

Minutes

Transport and Environment Committee

10.00am, Thursday 12 October 2023

Present

Councillors Arthur (Convener), Aston, Bandel (item 11 only) Booth (with the exception of item 11), Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, Munro and O'Neill

1. Deputation

**(a) New Town and Broughton Community Council
(in relation to item 7 – East London Street)**

The deputation welcomed the speed in which this item returned to committee following the consideration of the petition in August 2023. However, concern was expressed the report showed incomplete or misleading information. The deputation urged committee to review the conclusions in the report, and upon doing so, review the recommendations. They also recognised any review of the report or information would cause a limited delay in moving forward.

**(b) Leith Links Community Council
(in relation to item 12 – Litter Bin Siting Policy)**

The deputation welcomed more and new bins especially in the area of Leith Links, suggesting by every bench in the park, by every bus stop and along the Restalrig railway path, however they do not believe the Litter bin siting policy on its own is sufficiently transformative to tackle litter in their area. They suggested performance measures should include measures of the quality of bin infrastructure in place and also for the process for the public to report and request issues should be simplified.

**(c) Friends of Prestonfield Primary School, Parent Council
(in relation to item 14 – Speed Limits Review – 20mph)**

The deputation expressed disappointment in the responses of the consultation, sharing, if the parents of Prestonfield Primary School had knowledge of this, there would have been many more respondents in favour support of 20 mph on Peffermill Road and the introduction of other measures including double yellow lines and keep clear markings on the road. They shared their concerns and asked for the local walking routes around the school to be improved.

**(d) Sight Scotland and Sight Scotland Veterans
(in relation to item 10 – Road Safety – Service and Delivery Plan)**

The deputation expressed their belief that all roads need to be safe and accessible for all, and putting people with visual impairment at the centre of decision-making is essential for ensuring streets meet the needs of blind and partially sighted people. They also shared key issues for consideration regarding pedestrian crossings for people who have a visual impairment.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 14 September 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) To provide an update on the consultation on changes to Restalrig Road South to committee members and ward councillors.
- 2) To add March 2024 as the expected date for the report in February 2024 on carers parking permits.
- 3) To note the November agenda would be reviewed to ensure adequate time for discussion of the report on the Tram Inquiry.
- 4) To note an update on pavement parking would be provided in November.
- 5) To otherwise note the work programme.

(Reference – Work Programme 12 October 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 26 – Asset transfer – Ex-City Development Assets
 - Action 27 – Risk Based Approach to Road Safety Inspections – Update

- Action 32 – School Travel Plan Review Update
 - Action 34 (1) – Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge – infilling
 - Action 37 (2) - Major Junctions Review Update
 - Action 45 – Waste and Cleansing Service Policy Assurance Statement
 - Action 52(1) – Maintenance of Footways and Cycleways
 - Action 56 – Petition to CEC – Transport and Environment Committee East London Street
 - Action 65 – Work Programme
 - Action 67 – Edinburgh Parking Workplace Levy
 - Action 72(1, 2 and 3) – Motion by Councillor Rae – Illegal Parking Disrupting Tam Operations
 - Action 73 – Motion by Councillor Day – Heart of Midlothian Football Club
- 2) To agree action 31 (Draft Road Safety Action Plan – Delivering City Mobility Plan) would remain open.
- 3) To note the remaining outstanding actions.

(Reference – Rolling Actions Log 12 October 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

- 1) To provide a briefing note on CEC Recovery Ltd and any land it held.
- 2) To confirm whether any safety measures could be made at the steep steps and slope at Greenside Row.
- 3) To note a ward members briefing would be provided on the handover of the tram project.
- 4) To otherwise note the Business Bulletin.

(Reference – Business Bulletin 12 October 2023, submitted.)

6. Incorrect Parking on Tram Route

A report summarised the progress made on finding a solution to remove incorrectly parked vehicles from the tram line and discharged the motion by Councillor Rae.

Motion

- 1) To note the report.
- 2) To note that officers would continue to investigate cost effective solutions for removing vehicles from the tram route.
- 3) To discharge the motion by Councillor Rae.
 - moved by Councillor Arthur, seconded by Councillor Faccenda.

Amendment 1

- 1) To note the report as an update.
- 2) To note that officers would continue to investigate cost effective solutions for removing vehicles from the tram route.
- 3) To note that the contents of the report were based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.
- 4) To note that as a result, several actions from the composite motion remained outstanding.
- 5) To therefore agree to receive a further report to the January meeting of the Transport and Environment Committee so that the outstanding actions could be addressed.
 - moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 2

- 1) To note the report.
- 2) To note that officers would continue to investigate cost effective solutions for removing vehicles from the tram route and to agree to provide a briefing to transport spokespeople and ward councillors once a solution had been identified.
- 3) To discharge the motion by Councillor Rae.
- 4) To agree to update committee on progress as part of the existing process of tendering and contract development for the new parking contract, by September 2024.
 - moved by Councillor Booth, seconded by Councillor O'Neill

In accordance with Standing Order 22.12, Amendment 1 and Amendment 2 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report as an update.
- 2) To note that officers would continue to investigate cost effective solutions for removing vehicles from the tram route and to agree to provide a briefing to transport spokespeople and ward councillors once a solution had been identified.
- 3) To note that the contents of the report were based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.
- 4) To note that as a result, several actions from the composite motion remained outstanding.
- 5) To therefore agree to receive a further report to the January meeting of the Transport and Environment Committee so that the outstanding actions could be addressed.
- 6) To agree to update committee on progress as part of the existing process of tendering and contract development for the new parking contract, by September 2024.

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

7. East London Street

The report responded to the request by the Committee to address residents' concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.

Motion

- 1) To note the update on the actions taken by Lothian Buses to reduce vehicles using East London Street and also the actions taken by the Council in response to resident concerns.
- 2) To note that traffic monitoring would be carried out and the results would be reported to Committee in the Business Bulletin on 11 January 2024.
- 3) To note that the annual nitrogen dioxide monitoring data for East London Street would form part of the Council's annual air quality monitoring report for 2024.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update on the actions taken by Lothian Buses to reduce vehicles using East London Street and also the actions taken by the Council in response to resident concerns.
- 2) To note that traffic monitoring would be carried out and the results would be reported to Committee in the Business Bulletin on 11 January 2024.
- 3) To note that the annual nitrogen dioxide monitoring data for East London Street would form part of the Council's annual air quality monitoring report for 2024.
- 4) To note that East London Street (ELS) sat in near proximity to several key infrastructure hubs (Annandale Street Bus Depot, McDonald Road Fire Station and Gayfield Police Station) in addition to being situated in the city centre and therefore was likely to always have an element of high axle weight through-traffic without an intervention from the Council. Due to the setted nature of the street, this impacted residential amenity regarding the noise impact of said traffic.
- 5) To further note that major works to ELS had been unable to be carried out for a number of years due to Phase 1 and Phase 2 of the tram works, which restricted what works could be carried out across the city centre.
- 6) To recognise the Annandale Bus Depot as a significant centre of transport infrastructure that benefits the city, but to understand that the scale of its operations did impact the residential amenity of surrounding streets. This was especially significant in those streets that were setted such as ELS.
- 7) To understand that without intervention, it was likely to be multiple years before ELS setted carriageway was fixed, and that once reinstated could degrade quickly due to levels of heavy vehicle usage.
- 8) To therefore request officers bring a report to committee on 11 January 2024 alongside the results of the traffic monitoring detailing:
 - The merit and demerits for maintaining the status quo on ELS inclusive of cost, impact on noise levels, sustainability, timescale for the reconstruction of the setts.
 - The merits and demerits for reprofiling ELS from setted to standard carriageway inclusive of cost, impact on noise levels, sustainability, timescale for the tarmacking the central carriageway, recommendations for resident engagement ahead of making this transition and process for obtaining an exemption to the setted street policy.
 - Additional potential and costed options for improving the sustainability of the status-quo or tarmacked carriageway via restricting heavy traffic

movements inclusive of any recommendations to improve the environment around St. Mary's Primary School.

- 9) To request officers work with Lothian Buses to understand the total access and egress options for the operation of the Annandale Street depot to identify whether adjustments to the surrounding road network could benefit a more sustainable and evenly spread operation lessening the impact on surrounding residential amenity overall.

- moved by Councillor McFarlane, seconded by Councillor Aston

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 on the actions taken by Lothian Buses to reduce vehicles using East London Street and also the actions taken by the Council in response to resident concerns
- 2) To note that traffic monitoring would be carried out and the results would be reported to Committee in the Business Bulletin on 11 January 2024
- 3) To note that the annual nitrogen dioxide monitoring data for East London Street would form part of the Council's annual air quality monitoring report for 2024.
- 4) To note that East London Street (ELS) sat in near proximity to several key infrastructure hubs (Annandale Street Bus Depot, McDonald Road Fire Station and Gayfield Police Station) in addition to being situated in the city centre and therefore was likely to always have an element of high axle weight through-traffic without an intervention from the Council. Due to the settled nature of the street, this impacted residential amenity regarding the noise impact of said traffic.
- 5) To further note that major works to ELS had been unable to be carried out for a number of years due to Phase 1 and Phase 2 of the tram works, which restricted what works could be carried out across the city centre.
- 6) To recognise the Annandale Bus Depot as a significant centre of transport infrastructure that benefits the city, but to understand that the scale of its operations did impact the residential amenity of surrounding streets. This was especially significant in those streets that were settled such as ELS.
- 7) To understand that without intervention, it was likely to be multiple years before ELS settled carriageway was fixed, and that once reinstated could degrade quickly due to levels of heavy vehicle usage.

- 8) To therefore request officers bring a report to committee on 11 January 2024 alongside the results of the traffic monitoring detailing:
- The merit and demerits for maintaining the status quo on ELS inclusive of cost, impact on noise levels, sustainability, timescale for the reconstruction of the setts.
 - The merits and demerits for reprofiling ELS from setted to standard carriageway inclusive of cost, impact on noise levels, sustainability, timescale for the tarmacking the central carriageway, recommendations for resident engagement ahead of making this transition and process for obtaining an exemption to the setted street policy.
 - Additional potential and costed options for improving the sustainability of the status-quo or tarmacked carriageway via restricting heavy traffic movements inclusive of any recommendations to improve the environment around St. Mary's Primary School.
- 9) To request officers work with Lothian Buses to understand the total access and egress options for the operation of the Annandale Street depot to identify whether adjustments to the surrounding road network could benefit a more sustainable and evenly spread operation lessening the impact on surrounding residential amenity overall.

Declaration of interest

Councillor Faccenda made a transparency statement in respect of the above item as the partner of an employee of Lothian Buses.

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

8. St James Quarter - Introduction of an Experimental Traffic Regulation Order

Approval was sought to commence the statutory procedures to make an Experimental Traffic Regulation Order (ETRO), necessitated by the St James Quarter regeneration project as described in the report by the Executive Director of Place.

Motion

- 1) To agree that St James Square had been designed to be principally a pedestrian space and an area where people could sit and linger.
 - 2) To agree therefore not to proceed with the ETRO trial.
 - 3) To request a new TRO that permitted access beyond the bollards for pedestrians only, with access for emergency vehicles as required.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

To agree not to approve the commencement of the statutory procedures for an Experimental Traffic Regulation Order (ETRO) as detailed in Appendix 3 to the report.

- moved by Councillor Aston, seconded by Councillor McFarlane

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 agree that St James Square had been designed to be principally a pedestrian space and an area where people could sit and linger.
- 2) To agree not to approve the commencement of the statutory procedures for an Experimental Traffic Regulation Order (ETRO) as detailed in Appendix 3.
- 3) To request a new TRO that permitted access beyond the bollards for pedestrians only, with access for emergency vehicles as required.

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

9. Reform of the Council's Transport Companies

The report provided a progress update on the reform of the Council's transport companies and set out the final model for the integrated approach, alongside the creation of a new Shareholder Forum.

Motion

- 1) To approve the approach to the integration of Edinburgh Trams and Lothian Buses as set out in the report by the Executive Director of Place.
- 2) To agree the closure of Transport for Edinburgh in its current form.
- 3) To agree that Council officers should draft revisions to all relevant documentation including the shareholder agreement and operating contract.
- 4) To agree the terms of reference of the Shareholder Forum at Appendix 1 to the report, subject to any comments from the minority shareholders. Any proposed changes would be reported back to Committee.
- 5) To note that Edinburgh Trams and Lothian Buses were part of what defined Edinburgh, and to agree that their continued success was due to the commitment shown by all who worked at these companies and Transport for Edinburgh.

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- 6) To agree that the continued success of bus and tram operations in Edinburgh was key to our Capital's economic prosperity and Net Zero ambitions.
- 7) To agree that the January 2024 Business Bulletin should provide a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 gave local authorities to control or influence public transport operations.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the concerns expressed at the time of the findings of the short life working group on the Council's Transport ALEOs being published, and that officers were now proposing a different scheme to that agreed by a majority decision of the Council in August 2021.
- 2) To note committee believed the issues raised originally about Edinburgh Trams being a subsidiary company of Lothian Buses were not fully addressed by the alternative contracting model set out.
- 3) To note committee believed that, more than two years on, it also remained unclear as to what tangible benefits would be delivered for passengers from these structural changes.
- 4) To express specific concern at the proposal to close Transport for Edinburgh at a time when a strategic and integrated approach was needed towards transport across the city.
- 5) To therefore agree not to progress the changes as proposed.
- 6) To agree that, once the final Public Transport Action Plan was agreed, officers would look to update the ownership agreement in place with Lothian Buses to ensure it was fit for purpose taking into account the Transport (Scotland) Act 2019, and that officers would return to committee with a new agreement for approval.
- 7) To note meanwhile, committee believes there was merit in establishing a stakeholder forum similar to that set out in appendix 1 but with respect to Lothian Buses, and to agree officers would seek to pursue this with minority shareholders before returning to committee for final decision.

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

Voting

The voting was as follows:

For the motion	–	7 votes
For the amendment	–	4 votes

(For the motion – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, McFarlane and O'Neill.

For the amendment – Councillors Cowdy, Dijkstra-Downie, Lang and Munro.)

Decision

To approve the motion by Councillor Arthur.

Declaration of interest

Councillor Faccenda made a transparency statement in respect of the above item as the partner of an employee of Lothian Buses.

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

10. Road Safety – Service and Delivery Plan Update for 2023/24

The report provided an update on the scope, workload, resource capacity, proposed delivery plan and outstanding Committee actions for the Council's Road Safety and Local Traffic teams.

Motion

- 1) To note the update on the Council's road safety service and delivery plan.
- 2) To approve the Core Business Update and associated priorities (Appendix 1 to the report).
- 3) To approve the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2).
- 4) To approve the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3).
- 5) To regret that the current resources available to the road safety team were not sufficient to meet the reasonable expectations of the public.
- 6) To request that the Road Safety – Service and Delivery Plan 2024/25 plan be tabled for approval as soon as possible after the February 2024 budget meeting.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on the Council's road safety service and delivery plan.
- 2) To approve the Core Business Update and associated priorities (Appendix 1).
- 3) To approve the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2).

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- 4) To approve the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3).
- 5) To note data from the Insurance Institute for Highway Safety which suggested that pedestrian deaths involving SUVs were increasing at a faster rate than other cars; to further note data from the VIAS institute in Belgium which suggested that with every 300kg increase in the mass of a car, the probability of death for vulnerable road users increased by 23%; to further note the recent call from the European Transport Safety Council to ban SUVs in urban areas, and to therefore agree that the next road safety delivery programme, due to be presented to committee in March 2024, would explore the feasibility of steps to discourage or restrict larger and heavier vehicles in the city.
- 6) To note that modal filters could have significant road safety benefits when introduced in residential neighbourhoods, and to therefore agree that the new Local Traffic team outlined in paragraph 4.14 of the report would consider a mechanism to allow the roll out of modal filters to any residential neighbourhood where these measures were needed or requested by a significant number of residents, and feed back on delivery of these mechanisms to committee.
 - moved by Councillor Booth, seconded by Councillor O'Neill

Amendment 2

- 1) To express significant concern at the continued delays to the delivery of important road safety projects across the city, and to therefore welcome the updates provided in the report and which were designed to address this, including the creation of a new infrastructure delivery team.
- 2) To agree the priorities for road safety as set out in 4.3 of the report, with the following adjustments:
 - 4.3.2 amended to also include the implementation of action plans arising from School Travel plan reviews;
 - A new additional priority of making full use of external funding sources for road safety;and notes how these priorities were to be resourced, as set out in appendix 1.
- 3) To approve the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2).
- 4) To approve the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3) but to note how resourcing issues mean this revised plan represented significantly less in the way of delivered projects than what was set out to committee in December 2022.

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- 5) To agree the report did not address rolling action 31 from 8 December 2022 and that there remained an outstanding action to provide a members' briefing, detailing the specific speed reduction measures to be introduced for those schemes listed in Appendix 3, sections B and C.

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

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 the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To express significant concern at the continued delays to the delivery of important road safety projects across the city, and therefore to welcome the updates provided in the report and which were designed to address this, including the creation of a new infrastructure delivery team.
- 2) To agree the priorities for road safety as set out in 4.3 of the report, with the following adjustments:
 - 4.3.2 amended to also include the implementation of action plans arising from School Travel plan reviews;
 - A new additional priority of making full use of external funding sources for road safety;and notes how these priorities were to be resourced, as set out in appendix 1.
- 3) To approve the proposed changes to the delivery timescales for the outstanding actions agreed by Committee (Appendix 2).
- 4) To approve the proposed Road Safety Delivery Plan for 2023/24 (Appendix 3) but to note how resourcing issues meant this revised plan represented significantly less in the way of delivered projects than what was set out to committee in December 2022.
- 5) To regret that the current resources available to the road safety team were not sufficient to meet the reasonable expectations of the public.
- 6) To request that the Road Safety – Service and Delivery Plan 2024/25 plan be tabled for approval as soon as possible after the February 2024 budget meeting.
- 7) To note data from the Insurance Institute for Highway Safety which suggested that pedestrian deaths involving SUVs were increasing at a faster rate than other cars; to further note data from the VIAS institute in Belgium which suggested that with every 300kg increase in the mass of a car, the probability

of death for vulnerable road users increased by 23%; to further note the recent call from the European Transport Safety Council to ban SUVs in urban areas, and to therefore agree that the next road safety delivery programme, due to be presented to committee in March 2024, would explore the feasibility of steps to discourage or restrict larger and heavier vehicles in the city, including via parking permits and environmental orders.

- 8) To note that modal filters could have significant road safety benefits when introduced in residential neighbourhoods, and to therefore agree that the new Local Traffic team outlined in paragraph 4.14 of the report would consider a mechanism to allow the roll out of modal filters to any residential neighbourhood where these measures were needed or requested by a significant proportion of residents, and feed back on delivery of these mechanisms to committee.
- 9) To agree the report did not address rolling action 31 from 8 December 2022 and that there remained an outstanding action to provide a members' briefing, detailing the specific speed reduction measures to be introduced for those schemes listed in Appendix 3, sections B and C.

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

11. Actions to Deliver Edinburgh's City Mobility Plan Consultation Update

The report summarised the findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and engagement process, which ran for 12 weeks from 17 April until 9 July 2023.

Motion

- 1) To note the findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and next steps.
- 2) To note that refinement and finalisation of the action plans and Future Streets Framework (Circulation Plan) would be undertaken alongside the first review of the City Mobility Plan (CMP).

Amendment 1

- 1) To note the findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and next steps.
- 2) To note that refinement and finalisation of the action plans and Future Streets Framework (Circulation Plan) would be undertaken alongside the first review of the City Mobility Plan.
- 3) To note that, in order to meet the council's climate emissions targets and to achieve the key performance indicators set out in the City Mobility Plan, we

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must be ambitious and some policies would be required which were supported in market research but less so in the consultation responses and workshop findings due to a less representative reach; to agree that in these cases a degree of political leadership and consideration of the Climate and Nature emergencies was required from all councillors; and to expect that, when the first review of the CMP was presented to committee in February 2024, additional actions for consideration to meet the aims of the CMP would not be limited to those which appeared in the public's response.

- moved by Councillor O'Neill, seconded by Councillor Bandel

Amendment 2

- 1) To note the findings from the 'Actions to Deliver Edinburgh's City Mobility Plan' consultation and next steps.
- 2) To note that refinement and finalisation of the action plans and Future Streets Framework (Circulation Plan) would be undertaken alongside the first review of the City Mobility Plan.
- 3) To recognise:
 - The consultation was a major piece of work for a very complex City Mobility Plan that would have significant impacts across the city.
 - Formulating simple questions about complex issues was a difficult task.
 - The Consultation raised many interesting points but there was little consensus beyond marginal or only relatively strong support for the suite of actions.
- 4) To acknowledge:
 - Concerns had been raised about question wording and the provision of clear information; that may not meet Consultation or Market Research standards, that may not be adequate to inform decision making, and that could be legally challenged.
 - The City Council was a member of The Consultation Institute that could provide a robust audit of end-to-end consultations process to provide public endorsement.
- 5) To therefore instruct officers to investigate how to refer this report to the Consultation Institute so it could be put through their end-to-end quality assurance audit process before February 2024, and to report the results of this investigation to Committee in one cycle.
- 6) To further acknowledges that the consultations on the City Mobility Plan and the various supporting plans and strategies had yet to consult the public on

street design layouts and traffic circulation routes within the city. That the result was that the wider public had no appreciation of the impact the dramatic changes envisaged would have on everyday journeys both locally and city-wide and that no indication of public support for change could be evidenced until this work was set out in a way that individuals could assess relative to the impact it would have on the journeys they made on a regular basis.

- 7) To therefore agree that any final decision could only be taken when a comprehensive masterplan of proposed changes was set out, alongside full costings and impacts on public transport and businesses in the city, and that when such a plan was available it would be subject to full public consultation prior to starting work on individual projects.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.12, Amendment 1 was accepted as an addendum to the motion. Amendment 2 was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

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

(For the motion (as adjusted) – Councillors Arthur, Aston, Booth, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O’Neill.

For the amendment – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the findings from the ‘Actions to Deliver Edinburgh’s City Mobility Plan’ consultation and next steps.
- 2) To note that refinement and finalisation of the action plans and Future Streets Framework (Circulation Plan) would be undertaken alongside the first review of the City Mobility Plan.
- 3) To note that, in order to meet the council's climate emissions targets and to achieve the key performance indicators set out in the City Mobility Plan, we must be ambitious and some policies would be required which were supported in market research but less so in the consultation responses and workshop findings due to a less representative reach; to agree that in these cases a degree of political leadership and consideration of the Climate and Nature emergencies was required from all councillors; and to expect that, when the first review of the CMP was presented to committee in February 2024,

additional actions for consideration to meet the aims of the CMP would not be limited to those which appeared in the public's response.

4) To recognise:

- The consultation was a major piece of work for a very complex City Mobility Plan that would have significant impacts across the city; and
- Formulating simple questions about complex issues was a difficult task.

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

12. Litter Bin Siting Policy

The report proposed revisions to the existing Litter Bin Siting policy in response to Elected Member feedback on the original policy.

Motion

To approve the revised Litter Bin Siting Policy (Appendix 1 to the report by the Executive Director of Place).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

To approve the revised Litter Bin Siting Policy (Appendix 1) with the following inclusion:

Replace paragraph 4.13 with:

As per Edinburgh Design Guidance: Part C – Detailed Design Manual PT2 – Bus Stops, bins should be located downstream of a bus stop and within five (5) metres of the bus stop. This ensures better accessibility and visibility for both passengers and drivers. The type of bin provided will be a minimum of 140 litres where the width of the footway supports this. There is a clear correlation between lower cleanliness scores and areas of higher deprivation so bus stops in these areas will be the initial focus for review.

- moved by Councillor O'Neill, seconded by Councillor Booth

Amendment 2

1) To note the Litter Bin siting Polity in Annex 1 and wishes to add:

1.1) under Prioritisation Criteria

- 'Key routes in relation to secondary schools' to request more detail in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024 on the policy detail on providing litter bins around schools and to report on any schools where the requirement is not being met.

1.2) under Prioritisation Criteria

- 'Public transport hubs' to add a final point: "bins to be placed downstream unless factors prevent this being possible".

1.3) under Premier Parks and other similar green spaces, to agree:

- In premier parks that draw large groups during periods of fine weather during the summer, particularly at weekends and on public holidays, larger and /or additional facilities should be provided with additional uplifts to minimise the excessive waste that arises as a result of under provision, and to request information on this to be included in Neighbourhood Environmental Services update in May 2024.

1.4) under Recycling

- notes the challenges described in respect of separating waste streams for recycling under current policy and practices and requests a report on best practice (e.g., from other leading European cities) to be included in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024

1.5) under Litter Bin Siting Policy Appendix 1: Factors for Consideration

- requests more detail around the considerations in respect of "Terrorism" and requests more detail around the factors in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024, including a report on best practice (e.g., from other leading European cities).

- moved by Councillor Dobbin, seconded by Councillor Aston

Amendment 3

- 1) To note the Litter Bin Siting Policy is not a litter reduction strategy as the Council has suggested to the media and that no approval should be given until such a strategy is produced so that litter bins can be sited in line with a wider approach to reducing littering in the city.
- 2) To agree that Officers develop a clear litter reduction strategy with measurable goals and results, and operational targets.
- 3) The strategy should set out, amongst other things:
 - 3.1) The Council's theory of behaviour change, and show clearly what interventions, in addition to positioning and emptying litter bins, the Council will make to ensure those bins are used, including an assessment of the work of Keep Scotland Beautiful on behaviour change interventions.

- 3.2) It should also assess the considerable learning from Councils in other parts of the UK to look for ideas on public communications and local signage as well as bin siting policies.
 - 3.3) In addition to patronage information from current bins, it should include data on heavily littered areas (including more than 20m from a road) and information gathered from engagement and liaison with Community Councils and other stakeholder groups.
- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.12, Amendment 1 and Amendment 2 were accepted as addenda to the motion. Amendment 3 was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the revised Litter Bin Siting Policy (Appendix 1) with the following inclusion

Replace 4.13 with:

“As per Edinburgh Design Guidance: Part C – Detailed Design Manual PT2 – Bus Stops, bins should be located downstream of a bus stop and within five (5) metres of the bus stop. This ensures better accessibility and visibility for both passengers and drivers. The type of bin provided will be a minimum of 140 litres where the width of the footway supports this. There is a clear correlation between lower cleanliness scores and areas of higher deprivation so bus stops in these areas will be the initial focus for review.”

- 2) To add to the Litter Bin Siting Policy:

2.1) under Prioritisation Criteria

- ‘Key routes in relation to secondary schools’ - to request more detail in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024 on the policy detail on providing litter bins around schools and to report on any schools where the requirement was not being met.

2.2) under Prioritisation Criteria,

- ‘Public transport hubs’ to add a final point: “bins to be placed downstream unless factors prevent this being possible”.

2.3) under Premier Parks and other similar green spaces, to agree:

- In premier parks that draw large groups during periods of fine weather during the summer, particularly at weekends and on public holidays, larger and /or additional facilities should be provided with additional uplifts to minimise the excessive waste that arose as a result of under provision, and to request information on this to be included in Neighbourhood Environmental Services update in May 2024.

2.4) under Recycling

- To note the challenges described in respect of separating waste streams for recycling under current policy and practices and to request a report on best practice (e.g., from other leading European cities) to be included in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024.

2.5) under Litter Bin Siting Policy Appendix 1: Factors for Consideration

- To request more detail around the considerations in respect of “Terrorism” and requests more detail around the factors in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024, including a report on best practice (e.g., from other leading European cities).

- 3) To agree that officers would develop a clear litter reduction strategy with measurable goals and results, and operational targets.
- 4) To agree the strategy should set out, amongst other things, information gathered from engagement and liaison with Community Councils and other stakeholder groups.

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

13. Revenue Budget Monitoring 2023/24 - Month Three Position

The report summarised the out-turn for financial year 2022/23 and focused on month three 2023/24 revenue monitoring position (including early projections) for the services within the remit of the Committee.

Decision

- 1) To note the 2022/23 outturn position for the services within the remit of the Transport and Environment Committee (Appendix 1).
- 2) To note that services within the remit of the Committee were collectively forecasting an underspend against budget of £0.365m for 2023/24, as at month three. This was the net position after adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures.

- 3) To note the Place Directorate overall was forecasting a net pressure of £1.95m as at month three after adjustment for the impact of relevant provisions made.
- 4) To note appropriate measures would continue to be progressed to offset budget pressures and fully deliver approved savings targets to achieve a position in line with the approved revenue budget for 2023/24.
- 5) To note routine updates would continue to be provided to Committee at agreed frequencies during the remainder of the year.

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

14. Speed Limits Review - 20mph

The report presented the results of the consultation, undertaken between November 2022 and February 2023 on proposals to extend 20mph speed limits in Edinburgh.

Decision

- 1) To note the findings from the Speed Limits consultation exercise.
- 2) To note that the next steps with the findings of this review would be presented to Committee in February 2024, alongside the first review of the City Mobility Plan and the associated action plans.
- 3) To note that a key concern raised by residents was the perceived effect reducing the speed limit on roads to 20mph would have on journey times and emissions, and therefore to agree that the February 2024 report would detail any impact for vehicles travelling along selected key routes.
- 4) To note the concerns that continually changing the speed limit on key routes had on driver frustration, and therefore to agree steps should be taken to minimise this in any proposals tabled in February 2024.
- 5) To note the points made by Friends of Prestonfield Primary School in their written deputation and asks that:
 - 5.1) The February 2024 report would give due consideration to switching the speed limits adjacent to all primary and secondary schools (public and private) to 20mph.
 - 5.2) An update be provided to the January 2024 Committee which gave consideration to the other points raised (crossings, parking and KEEP CLEAR markings).
- 6) To agree officers should consider how best to ensure the views of residents of streets are prioritised over those of commuters and people residing outwith the area.
- 7) To circulate the consultation responses to members.

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

15. Speed Limits Review – Rural Roads

A summary was presented detailing the outcome of the consultation on introducing slower speed limits on rural roads. The consultation was undertaken between November 2022 and February 2023.

Decision

- 1) To note the findings from the Rural Roads Speed Limits consultation.
- 2) To note that a final implementation plan would be presented to Committee alongside the first review of the City Mobility Plan and Action Plans in February 2024.

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

16. Heart of Midlothian Football Club

The report responded to the adjusted motion, approved by the Council on 31 August 2023 on Heart of Midlothian Football Club's 150th anniversary year.

Motion

- 1) To note the update on Heart of Midlothian Football Club's plans to celebrate its 150th anniversary in 2024.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update on Heart of Midlothian Football Club's plans to celebrate its 150th anniversary in 2024.
- 2) To note that Heart of Midlothian FC had experienced some delays meaning that the proposed works to the Haymarket Memorial would now not proceed this year and to therefore delete paragraph 5.1 and replace it with: "Council officers will continue to work with the Football Club to support the refurbishment works for the Haymarket Memorial to commence in 2024."
 - moved by Councillor Aston, seconded by Councillor Dobbin

In accordance with Standing Order 22.12, the amendment was accepted as an addendum to the motion.

Decision

- 1) To note the update on Heart of Midlothian Football Club's plans to celebrate its 150th anniversary in 2024.

- 2) To note that Heart of Midlothian FC had experienced some delays meaning that the proposed works to the Haymarket Memorial would now not proceed this year and to therefore delete 5.1 and replace it with: "Council officers will continue to work with the Football Club to support the refurbishment works for the Haymarket Memorial to commence in 2024."

(References – Act of Council No 29 of 31 August 2023; report by the Executive Director of Place, submitted.)

17. Motion by the Councillor Aston - HES Strategic Plan for Holyrood Park

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

- "1) To welcome the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#), which sets out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.

- 2) To welcome as particularly relevant to the work of this Committee the provisional objectives to:

'Make active travel the dominant travel mode through and to the Park'

And to achieve that:

'Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict between users and vehicles and improve the quality of user experience in the Park.'

And to deliver:

'a comprehensive network of paths and active travel routes across the Park for all users and visitors'

And to ensure that:

'Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.'

- 3) To note that, as this document is currently an outline strategic plan which is subject to a 12-week consultation which runs until 19th December 2023, little detail has as yet been provided on what steps will be implemented and in what timeframe to achieve these valuable outcomes.
- 4) To further note that while the outline strategic plan states that the City of Edinburgh Council is among the organisations with which HES enjoys a close

relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there are no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council has a crucial role to play in changes such as this because it is the local transport authority and is responsible for all roads around and connecting to the Park.

- 5) To recognise and praise the work of the Car Free Holyrood campaign in persuading HES over time to come to a position where substantially reducing or removing vehicular through traffic from the Park is one of their key provisional objectives
- 6) To agree that council officers will seek to formalise the stakeholder relationship with HES in relation to the Park's management and will write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November committee's Business Bulletin before being submitted, and will promote the HES consultation to Edinburgh residents via the Council's social media channels."

Motion

To approve the motion by Councillor Aston.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 1

- 1) Welcomes the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#), which sets out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.
- 2) Welcomes as particularly relevant to the work of this Committee the provisional objectives to:

'Make active travel the dominant travel mode through and to the Park'

And to achieve that:

'Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict between users and vehicles and improve the quality of user experience in the Park.'

And to deliver:

'a comprehensive network of paths and active travel routes across the Park for all users and visitors'

And to ensure that:

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'Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.'

- 3) And notes that, as this document is currently an outline strategic plan which is subject to a 12-week consultation which runs until 19th December 2023, little detail has as yet been provided on what steps will be implemented and in what timeframe to achieve these valuable outcomes.
- 4) To further note that while the outline strategic plan states that the City of Edinburgh Council is among the organisations with which HES enjoys a close relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there are no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council has a crucial role to play in changes such as this because it is the local transport authority and is responsible for all roads around and connecting to the Park.
- 5) To recognise and praise the work of the Car Free Holyrood campaign in persuading HES over time to come to a position where substantially reducing or removing vehicular through traffic from the Park is one of their key provisional objectives
- 6) To agree that council officers will seek to formalise the stakeholder relationship with HES in relation to the Park's management and will write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November committee's Business Bulletin before being submitted, and will promote the HES consultation to Edinburgh residents via the Council's social media channels.
- 7) To note that as part of the circulation plan development Council Officers committed to continued discussion with HES on the management of the roads in Holyrood Park with "a view to further reducing traffic" and agrees that the consultation responses should maintain this position.
- 8) To further agree that the consultation responses should make clear that if HES does decide to stop traffic cutting through the park the Council will support them and work with them to minimise any negative impacts on the surrounding communities.
- 9) To agree that the consultation response should make clear that any use of the car parks in the park should be focused on park users.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 2

- 1) To welcome the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#).

- 2) To note as particularly relevant to the work of this Committee the provisional objectives to:

'Make active travel the dominant travel mode through and to the Park'

And to achieve that:

'Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict between users and vehicles and improve the quality of user experience in the Park.'

And to deliver:

'a comprehensive network of paths and active travel routes across the Park for all users and visitors'

And to ensure that:

'Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.'

- 3) To note that, as this document is currently an outline strategic plan which is subject to a 12-week consultation which runs until 19th December 2023, little detail has as yet been provided on what steps will be implemented and in what timeframe to achieve these valuable outcomes.
- 4) To further note that while the outline strategic plan states that the City of Edinburgh Council is among the organisations with which HES enjoys a close relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there are no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council has a crucial role to play in changes such as this because it is the local transport authority and is responsible for all roads around and connecting to the Park.
- 5) To recognise that additional restrictions on the use of Queen's Drive will have negative impacts, particularly in surrounding areas, from displaced traffic on journey times, congestion and pollution.
- 6) To agree that council officers will seek to formalise the stakeholder relationship with HES in relation to the Park's management and will write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November committee's Business Bulletin before being submitted, and will promote the HES consultation to Edinburgh residents via the Council's social media channels.
- 7) Recognises the importance of Queens's Drive and Duddingston Low Road around the edge of the park for Emergency Services and for residents to get

around the city or access to enjoy the park, particularly for the elderly and others with restricted mobility.

- moved by Councillor Munro, seconded by Councillor Cowdy

Amendment 3

1) To welcome the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#), which sets out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.

2) To welcome as particularly relevant to the work of this Committee the provisional objectives to:

'Make active travel the dominant travel mode through and to the Park'

And to achieve that:

'Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict between users and vehicles and improve the quality of user experience in the Park.'

And to deliver:

'a comprehensive network of paths and active travel routes across the Park for all users and visitors'

And to ensure that:

'Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.'

3) To note that, as this document is currently an outline strategic plan which is subject to a 12-week consultation which runs until 19th December 2023, little detail has as yet been provided on what steps will be implemented and in what timeframe to achieve these valuable outcomes.

4) To further note that while the outline strategic plan states that the City of Edinburgh Council is among the organisations with which HES enjoys a close relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there are no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council has a crucial role to play in changes such as this because it is the local transport authority and is responsible for all roads around and connecting to the Park.

5) To recognise and praise the work of the Car Free Holyrood campaign in persuading HES over time to come to a position where substantially reducing or

removing vehicular through traffic from the Park is one of their key provisional objectives

- 6) Given the extensive work done by volunteers across multiple charities and shared ambition of all parties on making Holyrood Park safer, to urge HES to proactively involve stakeholders such as Spokes and Living Streets through all strategic processes.
- 7) To agree that council officers will seek to formalise the stakeholder relationship with HES in relation to the Park's management and will write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November committee's Business Bulletin before being submitted, and will promote the HES consultation to Edinburgh residents via the Council's social media channels."

- moved by Councillor O'Neill, seconded by Councillor Booth

In accordance with Standing Order 22.12, Amendment 1 and Amendment 3 were accepted as addenda to the motion. Amendment 3 was adjusted and accepted as an addendum into the motion.

Voting

The voting was as follows:

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

(For the motion (as adjusted) – Councillors Arthur, Aston, Booth, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O'Neill)

(For Amendment 2 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Aston:

- 1) To welcome the publication of [Historic Environment Scotland's Outline Strategic Plan for Holyrood Park](#), which set out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.
- 2) To note as particularly relevant to the work of this Committee the provisional objectives to:
 - 2.1) *'Make active travel the dominant travel mode through and to the Park'*

And to achieve that:

'Steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park to significantly reduce conflict

between users and vehicles and improve the quality of user experience in the Park.'

2.2) And to deliver:

'a comprehensive network of paths and active travel routes across the Park for all users and visitors'

2.3) And to ensure that:

'Access for All will be facilitated across the Park through appropriate measures based on a robust Access Audit that unlocks barriers to access and helps develop a truly inclusive Park.'

- 3) To note that, as this document was currently an outline strategic plan which was subject to a 12-week consultation which would run until 19th December 2023, little detail had as yet been provided on what steps would be implemented and in what timeframe to achieve these valuable outcomes.
- 4) To further note that while the outline strategic plan stated that the City of Edinburgh Council was among the organisations with which HES enjoyed a close relationship in relation to the management of Holyrood Park on behalf of the people of Edinburgh and of Scotland, there were no formalised arrangements for the involvement of key stakeholders in the management of the site and that the Council had a crucial role to play in changes such as this because it was the local transport authority and was responsible for all roads around and connecting to the Park.
- 5) To recognise and praise the work of the Car Free Holyrood campaign in persuading HES over time to come to a position where substantially reducing or removing vehicular through traffic from the Park was one of their key provisional objectives.
- 6) To agree, given the extensive work done by volunteers across multiple charities and shared ambition of all parties on making Holyrood Park safer, to urge HES to proactively involve stakeholders such as Spokes and Living Streets through all strategic processes.
- 7) To agree that council officers would seek to formalise the stakeholder relationship with HES in relation to the Park's management and would write to HES to feed into the ongoing consultation, with the draft consultation response being reported in the November Committee's Business Bulletin before being submitted, and would promote the HES consultation to Edinburgh residents via the Council's social media channels.
- 8) To note that as part of the circulation plan development Council Officers committed to continued discussion with HES on the management of the roads in Holyrood Park with "a view to further reducing traffic" and to agree that the consultation responses should maintain this position.

- 9) To further agree that if the consultation responses should make clear that if HES decided to stop traffic cutting through the park the Council would support them and work with them to minimise any negative impacts on the surrounding communities.
- 10) To agree that the consultation response should make clear that any use of the car parks in the park should be focused on park users.

18. Motion by Councillor Dijkstra-Downie - Trial of speed-responsive traffic lights

The following motion by Councillor Dijkstra-Downie was submitted in terms of Standing Order 17:

- “1) To note previous trials in London and Swindon of speed-sensitive traffic signals that turn red when a speeding car approaches, or alternatively are red by default and only change to green when approaching drivers adhere to the speed limit. Drivers learn that speeding on streets with such signals will require them to stop at the light and be delayed as a result.
- 2) To understand that this technology is already in use in other European countries including Spain and the Netherlands, in the US including in Boulder, CO and Washington D.C., and has recently been trialled in Montreal, Canada.
- 3) To ask for a report to the Transport and Environment Committee in February 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure.”

Motion

To approve the motion by Councillor Dijkstra-Downie.

Amendment

- 1) To note previous trials in London and Swindon of speed-sensitive traffic signals that turn red when a speeding car approaches, or alternatively are red by default and only change to green when approaching drivers adhere to the speed limit. Drivers learn that speeding on streets with such signals will require them to stop at the light and be delayed as a result.
- 2) To understand that this technology is already in use in other European countries including Spain and the Netherlands, in the US including in Boulder, CO and Washington D.C., and has recently been trialled in Montreal, Canada.
- 3) To ask for a report to the Transport and Environment Committee in March 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure.

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- 4) To note that “Reverse Speed Discrimination Signals” have been installed on the A75 at Springholm since 2017 under a trial operated by Transport Scotland.
- 5) To ask that Council Officers include an update on this trial as part of the report requested.

- moved by Councillor Arthur, seconded by Councillor Faccenda

In accordance with Standing Order 22.12, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjustment by Councillor Dijkstra-Downie:

- 1) To note previous trials in London and Swindon of speed-sensitive traffic signals that turned red when a speeding car approached, or alternatively were red by default and only changed to green when approaching drivers adhered to the speed limit. Drivers learned that speeding on streets with such signals would require them to stop at the light and be delayed as a result.
- 2) To understand that this technology was already in use in other European countries including Spain and the Netherlands, in the US including in Boulder, CO and Washington D.C., and had recently been trialled in Montreal, Canada.
- 3) To ask for a report to the Transport and Environment Committee in March 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure.
- 4) To note that “Reverse Speed Discrimination Signals” had been installed on the A75 at Springholm since 2017 under a trial operated by Transport Scotland.
- 5) To ask that Council Officers include an update on this trial as part of the report requested.