or agreed strongly that the pavements are wide enough
- 51% would favour more places to sit and relax. This can be satisfied with a few park benches rather than the introduction of an LTN!
- **Only 24% of people disagreed with the statement that it is safe for children over 12 to walk to school and only 29% of people disagreed with the statement that it is safe for children over 8 to walk to school Most people feel that children are safe.**
- Only about 20% of people think that motor vehicle traffic is a big problem. Whilst nearly half of people think that traffic is a something of a problem, this is to be expected in the suburb of a city and hardly suggests popular support for restrictions on motor vehicles.

The graphic below, which is taken from the report, provides an illustrative example:



A similar pattern is observed with respect to cycling. There was support for some more places to park a bicycle. This hardly justifies the introduction of an LTN.

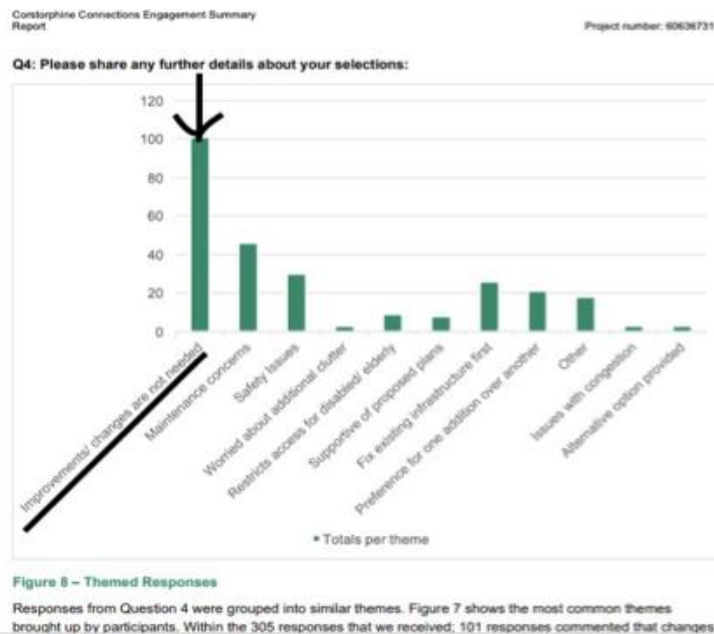
These points were also put to the CEC. The reply (appendix 1) states that this face to face survey was not used in the decision making process:

“As this data was only possible to gather in 2022, it was not used to make any decisions about proceeding with the trial ETRO in 2021. It has only been used as an additional way to engage with the community and understand their views, we have found this type of research often useful in finding out the views of a broader spectrum of residents who may not normally engage with our project surveys. The research will be undertaken again during the trial when local people will have had the opportunity to experience the changes for themselves and express their views. We feel this underlines the value of a trial where people can express views about what they have experienced rather than only what they anticipate.”

The results of this survey reinforced the previous rejection of the LTN, except where clearly biased questions were asked (see Ground 2b Biased Questions). Therefore, CEC should have reacted to the results by cancelling the implementation. The response suggests that the CEC disregarded it instead, making the exercise, at best, a waste of public money and a further breach of the public’s reasonable expectation of a meaningful consultation.

The promise to repeat the survey during the consultation is no comfort to those affected adversely during the trial phase. This will last at least 6 months and could be extended. The damage will long have been done to lives and livelihoods by the time this period has elapsed. Moreover, the fact that responses to the last consultation have been largely disregarded might affect public confidence and willingness to participate.

We can also turn to the CEC’s placemaking consultation issued on the 15th of December 2021 for further evidence of the public’s attitude to the need for change. The graphic below, representing the response to Q4 regarding the desire for change in Corstorphine High Street, speaks for itself:



Very similar responses were given when participants were asked about other streets. The majority view is clear and consistent across all public surveys. There is no need for change.

Therefore, it is clear from the evidence that the public prior engagement has indicated that there was little support for the implementation of the LTN and by continuing with the implementation of the LTN the CEC have failed to give due regard to the outcome of this public engagement.

3. Integrated Impact Assessment

In response to concerns raised by the public regarding the LTN measures, many concerns relate to (i) the inclusivity of the measures and (ii) the safety of the measures. This IIA had not been published prior to the consultation process beginning. We note that it has now been uploaded to the Corstorphine Connections website ([Combined Impact Assessment: Guidance \(edinburgh.gov.uk\)](https://www.edinburgh.gov.uk)). It is notable that the date of sign-off of this interim report is 15 June 2023, which post-dates the implementation of the measures.

As the CEC have made the promise to the community that the IIA will be carried out, there is a legitimate expectation that this will be done properly, and due regard will be had to the outcomes. Having reviewed the IA that has been published, there are a number of flaws in this regard:

1. The IIA makes reference to a lot of academic articles, in support of the LTN measures. One of the key arguments being used to support the scheme is the 'positive' impact these measures will have on those with dementia and the elderly. However, on closer inspection of the research referred to, many of the measures proposed by the schemes contradict those measures identified as benefits in the research. For example in "*Neighbourhoods for life: Designing dementia-friendly outdoor environments*", the report identifies that people with dementia prefer (i) uncomplicated road layouts; (i) simple signage; (iii) familiarity; and (iii) even footpaths. It seems the best way of improving accessibility for those with dementia would have been to do the following: (i) more pedestrian crossings; (ii) re-surfacing of the roads and pavements; (iii) simplification of roads/reduction of clutter and (iv) avoidance of major change to road layouts. It is also noted that the research identifies that it is preliminary research of a very small sample of elderly people. It



therefore seems that it is inappropriate for this to be used to justify the implementation of schemes, which have a clearly wide-ranging and life-changing negative impact for many elderly people and people with disabilities (the negative impact being specifically acknowledged in the IIA). A similar principle applies to those points taken from ‘Place-making with Older Adults’ articles, where key issues identified were potholes, uneven pavements and a lack of crossing places. It would therefore seem that the academic research referred to in the IA has not been properly considered and has been used as a ‘tick-box’ approach, rather than a full and careful analysis of the real life impact of the LTN scheme.

2. The IIA identifies that the changes to the road layouts and reduced accessibility will have a negative impact on those with disabilities and the elderly. However, these concerns are dismissed based on a sweeping statement that the changes make the roads safer and active travel will improve the health of the disabled, elderly and those with dementia. There is no evidence referred to prove that the measures are indeed safer and as noted above, there are flaws in the research referred to supporting that these schemes will benefit the elderly or those with dementia. The IA also does not take into account (i) the impact on those with disabilities who simply cannot walk or cycle any distance, (ii) pregnant woman who are more dependent on transport or (iii) single working mothers who are most likely to be the demographic who may be struggling for time to get to work and drop off/collect children at/from school .
3. The IIA argues that the LTN will have a positive impact on the environment due to reduced emissions as a result of an increase in active travel. No evidence is referred to in order to justify this outcome. The IIA also does not take into account the fact that Corstorphine LTN will cause congestion by displacing traffic onto surrounding streets. This will lead to longer journey times and more pollution. Even if a modest reduction in overall traffic numbers were to occur, it will not achieve the wider objective of reducing congestion and pollution. Any reduction in overall traffic numbers will be off-set by longer routes, higher traffic density, increased journey times, reduced engine efficiency and more idling in traffic jams. It is often asserted that an LTN will reduce overall traffic numbers (through the theory of traffic evaporation). However, recent studies have suggested that most drivers will simply be displaced onto other roads. According to the attached report by Climate Charity Possible, which is a systematic review and meta-analysis of traffic data presented in monitoring reports from 46 LTN schemes in 11 London boroughs which were introduced between May 2020 and May 2021:

“LTNs are on average only marginally associated with change in traffic volume on boundary roads. 82 (47%) saw a fall in motor traffic, and 92 (53%) saw an increase.”

https://docs.google.com/document/d/13Nsm_GFdH6CplpPpOZ7hbhLZScqgCAP7ZGI0xi4qDqA/edit

<https://www.forbes.com/sites/carltonreid/2023/01/19/study-londons-ltns-reduce-motor-traffic-on-residential-streets-but-not-main-roads/>

The above study did claim to identify a reduction in traffic on minor roads. However, this finding is undermined by a recent report by the Department for Transport (“Dft”) demonstrating that the apparent reduction was probably an artefact of over-estimated traffic volumes prior to the introduction of LTNs.

The DfT report entitled ‘Minor Road Traffic Estimates’ suggested traffic on minor roads had increased by 60 per cent in London between 2009 and 2019, and by 72 per cent on the smallest roads in the capital. A technical review of this report, however, revealed there was no increase in



London's traffic over the decade, while miles driven on minor roads across Britain increased by just 10 per cent over 10 years, rather than the 26 per cent suggested by the report.

<https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021/minor-road-traffic-estimates-review-technical-report>

A further review casting doubt on the data supporting LTNs may be found here:

<https://johnstewartliveblog.wordpress.com/2023/05/28/low-traffic-neighbourhood-data-unravelling/>

In addition, the UK government has stated that LTNs do not cut emissions and will not fund any more. When it announced in May 2023 the details of the £200 million it will allocate to improve walking and cycling routes, there was nothing for any new LTNs.

<https://www.gov.uk/government/news/millions-of-people-to-benefit-from-200-million-to-improve-walking-and-cycling-routes>

Some London boroughs (e.g. Southwark) are cancelling proposed LTNs.

<https://www.telegraph.co.uk/news/2023/05/20/ltn-scrapped-dulwich-residents-win-southwark-labour/>

4. The IIA only identifies a potential negative impact on business during 'initial construction phase', and makes sweeping statements in support of the measures to indicate that these schemes will lead to increased opportunities of employment (with no evidence to back up these claims) and less sick days as a result of active travel. The IA fails to (i) provide any evidence to support the positive impact of the LTN in terms of employment opportunities and sick days and (ii) does not take into account the impact on businesses who are reliant on out of area through traffic which will now avoid the area due to complicated road junctions and increased congestion.

As this IIA is being used in response to concerns raised by residents regarding the scheme, they have a legitimate expectation that the issues raised in the IIA would have been given proper consideration and concerns identified properly addressed. As indicated here there has been a lack of proper research and sweeping statements and generalisations regarding 'potential positive outcomes' are being used to outweigh the known negative impact on those with protected characteristics.

Ground 2 - Apparent Bias

It is a basic principle of UK law that a decision-making process by a Local Authority, must be free from bias and impartial, the test for which is "whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the tribunal [decision-maker] was biased (*Porter v Magill [2001] UKHL 67.*).

The process followed by CEC appears to be heavily biased in favour of the implementation of the LTN, giving rise to concerns that the process may be unlawful due to the apparent bias of CEC. There are various points for concern which would mean that a constituent of the Corstorphine area will not be able, at the end of this ETRO trial period, to be sure that any decision reached has been unbiased and impartial. These points of concern are as follows:-

(a) Composition of Community Reference Groups:

The CEC have failed to collate a balanced Community Reference Group, the composition of which appears to be heavily made up of pro LTN groups. This may be established from the minutes in



Appendix B of the Stage 1 Engagement Report:

https://consultationhub.edinburgh.gov.uk/sfc/corstorphine-connections/results/corstorphineconnections_scope_engage_rep.pdf

The inclusion of local schools was very sensible, but what about other organisations which might rely more heavily upon free movement of motor vehicles or the medical centres, dentists, pharmacies and nurseries? The business community was represented by just one individual. However, the most shocking example of bias is that three pro LTN pressure groups were included (Spokes, Low Traffic Corstorphine and Living Streets) whereas there was no representation from sceptical groups or individuals. This gives the unfortunate impression that the group was constituted to ensure that CEC received its desired answer.

Of course, it is possible that a wider range of participants might have been invited to other meetings of the group, but if so, the outcome of these meetings was not included in the engagement report. The report includes only the recommendations of the meeting comprising the three pro LTN interest groups.

This point was also put to the CEC. The response (appendix 1) states that at the time, there was “*no formalised local group opposed to the project that could be invited*”. If there had been, it would have been invited. In the absence of any formalised local group, the CEC could have chosen to widen the consultation to include “Get Edinburgh Moving” who had previously campaigned against a similar scheme in neighbouring East Craigs. Whilst not strictly a group local to Corstorphine, this would at least have demonstrated some attempt at balance. After all, neither Spokes nor Living Streets are local organisations. Whilst these organisations might have been represented by local individuals, the groups for whom these individuals were speaking are not part of the Corstorphine community. If the CEC preferred to consult purely local groups, it could have excluded the pro LTN interest groups and instead picked a wider range of businesses, societies, charities, religious congregations or housing associations. Whatever the reason, the outcome was a group that was skewed in favour of the LTN, in contrast to public opinion. The CEC clearly failed to ensure fairness and balance.

Neither the community reference group nor the Integrated Impact Assessment consulted local disabled and/or older people. This seems to be a particularly serious omission in the light of the subsequent impact upon those residents (see Ground 6, Discrimination and testimony from Grant Douglas therein). The exclusion of such groups is inexplicable given that the subsequently completed IIA makes numerous references to such groups.

It is also notable that the response goes on to say:

“Most importantly we would like to re-emphasise that, as we stated publicly, “the [community reference] group will be a touchstone for local feedback and views, it will not supersede the views of residents expressed during the consultation surveys. It is simply an additional way for the project team to create dialogue with the local community.” We feel this point is crucial, the group was not in any way a decision-making body, they were simply an additional way for us try to engage with the community given that, at the time due to COVID restrictions, face to face meetings were not possible.”

If so, then why did the CEC bother with these exercises at all? As with the face to face survey, if data is gathered and included in the consultation documents, then it is probable that it informed the decision making process to some extent. Even a “touchstone” or “additional way to engage with the community” should be unbiased.

The bias in the community reference group reveals a mind-set within CEC as a whole that was pre-disposed towards the LTN, regardless of the extent to which the group influenced the final decision.



The inclusion of three pro LTN groups demonstrates that CEC did not approach the consultation in a fair manner, but instead was determined to secure its pre-conceived outcome. The weight given to recommendations of the group is immaterial.

1. Bias Questions Public Engagement

We note that just under half of respondents to Question 12 of the face-to-face survey appeared to support the LTN. However, the question which elicited this support was biased in its construction and the responses cannot therefore be relied upon as a guide to public opinion. Respondents were shown a conceptual picture of a pocket park and were then read a description of the LTN.

The text of this description is found in the appendices to the survey report:

“A low traffic neighbourhood is going to be established in Corstorphine in July 2022. This will remove rat running traffic from some of the streets in the area (particularly around the schools), provide widened pavements, improve pedestrian crossings and create new public spaces.”

The bias in the wording of this question can be quantified: There are four references to alleged benefits of the scheme (1. removal of rat running traffic; 2. widened pavements; 3. improved pedestrian crossings and 4. new public spaces). There was no mention of bus gates, nor of any other restrictions. In other words, the benefits were emphasised four times, whilst the downsides were not mentioned at all. Since the bias in this question is both self-evident and quantifiable, it is an objective fact. The independence of the organisation conducting the survey and any quality assurance which it applied are immaterial.

Were respondents able to probe the details of the scheme? It hardly seems likely in the context of a face-to-face interview with passing shoppers. It is entirely unsurprising that a partially positive response was obtained. In fact, it is notable that only 48% expressed support. This contrasts with the original consultation exercise, which gave a clear and detailed explanation of the LTN for each respondent to consider at leisure before responding. The result in that case was unequivocal rejection.

Furthermore, surveys included questions about where residents might like to see improvements or changes. The respondents are being guided into providing an answer of some sort. It was wrong to include questions which presupposed that the respondents wanted any changes at all. The surveys have proven that this is not the case and the findings of these questions must be treated as “nice to have” rather than an imperative.

2. Lack of independent accountability of Sustrans

Whilst Sustrans have been appointed to administer the Spaces for Everyone Fund by the Scottish Government, it would appear that they also have control over the whole planning and assessment process. For example, the below excerpt shows those in attendance at the IIA meeting for the Corstorphine Connections Scheme, 3 out of 5 of the attendees currently work at Sustrans.

How can the people of Corstorphine be certain that this impact assessment (and other decisions regarding the progress of the ETRO) were carried out fairly, if there was no independent party involved to challenge the arguments in favour of the ETRO or fairly represent the flaws or offer alternative views? It is highly probable that the IIA would have benefited from the inclusion of other perspectives given the aims set out in Sustrans’ own manifesto ([sustrans-manifesto-scotland-local-elections-2022.pdf](https://www.sustrans.org.uk/manifesto-scotland-local-elections-2022.pdf)).

CEC have a duty to ensure those to whom it delegates authority are impartial and it seems that it would be difficult for CEC to demonstrate that this duty has been adhered to in respect of this project.



Name	Job Title	Date of IIA training
Martyn Lings	CEC, Project Manager 23/09/20 21/11/21 25/01/23	
Paul Matthews	AECOM, Project Manager 23/09/20 21/11/21 25/01/23	
Dan Jeffs	Sustrans, Urban Designer 23/09/20 21/11/21	
Christina Eley	Sustrans, Engagement Officer 23/09/20 21/11/21	
Kasper Schwartz	Sustrans, Grant Advisor 25/1/23	

3. Transport Committee / CEC responses to constituents safety concerns

The residents of Corstorphine have raised a number of concerns regarding the safety of the measures that have been put in place, together with the lack of proper public engagement. It would appear from the responses received from the CEC that little regard has been given to these concerns.

When residents have raised concerns regarding the safety of the proposals (in particular the changes on Manse Road and the Pocket Park), claims of danger have been dismissed and assertions made that the changes make the roads safer and that there were no issues raised by the Road Safety Audits or Emergency Services engagement.

When residents have requested copies of the Road Safety Audits, CEC have failed to publish these for public scrutiny, instead forcing a freedom of information request to be made. No evidence has been provided to substantiate that these measures make the roads safer (although the Impact Assessment claims that this is a key benefit of the scheme). Thus indicating that CEC are predisposed to believing that these measures will have a positive impact on safety and that concerns raised by residents will not be given appropriate consideration (or raised doubt at least, as to whether they have been).

Road Safety Audit:

We have subsequently received a copy of the Road Safety Audit (following the freedom of information request). It would appear that only one Road Safety Audit has been carried out for the Corstorphine Connections project and this audit was carried out on 17 December 2021. This Road Safety Audit is based purely on conceptual drawings of the scheme available in December 2021 and only one site visit was carried between the hours of 14.15pm and 15.15pm on Wednesday 8th of December 2021. As final designs for the scheme have continued to be modified, it seems that full safety assessment of the measures that have actually been implemented, simply cannot have happened.



Additionally, as only one site visit was carried out on a Wednesday in December 2021 (when covid restrictions were still in place), this would not have been sufficient for auditors to understand the use of the road and the possible risks that may arise from the changes. Additional road safety audits should have been carried out prior to implementation in 2023 once traffic and road usage had returned more or less to normal post-pandemic conditions. Site visits should have also been carried out at different times of the day to fully assess the possible impact of the measures.

Furthermore, having reviewed the detail of the road safety audit, it would appear that the drawings that were subject to the audit were not the same drawings that have been published as part of the ETRO. How can CEC assert that all measures have been subject to a safety audit, if the final published drawings are not those that were audited? Whilst there appears to be some correspondence with the headers of the plans, we would note that nowhere in the road safety audit is there any mention of (i) the alterations approved for Station Road, (ii) the junction of Featherhall Terrace and Featherhall Road; and (iii) the junctions of Carrick Knowe Avenue with Traquair Park West and Meadowhouse Road. Thus, it appears that these alterations (plan drawings 60636731-TRO-C-CC-LTN-0021 - 24 incl. in the ETRO) were approved without a road safety audit being conducted upon them.

It is difficult to understand therefore, how CEC can insist to local residents that all measures have been subject to robust safety auditing when it seems that the audits were carried out very early in the process and on a conceptual basis only.

Ground 3 - Lack of Clear Assessment Criteria

1. Lack of Assessment Criteria for Making Proposal Permanent

It is highlighted in a number of his public statements regarding the Corstorphine Connections project, that these measures can be modified, or removed if the 'negatives outweigh the benefits'. The criteria for extending restrictions, judging the success (or otherwise) of the ETRO and for removing restrictions are unclear. It is a basic principle of democracy that decision-makers criteria should be clear and transparent. The people of Corstorphine do not know what CEC are looking for in terms of 'positives' for the scheme and what it will take for something to be negative enough that the scheme will be unwound. Therefore any decision arising following the consultation process will be open for challenge on the basis that there was no clear criteria on which the responses to the consultation were being assessed against.

Additionally, although both baseline data and the methods for future traffic monitoring have been published, these do not include the precise criteria for triggering further changes.

<https://www.edinburgh.gov.uk/downloads/file/32420/corstorphine-connections-baseline-data-report>

<https://www.edinburgh.gov.uk/downloads/file/30342/corstorphine-ltn-monitoring-plan>

An ETRO may remain in force for 18 months. The consultation process for the ETRO runs concurrently and because there has been no advance consultation on most of the restrictions, affected residents have had no input and have no timely means of redress.

Ground 4 - Unreasonableness

Based on the information presented above, regarding (i) the inadequacy of the consultation, (ii) apparent disregard of the results of the consultation (ii) inadequacy of the IIA, (iv) apparent bias of the process and (v) lack of clear standard against which the ongoing assessment is against, the decision to continue ahead with the scheme would raise questions as to whether or not CEC are acting reasonably in respect of the LTN. The legal test for which was established in ***(Associated Provincial Picture***



Houses Ltd v Wednesbury Corporation (1948) 1 KB 223, which says that for a decision to be unreasonable it must be so "unreasonable that no reasonable authority could ever have come to it". It seems given the apparent flaws in the implementation of the ETRO and the approach of the UK Government and other Local Authorities in England, in response to the growing evidence questioning the effectiveness of LTNs, it arguable that the decision to continue to press ahead, despite all of the above evidence is unreasonable.

1. Inadequate Consultation

Many residents only became aware of the impact of the LTN plans once the ETRO started, possibly because Covid-19 restrictions prevented people from noticing on-street announcements, whilst the older demographic of Corstorphine makes it less likely that many residents would engage with on-line publicity.

2. Unachievable Aim

In response to our queries raised with the CEC regarding the public opinion on the LTN measures, we received the following reponse (email forming Appendix 1 to this deputation), to justify pushing ahead with the LTN, notwithstanding the majority view of the public:

*"We do recognise that for a proportion of local residents that responded to our surveys, they felt conditions for walking and cycling were good/safe enough. We're really glad that these people feel able to move around safely and easily by walking and cycling, however the goal for our city is that **everyone feels that the streets are safe welcoming enough for them to walk, wheel or cycle should they want to**. The engagement data indicates that there is still a significant proportion of the local residents who don't feel that the streets are safe enough and that speed and volume of traffic is the most significant reason for this. Given this, we feel that the trial changes could be a really useful step in reducing traffic to help these people feel that the streets are suitable for them to make more everyday trips by walking, wheeling and cycling."*

We highlight the statement that the goal of the city is that "**everyone feels that the streets are safe welcoming enough for them to walk, wheel or cycle should they want to**". We would argue that it is simply not possible for **everyone** to feel safe walking, wheeling or cycling, as not everyone in the community can walk, wheel or cycle and those who can, may feel unsafe doing so for reasons that cannot be resolved by changes to road layouts (for example – they may have anxiety, they may fear that they are too unsteady on their feet or that they may fall off of a bike). It is therefore unreasonable for CEC to use this as a justification for the continued implementation of the LTN.

Ground 5 - Discriminatory Nature of Changes

The CEC will be aware, as reported in the press and through individual engagement, that complaints have been made by residents with a disability that the LTN is having an impact on the provision of their care service as well as ease of movement (in particular, additional restrictions on and time to access local services due to the LTN). It is clear that the IIA made little clear beyond an assumption there will be some impact and it is questionable therefore whether CEC have discharged their duty to have due regard to the need to:

"(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;



(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it"

as CEC are obliged to do in terms of Section 149(1) of the Equality Act 2010. Given the apparent 'tick-box' approach taken by CEC, we can only assume that the intention of CEC is to carry out ongoing assessment. Whilst recent case law has indicated that an ongoing assessment of these implications is acceptable (*Sheakh, R (On the Application Of) v London Borough of Lambeth Council* [2022] EWCA Civ 457), as more and more schemes have been implemented across the United Kingdom, the impact of LTNs on those with disabilities is now more widely known (a review by CEC of any equality impact assessments that have been published for LTN schemes across the country will identify negative impacts on those residents with disabilities) and the information should therefore have been available to CEC to carry out a more full impact assessment prior to implementation of the scheme. Additionally, given the demographic of Corstorphine, the pharmacies, and medical centre impacted by the LTN, it is obvious that the LTN in this area may have a greater impact than it may have in other areas on the day-to-day lives of those in the community with disabilities (both those living within the LTN zone, and those needing to access the essential services within the LTN zone).

We would question, therefore, whether the CEC has given due regard to the specific nature and context of the LTN in Corstorphine, given the growing body of information regarding the impact on LTNs with those with a disability. We would also question whether the CEC has considered adequately the needs of those using the essential services within the community (see above comments on the Community Reference Group).

In support of our statements regarding the current impact of the LTN on those in our community with a disability, we refer to the personal testimony from Grant Douglas, which is as follows:

"I am a 48 year old man who was born with Cerebral Palsy which affects the clarity of my speech, hand control/manual dexterity and waking patterns.

As a disabled person who has impaired mobility, the introduction of a Low Traffic Neighbourhood in my community has made my life harder. I rely heavily upon my Motability vehicle whenever I need to go anywhere and, due to the restrictions introduced by the LTN, I face longer journeys and more congestion when travelling around my neighbourhood. For example, if I need to get to my bank, barbers, local cafes etc during times when all restrictions are enforced, I face a 1 mile detour and busier roads just to get where I want to go."

We would note that there is no information available regarding what CEC is doing to monitor the impact of these measures on those in our community with a disability (or indeed, any other protected characteristic). No information has been provided showing anything more than a 'tick-box' approach in terms of pre-implementation assessments.

Summary and Recommendations

Based on the data from the various consultation elements and our engagement with the local community it is clear that the LTN has very little local support but strong, widespread and well justified opposition.

The legal arguments detailed above demonstrate the questionable legality of the changes and we will look to take legal action should CEC decline to suspend ETRO 21/21.

While the general aims of the LTN may be commendable, logic and local experience suggest that it cannot achieve these aims. As a result we ask that the Council:



1. Reverse the trial LTN (ETRO 21/21) immediately and in full
2. Canvass local people / businesses for any need for change
3. Subject proposals to fair, unbiased and binding consultation
4. Adjust plans as required
5. Implement only with clear majority support from residents

Appendix 1: Email from project manager

From: Martyn Lings <Martyn.Lings@edinburgh.gov.uk>
Subject: Corstorphine LTN and ETRO 21/21
Date: 20 June 2023 at 10:55:24 BST
To: Peter Roberts <peterandjennyroberts@gmail.com>
Cc: Robert Aldridge <Cllr.Robert.Aldridge@edinburgh.gov.uk>, Amy McNeese-Mechan <Cllr.Amy.McNeese-Mechan@edinburgh.gov.uk>, Adam McVey <Adam.McVey@edinburgh.gov.uk>, Jane Meagher <Cllr.Jane.Meagher@edinburgh.gov.uk>, "Claire Miller (Councillor)" <c.miller@edinburgh.gov.uk>, Max Mitchell <Max.Mitchell@edinburgh.gov.uk>, Joanna Mowat <Cllr.Jo.Mowat@edinburgh.gov.uk>, Alys Mumford <Cllr.Alys.Mumford@edinburgh.gov.uk>, "Vicky Nicolson (Councillor)" <Cllr.Vicky.Nicolson@edinburgh.gov.uk>, Kayleigh O'Neill <Cllr.Kayleigh.ONeill@edinburgh.gov.uk>, Hal Osler <Hal.Osler@edinburgh.gov.uk>, Ben Parker <Cllr.Ben.Parker@edinburgh.gov.uk>, Tim Pogson <Cllr.Tim.Pogson@edinburgh.gov.uk>, Susan Rae <Susan.Rae@edinburgh.gov.uk>, Neil Ross <Cllr.Neil.Ross@edinburgh.gov.uk>, Jason Rust <Jason.Rust@edinburgh.gov.uk>, Alex Staniforth <Cllr.Alex.Staniforth@edinburgh.gov.uk>, Edward Thornley <Cllr.Edward.Thornley@edinburgh.gov.uk>, Val Walker <Cllr.Val.Walker@edinburgh.gov.uk>, Mandy Watt <Mandy.Watt@edinburgh.gov.uk>, Iain Whyte <Iain.Whyte@edinburgh.gov.uk>, Norman Work <Cllr.Norman.Work@edinburgh.gov.uk>, Louise Young <Cllr.Louise.Young@edinburgh.gov.uk>, Lewis Younie <Cllr.Lewis.Younie@edinburgh.gov.uk>, Danny Aston <Cllr.Danny.Aston@edinburgh.gov.uk>, Scott Arthur <Cllr.Scott.Arthur@edinburgh.gov.uk>, Jule Bandel <Cllr.Jule.Bandel@edinburgh.gov.uk>, Alan Beal <Cllr.Alan.Beal@edinburgh.gov.uk>, Marco Biagi <Cllr.Marco.Biagi@edinburgh.gov.uk>, Chas Booth <Chas.Booth@edinburgh.gov.uk>, Graeme Bruce <Graeme.Bruce@edinburgh.gov.uk>, Steve Burgess <Steve.Burgess@edinburgh.gov.uk>, Lezley Marion Cameron <Cllr.lezleymarion.cameron@edinburgh.gov.uk>, Kate Campbell <Cllr.Kate.Campbell@edinburgh.gov.uk>, Martha Mattos Coelho <Cllr.Martha.MattosCoelho@edinburgh.gov.uk>, Christopher Cowdy <Cllr.Christopher.Cowdy@edinburgh.gov.uk>, James Dalglish <Cllr.James.Dalglish@edinburgh.gov.uk>, Euan Davidson <Cllr.Euan.Davidson@edinburgh.gov.uk>, Cammy Day <Cammy.Day@edinburgh.gov.uk>, Sanne Dijkstra-Downie <Cllr.Sanne.Dijkstra-Downie@edinburgh.gov.uk>, Denis Dixon <Cllr.Denis.Dixon@edinburgh.gov.uk>, Stuart Dobbin <Cllr.Stuart.Dobbin@edinburgh.gov.uk>, Phil Daggart <Phil.Daggart@edinburgh.gov.uk>, Katrina Faccenda <Cllr.Katrina.Faccenda@edinburgh.gov.uk>, Neil Gardiner <Neil.Gardiner@edinburgh.gov.uk>, Fiona Glasgow <Cllr.Fiona.Glasgow@edinburgh.gov.uk>, Margaret Graham <Cllr.Margaret.Graham@edinburgh.gov.uk>, Joan Griffiths <Joan.Griffiths@edinburgh.gov.uk>, Dan Heap <Cllr.Dan.Heap@edinburgh.gov.uk>, Stephen Jenkinson <Cllr.Stephen.Jenkinson@edinburgh.gov.uk>, Tim Jones <Cllr.Tim.Jones@edinburgh.gov.uk>, David Key <Cllr.David.Key@edinburgh.gov.uk>, Simita Kumar <Cllr.Simita.Kumar@edinburgh.gov.uk>, Lesley Macinnes <Cllr.Lesley.Macinnes@edinburgh.gov.uk>, Marie-Claire Munro <Cllr.Marie-Claire.Munro@edinburgh.gov.uk>, Finlay McFarlane <Cllr.Finlay.Mcfarlane@edinburgh.gov.uk>, Ross McKenzie <Cllr.Ross.McKenzie@edinburgh.gov.uk>, "Cole-Hamilton A (Alex), MSP" <alex.cole-hamilton.msp@parliament.scot>, Christine Jardine <christine.jardine.mp@parliament.uk>, Paul Lawrence <Paul.Lawrence@edinburgh.gov.uk>

Dear Mr Roberts,

Thank you for getting in touch regarding the project and raising your concerns.

In the report that was submitted to August 2021 Transport and Environment Committee, the project team feel that we set out a fair and unbiased representation of the feedback that local residents expressed about the proposed trial project. Having considered this information, alongside the monitoring data of levels of traffic on local streets, Committee Councillors decided to proceed with the project as a trial. As part of this, through listening to the concerns raised by some residents about the project (some of which you highlight), the Council adapted the designs and dropped the proposal for a bus gate on Corstorphine High Street and limited the Manse Road bus gate to peak times only. Introducing the project as trial, under an ETRO, provides opportunity for a further 6 months of ongoing open public consultation where anyone can feedback on the trial and express their views, we feel this is a positive way for all local residents to be able to experience what changes the trial brings and then give further feedback. It also gives us a chance to undertake monitoring of the changes to assess the impacts against the baseline (see our monitoring plan for details: [Corstorphine Low Traffic Neighbourhood Monitoring Plan – The City of Edinburgh Council](#)). Through this process we can provide Committee with a clear perspective on the impacts of the scheme and the views of residents.

We do recognise that for a proportion of local residents that responded to our surveys, they felt conditions for walking and cycling were good/safe enough. We're really glad that these people feel able to move around safely and easily by walking and cycling, however the goal for our city is that everyone feels that the streets are safe welcoming enough for them to walk, wheel or cycle should they want to. The engagement data indicates that there is still a significant proportion of the local residents who don't feel that the streets are safe enough and that speed and volume of traffic is the most significant reason for this. Given this, we feel that the trial changes could be a really useful step in reducing traffic to help these people feel that the streets are suitable for them to make more everyday trips by walking, wheeling and cycling.

The market research that was undertaken was independent and quality assured, all interviewee's were made aware that public space was a concept design only and that the finished design may look different. That said, the finished design (as shown in the image below) is, in our view, very similar to the concept design shown. Due to the time required to procure and implement the market research, coupled with waiting for when the Council felt it appropriate to undertake on street face to face on-street surveys post-COVID, these surveys were undertaken from March 2022. As this data was only possible to gather in 2022, it was not used to make any decisions about proceeding with the trial ETRO in 2021. It has only been used as an additional way to engage with the community and understand their views, we have found this type of research often useful in finding out the views of a broader spectrum of residents who may not normally engage with our project surveys. The research will be undertaken again during the trial when local people will have had the opportunity to experience the changes for themselves and express their views. We feel this underlines the value of a trial where people can express views about what they have experienced rather than only what they anticipate.



The community reference group composition was informed with input from the local councillors and community council to reach out and invite all key representative groups in the community, this included a local Edinburgh Access Panel representative, all local schools, the Corstorphine Trust, a local Living Streets representative, a Community Council representative, a local Spokes representative, a local business representative and a Low Traffic Corstorphine representative. We met with an already operating local business group to get their feedback. At the time we were not aware, and nor were councillors or the community council when we asked them, of any formalised local group opposed to the project that could be invited. If there had been one, they would have been included. Most importantly we would like to re-emphasise that, as we stated publicly, “the [community reference] group will be a touchstone for local feedback and views, it will not supersede the views of residents expressed during the consultation surveys. It is simply an additional way for the project team to create dialogue with the local community.” We feel this point is crucial, the group was not in any way a decision-making body, they were simply an additional way for us try to engage with the community given that, at the time due to COVID restrictions, face to face meetings were not possible.

The way the ETRO legal order works requires us to pre-specify key potential alterations to the road layout. The need for these potential alterations was highlighted to Transport and Environment Committee and we also did highlight verbally during the stage 2 engagement sessions with the public that the trial would have some capacity for alterations. The stage two consultation feedback was used to help identify where alterations might be required and as such we weren’t able to present the potential alterations to the residents prior to this engagement. If the alterations are introduced then they will be subject to 6 months of public consultation as part of the ETRO trial so everyone will have the opportunity to feedback. This feedback would be included in the summary report presented to Committee so that the views about changes will be heard by decision makers.

We recognise that not all projects of this nature have been successful across the UK, however we also acknowledge that many have been successful. The project used the academic research from both the successes and failures to help inform our decision making in developing the designs. Introducing the project as a trial is part of our recognition that such projects are challenging and may require alteration and modification to get the right balance of outcomes.

We understand your concerns about traffic displacement. If traffic problems persist, then we have some ability through the ETRO trail to make changes to address them. This is a key advantage of introducing the project as a trial. We have a monitoring plan in place and through this we will also be able to track the impact of the project and be able to assess whether the trial has led to overall traffic changes or displacement. The monitoring plan is available on our webpage: [Corstorphine Connections – The City of Edinburgh Council](#)

Kind regards

Martyn

Martyn Lings | 0131 4693776 | martyn.lings@edinburgh.gov.uk | Senior Project Manager | Active Travel Team | City of Edinburgh Council | <https://www.edinburgh.gov.uk/cycling-walking>

I am not available on Tuesday or Thursday afternoons



Deputation to Transport and Environment Committee meeting to be held on 17 August 2023 regarding item 7.1: Petition to the CEC Transport and Environment Committee regarding East London Street

The New Town and Broughton Community Council has been working closely with the residents of East London Street and strongly supports their aspirations for an immediate and sustained improvement in the volume and speed of traffic on this largely residential street.

Although the situation has become worse over the last couple of years as a result of the diversions that have been put in place for the Trams to Newhaven project and other road improvement projects, there has been a long-standing issue with traffic on this street. The residents and local primary school have had to contend with high levels of traffic including Out of Service buses using this street to start and finish their service at the nearby Annandale Street Lothian Buses garage for many years.

In the past there was an active dialogue with Lothian Buses regarding measures to mitigate the impact of their buses, but over the last two years there has been no willingness to even share information about the number and routing of buses. This has caused significant frustration to residents and the Community Council. Despite assurances that the number of buses would be reduced once the Trams and other projects had been completed, East London Street is still being used by many more buses than in 2019.

As well as the buses, there has been a significant increase in the volume of other traffic using this street, often seeking to avoid congestion on other roads. This increased traffic especially during the period that East London Street was a recognised diversion route for the Trams to Newhaven project has resulted in significant damage to the setted street surface adding to the noise and vibration being experienced by residents. Rather than undertake expensive repairs to the setts, it is proposed that the option of replacing the setts with tarmac on the running lane and introducing some traffic calming should be investigated urgently.

While there is a wider problem of traffic being diverted through the whole of the northern New Town as a result of temporary and permanent closures of other roads in the City Centre, it is recognised that there are specific issues affecting East London Street that need to be prioritised for the health and wellbeing of the residents and children at the local primary school.

Mike Birch

Transport Convenor, New Town and Broughton Community Council

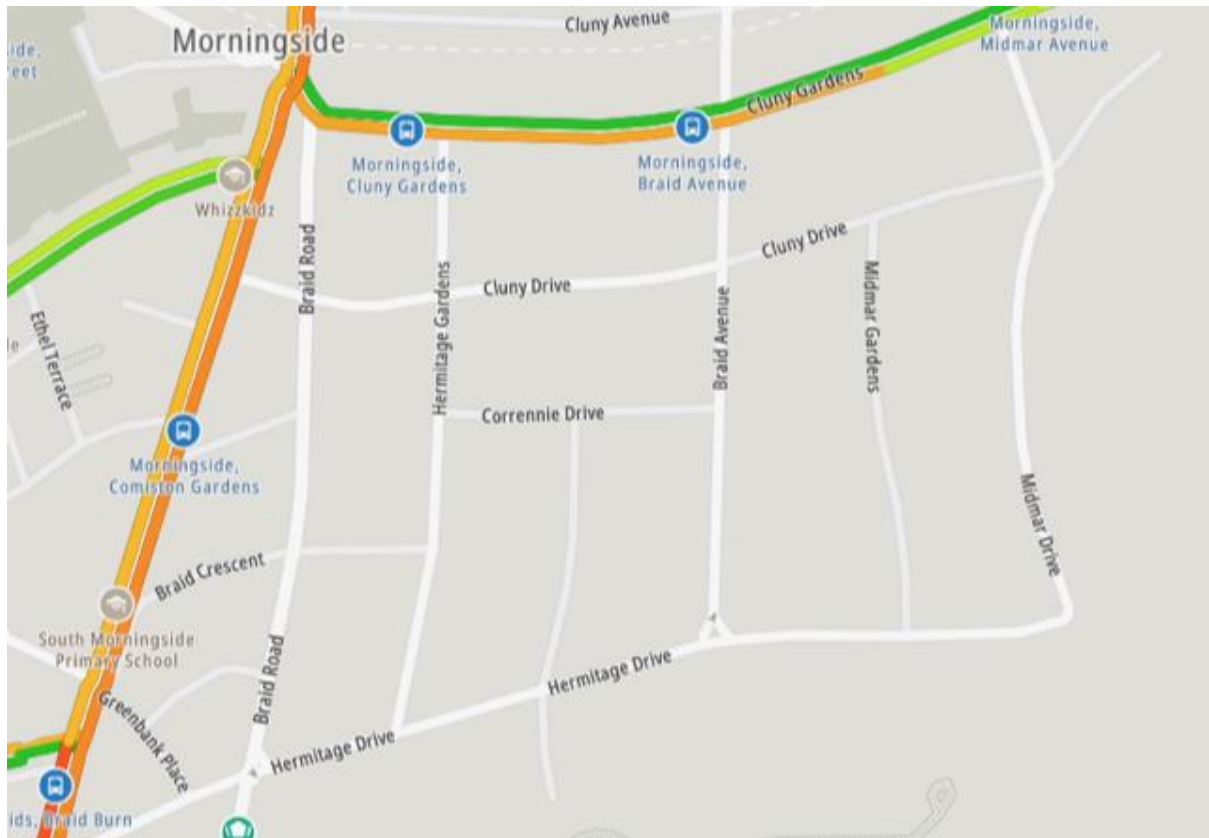
15 August 2023

Keep Morningside Moving

In relation to Item 8.1 on the Agenda: Travelling Safely - Braid Road and Comiston Road

"Stantec's Technical note [page 81: Agenda Reports Pack] indicates that motorists are using side roads [Hermitage Gardens and Midmar Gardens] because of modal filters in the Braid Estate.

Keep Morningside Moving believes that the best way to alleviate this is to reopen Braid Avenue."



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