

# 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

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#### 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

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### Decision

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

## 3. Work Programme

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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

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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

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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

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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**

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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

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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.



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- 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

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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

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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**

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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

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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

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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.

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- 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.

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- 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**

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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.

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- 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.

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- 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**

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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.

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- 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.