

Minutes

Transport and Environment Committee

10.00am, Thursday 16 November 2023

Present

Councillors Arthur (Convener), Aston, Beal (substituting for Councillor Lang, item 14 only), Booth (substituting for Councillor Bandel), Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Fullerton (substituting for Councillor McFarlane), Lang (except item 14), Munro and O'Neill.

Also present

Councillors Dalglish, Caldwell and Whyte (as ward members in respect of item 8); Councillor Heap (as a ward member in respect of item 10); Councillor McKenzie (in respect of item 11 and 17); Councillor Mitchell (as a ward member in respect of item 15).

1. Deputations

(a) Car Free Holyrood (in relation to item 5 – Business Bulletin – Appendix 1)

The deputation was pleased to see the Council welcome the vision that by 2034 vehicular traffic would largely cease in Holyrood Park and active travel would be the primary mode of transport. They recognised the consultation response was still in draft and raised points which they felt should be amended or added.

The deputation felt waiting until 2025 to take any action, and even longer to fulfil the vision would provide a deteriorating experience for park users. They believed the Council should encourage HES to take swift action, emphasising the Council's long term transport plans for the city, including the City Mobility Plan and Circulation Plan, were not a barrier to action.

(b) Community Councils Together on Trams (in relation to item 5 – Business Bulletin and 6 – Response to Edinburgh Tram Inquiry)

The deputation noted the construction work on the tram route was complete, but in their point of view, the tram project was not finished and there were thousands of defects along the route. Due to the high number of defects, which they believed would be challenged by the contractors, the deputation called for

a systematic and focused approach to manage the situation, suggesting the process could take more than two years to be completed.

**(c) The Whitehouse Loan Group
(in relation to item 9 – Travelling Safely Schemes)**

The deputation expressed their concern in relation to Whitehouse Loan / Clinton Road and shared their belief the two redesign options presented in September were unpalatable.

The deputation proposed a third option, intending to address the root of the problem at the junction - enhancing the aims of the scheme by installing a safe cycle and pedestrian crossing, removing a dangerous turning at the modal filter and opening a one-way route west, to help reduce rat-running on Clinton Road. They also welcomed engagement on the matter.

**(d) Spokes
(in relation to item 9 – Travelling Safely Schemes)**

The deputation supported the Comiston Road changes emphasising the proposals should be considered with the Greenbank to Meadows quiet route. They also supported the review of the pinch point at the traffic island on Braid Hills Drive.

The deputation provided detailed objections to the changes at Silverknowes Road North and Silverknowes Road South highlighting a contradictory approach to the two parts of the Travelling Safely ETRO proposals. They requested detailed information and a discussion on both before final decisions were made.

**(e) West End Community Council
(in relation to item 10 – Public Toilets)**

The deputation advised nearly ten years after a sale of land; the burden placed on the developer at time of sale to ensure public toilets were included in the development has not been fulfilled. Over the years many requests had been made for enforcement of the burden by the council via various methods, however the issue remained outstanding.

The deputation proposed three specific actions that would assist in satisfying the need for public toilet facilities within the area.

**(f) Learmonth Terrace Garden Association
(in relation to item 15 – Communal Bin Review Update)**

The deputation recognised the council's aim in trying to provide ease of access for the residents when using the bins, by removing the need for them to stand in, or cross the road. The deputation felt the current location of the bins was beneficial as they were located an acceptable distance from the apartments.

Moving them closer to the apartments would create new, and result in an increase in existing health, safety and environmental problems. They summarised by confirming the residents saw no benefit in any change.

**(g) New Town and Broughton Community Council
(in relation to item 15 – Communal Bin Review Update)**

The deputation highlighted the benefits of the gull proof sack system advising it should be retained as it worked well and supported the landscape of a World Heritage Site. Installing a pneumatic or other underground refuse system was considered not practical or financially viable.

The deputation understood positive direct engagement between council officers and residents would be critical to future decision making. They welcomed the opportunity to participate directly in the engagement process in their area and with other Community Councils that would be affected by the decisions.

**(h) West End Community Council
(in relation to item 15 – Communal Bin Review Update)**

The deputation advised the proposed bin hubs had universally been rejected by the residents, and there has been no direct engagement with them from officers regarding the proposals since 2021. They believed the failure of the current system was due to missed collections.

The deputation requested the fleet be retained until trials in the New Town areas had been completed, for a mixed taxonomy to be considered, and for sight of the financial assessment of the recommendations.

**(i) Unite the Union
(in relation to item 16 – Cleansing Performance Report)**

The deputation spoke on behalf of household waste recycling depot staff. They supported the online booking system as it allowed greater management of the site and the workers felt safer performing their duties.

The deputation also called for consultation with the staff on routing, highlighting not only the advantage of site/route knowledge but also the longer-term benefits of the engagement such as staff progression and sense of pride and ownership from the staff.

**(j) Edinburgh Living Street Group
(in relation to item 7 – Implementing the new Parking Prohibitions)**

The deputation credited the policy adopted in August 2022 that the pavement parking ban should apply to all streets, with no exemptions, with additional revenue generated from penalties re-invested in effective enforcement.

The deputation also shared their disappointment the report failed to acknowledge the “no exemptions” policy, as it had asked councillors to note an approach which permitted the possibility of exemptions.

**(k) Sight Scotland and Sight Scotland Veterans
(in relation to item 7 – Implementing the new Parking Prohibitions)**

The deputation welcomed the preparations to begin enforcement against pavement parking in Edinburgh. They shared support of the national awareness campaign for the prohibition of pavement parking and stressed the need for a specific targeted campaign in Edinburgh.

The deputation agreed any proposed Exemption orders must be considered fully by committee, and welcomed more information on how any surplus monies from Parking charge notices will be used.

**(l) Spokes
(in relation to item 7 – Implementing the new Parking Prohibitions)**

The deputation welcomed the imminent implementation of the new parking prohibitions. They believed the incorrectly parked vehicle reporting form should be amended to allow members of the public to report pavement parking, double parking and parking at dropped kerbs, therefore they urged councillors to ensure the new powers are used and enforced in full.

**(m) Balerno Community Council
(in relation to item 8 – Supported Bus Services)**

The deputation raised concern on the service 63, requesting provision be made to cater for the Gyle to Queensferry section of the route by ensuring integration between the Balerno Cramond and the Queensferry Gyle timetables. They also requested the proposed Balerno Cramond route to operate on a Sunday to allow passengers to link with other bus services to give access to St John's Hospital. Overall however, the deputation welcomed the proposed enhancement in the Balerno Gyle service afforded by the significant extension of the daily operating period.

**(n) Craigleith / Blackhall Community Council
(in relation to item 8 – Supported Bus Services)**

The deputation welcomed the retention of the financially supported bus service, for a further period, (specifically the service 13), but expressed disappointment and concern on the proposal to reroute the service via Lothian Road, as this would remove access to the city centre.

The deputation explained the Craigleith / Blackhall area had already experienced significant changes to the bus routes, and due to these previous changes, requested the proposed route – Blackhall to Dumbiedykes be

reconsidered to give access to the core of the City Centre and the east end of Princess Street.

**(o) Ratho and District Community Council and Ratho Bus Working Group
(in relation to item 8 – Supported Bus Services)**

The deputation shared their disappointment they had not been briefed on the report prior to publication. They suggested additional wording and to also amend existing wording in the report.

The deputation shared support of the report recommendations but insisted that as mentioned in the report, officers should continue to review and refine routes, they also requested that the supported bus review information/evidence was shared with them including the weightings and qualifications for each service proposed.

**(p) Accessible Corstorphine for Everyone
(in relation to item 17 – Motion by Councillor Davidson – Corstorphine Connections)**

The deputation expressed concern the baseline traffic data published was flawed, as gathered during the COVID pandemic when traffic was lighter. They believed the data would have been more accurate if the study was repeated immediately prior to implementation.

The deputation advised the LTN was counterproductive and had caused severe disruption in Corstorphine, with the Manse Road changes causing traffic displacement not evaporation. They requested a repeat of the direct survey of resident's views, and for the removal of the LTN as it has been counterproductive to its aims.

**(q) Low Traffic Corstorphine
(in relation to item 17 – Motion by Councillor Davidson – Corstorphine Connections)**

The deputation shared their support for the Bus Gate on Manse Road stating it was the key part of the Corstorphine LTN Project. They advised Manse Road had extremely narrow pavements but was a key thoroughfare for pedestrians. Children and families with prams, buggies, wheelchair and mobility scooter users used the route to access Corstorphine amenities including shops, the park and the Primary School, for that reason substantial traffic reduction measures were required.

The deputation requested the trial period ran its full course to allow for behaviour change, believing the minds of the community would change and behaviours would adjust making the space safer to travel by foot, wheel or cycle.

**(r) Westfield Street Residents
(in relation to item 18 – Motion by Councillor Heap – Westfield Street
Parking**

The deputation advised the daily life of the Westfield Street residents had been negatively affected since the introduction of the Controlled Parking Zone in Gorgie. Resident car owners found themselves struggling to park as the spaces were taken by non-resident drivers trying to avoid the CPZ. The deputation felt this created environmental issues as drivers circled for spaces or leave the engine running while waiting for a space becoming available. The deputation sought a resolution to this problem to allow the return of peace and tranquillity.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 12 October 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the work programme.

(Reference – Work Programme 16 November 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 24 – Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation
 - Action 25 (2) – Cleaning Up Edinburgh – Motion by Councillor Whyte
 - Action 50 – Motion by Councillor Lang – Travelling Safely Schemes
 - Action 51 – Motion by Councillor Cowdy – HWRC Booking System
 - Action 52 (1-3) – Petition to the CEC Transport and Environment Committee - Public Toilets

- Action 57 (1&2) – Motion by Councillor Lang - Reducing the Impact of Utility Works
 - Action 63 (2&3) – Strategic Review of Parking: Progress Update
 - Action 66 – By Councillor McKenzie - Retail, Trades and Business Parking Permits - Places of Worship
 - Action 67(1&2) – Tram Inquiry – Motion by Councillor Day
 - Action 68 (2&3) – Work Programme
 - Action 79 – Motion by the Councillor Aston – Historic Environment Scotland Strategic Plan for Holyrood Park
- 2) To update the completion date on item 39 (Communal Bin Review Update) to December 2023.
- 3) To note the remaining outstanding actions.

(Reference – Rolling Actions Log 16 November 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Motion

To note the Business Bulletin

- Moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

Appendix 1 - Draft consultation response to Historic Environment Scotland's Outline Strategic Plan for Holyrood Park

- 1) At 2.9 – adds at end “and will contribute to the City's climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.”

And adds after “air/noise pollution”, “potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024”

- 2) At 2.12 – deletes: "Clearly, strategic routes...positive and negative."
and replaces with:

"In support of these objectives, it has been agreed that the emerging Circulation Plan and associated strategy documents under it will take into account the removal of through vehicle traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and around the city to mitigate any possible negative impact and to support the provision of active travel routes within the Park."

- 3) At 2.14 – adds at end: "As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh roads network, and, in particular in this context, on roads near the Park. The Council would welcome dialogue towards a stakeholder agreement which could help facilitate the managing of wider impacts in an effective and coordinated manner."

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

Committee:

- 1) Notes the update in the business bulletin with respect to "Traffic Orders – Licensing Committee".
- 2). Recognises that the application of the agreed change in committee remits could result in practical anomalies whereby the Transport & Environment Committee agrees to initiate an order process because of an agreed policy aim, but then has no role to review or pass judgment on the success of that process in delivering that policy outcome.
- 3) Believes that, given the number of high-profile order processes ongoing, it is not appropriate to leave the initiation of a review until June 2024.
- 4) Therefore asks officers review this issue within an earlier timescale, and requests that they bring forward options within three cycles that would continue to respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allows the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.

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

In accordance with Standing Order 22.13, Amendments 1 and 2 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the business bulletin.
- 2) At Appendix 1 – ‘Draft consultation response to Historic Environment Scotland’s Outline Strategic Plan for Holyrood Park’:
 - 2.1) At paragraph 2.9, to add at end “and will contribute to the City’s climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.” To add after “air/noise pollution”, “potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024.”
 - 2.2) At paragraph 2.12, to delete "clearly, strategic routes...positive and negative" and replaces with:

"In support of these objectives, it has been agreed that the emerging Circulation Plan and associated strategy documents under it will respond to the removal of through vehicle traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and around the city to mitigate any possible negative impact and to support the provision of active travel routes within the Park."
 - 2.3) At paragraph 2.14, to add at end: “As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh roads network, and, in particular in this context, on roads near the Park. The Council would welcome dialogue towards a stakeholder agreement which could help facilitate the managing of wider impacts in an effective and coordinated manner.”
- 3) To note the update in the business bulletin with respect to “Traffic Orders – Licensing Committee”.
- 4) To recognise that the application of the agreed change in committee remit could result in practical anomalies whereby the Transport & Environment Committee agrees to initiate an order process because of an agreed policy aim, but then has no role to review or pass judgment on the success of that process in delivering that policy outcome.
- 5) To believe that, given the number of high-profile order processes ongoing, it was not appropriate to leave the initiation of a review until June 2024.
- 6) Therefore to ask officers to review this issue within an earlier timescale, and to request that they bring forward options within three cycles that would continue to respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allow the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.

(Reference – Business Bulletin 16 November 2023, submitted.)

6. Response to the Edinburgh Tram Inquiry

The report detailed the Council's response to the Edinburgh Tram Inquiry and outlined the actions taken or proposed to be taken in regard to the Inquiry's recommendations. The report also included information on the financial cost of the initial tram project. Assurance was provided on how the Council approached breaches of the Employee Code of Conduct or instances of misleading behaviour by Arm's Length External Organisations and contractors. An update was also provided on any possible legal action connected to the initial Tram Project.

Decision

- 1) To note the actions outlined in Appendix one to the Chief Executive's report in regard to the recommendations made by Lord Hardie in the Inquiry Report.
- 2) To refer the report to the Council of 14 December 2023.
- 3) To request appendices be added to the Council report on the recommendations of the Hardie Inquiry which had been addressed in the Trams to Newhaven project, and on the arrangements agreed by the Governance, Risk and Best Value Committee regarding monitoring the delivery of major projects.
- 4) To include in the Trams to Newhaven Lessons learned report an assessment of utilities works and why the chosen approach was taken.

(References – Edinburgh Tram Inquiry Report, report by the Chief Executive, submitted.)

7. Implementing the New Parking Prohibitions

An update was provided on the introduction of new parking prohibitions which will come into force on 11 December 2023.

Motion

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
- 4) To thank officers for the report, the actions within which would help create a more equal Edinburgh.

- 5) To welcome the complete ban on pavement parking with no exemptions other than those mandated by the Scottish Government and agree with the implementation plan in the report.
- 6) To welcome the ban on parking at dropped kerbs, and double parking.
- 7) To agree that Ward Councillors would be quickly notified of any impacts on residents who hold Blue Badges.
- 8) To agree that once 10 weeks of data was available, the following would be reported to TEC via a Business Bulletin.
 - 8.1) Weekly enforcement requests by Ward.
 - 8.2) Weekly fines issued by Ward.
- 9) To hope that the minority of drivers who currently park on the pavement will quickly adjust to the ban, but agree that the Business Bulletin update would also include a note on the feasibility of using all of any additional income for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter)
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
- 4) To welcome the provision of these new powers by the Scottish Government which have been eagerly anticipated by councillors of all parties and look forward to our streets being safer and more accessible environments for people pushing buggies and prams or using wheelchairs, and for pedestrians more generally.
- 5) To note that there is little detail regarding preparation towards use of enforcement powers which will affect every resident of this city.
- 6) To note that the general outline of these new powers has been apparent since at least the passage of the Transport (Scotland) Act in 2019 and note that it is likely that some streets will require TRO or other intervention to assist with orderly management of the changes that will be required but that these processes (which are lengthy) have not yet commenced.
- 7) To therefore request a briefing note to all councillors detailing:
 - Where TROs and other interventions are planned

- What the timeline for TROs and other interventions is
 - Appendix D of the footway parking assessment project outcome report which details the streets categorised as 'red'.
- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023
 - 2) To note the outcome of the footway parking assessment project.
 - 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
 - 4) To request that the list of 'red' category streets, broken down by ward, be provided to elected members by way of a members' briefing.
 - 5) To request a business bulletin update at the April 2024 committee, detailing the number of fines issued over the course of the first quarter of enforcement, broken down by street.
 - 6) To note paragraphs 4.13 and 5.3 of the report relating to exemption orders and agree that officers must take into account the unanimous policy position agreed by Council on 22 August 2022 that the only exceptions would be those mandated by the Scottish Government.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note the regulations of new parking prohibitions will come into force on 11 December 2023, with enforcement commencing in Edinburgh in January 2024.
- 2) To note the outcome of the footway parking assessment project
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
- 4) To regret that there will be a delay between regulations coming into force and enforcement in all streets of Edinburgh.
- 5) To note that in order to change driver behaviour, a collaborative communications approach would come from the Council and Transport Scotland, with the Council leading on issues pertinent to Edinburgh – for example, pavement parking on tram routes or vehicles blocking crossings in the 'Old Town'

- 6) To request that Council communication on the new parking prohibitions would start as soon as possible, before the 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs.
- 7) To further request that the Council will, when carrying out next steps [5.1 – 5.3] continue to work with disabled people's organisations, RNIB, Living Streets and other groups who are adversely affected by inconsiderate parking
 - moved by Councillor O'Neill, seconded by Councillor Booth

In accordance with Standing Order 22.13, Amendments 1 and 2 were adjusted and accepted as addenda to the motion. Amendment 3 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the regulations of new parking prohibitions would come into force on 11 December 2023, with enforcement commencing in Edinburgh in January 2024.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions
- 4) To thank officers for the report, the actions within which would help create a more equal Edinburgh.
- 5) To welcome the complete ban on pavement parking with no exemptions other than those mandated by the Scottish Government and agree with the implementation plan in the report.
- 6) To welcome the ban on parking at dropped kerbs, and double parking.
- 7) To agree that Ward Councillors would be quickly notified of any impacts on residents who hold Blue Badges.
- 8) To agree that once 10 weeks of data are available, the following would be reported to the Transport and Environment Committee via a Business Bulletin:
 - 8.1) Weekly enforcement requests by Ward.
 - 8.2) Weekly fines issued by Ward.
- 9) To hope that the minority of drivers who currently parked on the pavement would quickly adjust to the ban, but to agree that the Business Bulletin update would also include a note on the feasibility of using all of any additional income

- for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter).
- 10) To welcome the provision of these new powers by the Scottish Government which had been eagerly anticipated by councillors of all parties and looked forward to our streets being safer and more accessible environments for people pushing buggies and prams or using wheelchairs, and for pedestrians more generally.
 - 11) To note that there was little detail regarding preparation towards use of enforcement powers which would affect every resident of this city.
 - 12) To note that the general outline of these new powers had been apparent since at least the passage of the Transport (Scotland) Act in 2019 and to note that it was likely that some streets would require TRO or other intervention to assist with orderly management of the changes that would be required, but that these processes (which were lengthy) had not yet commenced.
 - 13) To therefore request a briefing note to all councillors when data was available (expected by May 2024) detailing:
 - Where TROs and other interventions were planned
 - The timeline for TROs and other interventions
 - Appendix D of the footway parking assessment project outcome report which detailed the streets categorised as 'red'.
 - 14) To request that the list of 'red' category streets, broken down by ward, be provided to elected members by way of a members' briefing.
 - 15) To note paragraphs 4.13 and 5.3 of the report relating to exemption orders and agree that officers must take into account the unanimous policy position agreed by Council on 22 August 2022 that the only exceptions would be those mandated by the Scottish Government.
 - 16) To regret that there would be a delay between regulations coming into force and enforcement in all streets of Edinburgh.
 - 17) To note that in order to change driver behaviour, a collaborative communications approach would come from the Council and Transport Scotland, with the Council leading on issues pertinent to Edinburgh – for example, pavement parking on tram routes or vehicles blocking crossings in the 'Old Town'.
 - 18) To request that Council communication on the new parking prohibitions would start as soon as possible, before 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs.

- 19) To further request that the Council would, when carrying out next steps [paragraphs 5.1 – 5.3 to the report] continue to work with disabled people's organisations, RNIB, Living Streets and other groups who were adversely affected by inconsiderate parking.

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

8. Supported Bus Services

An update was provided to Committee on the procurement of the Council's supported bus services network.

Motion

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
 - 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System
 - 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the intention to set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note the concerns of the Ratho Bus Working Group regarding the routes detailed at paragraph 4.4 and illustrated in Appendix 1 of the report by the Executive Director of Place and highlight the need for further refinement of proposals as outlined at paragraph 5.1 but to acknowledge that given the circumstances of the existing bus provision to Ratho, there can be no delay in proceeding with the DPS.
- 5) To note while welcoming that at paragraph 5.1 it is noted that officers will continue to refine proposals, note more generally that no information has been

provided on how any of these routes proposed for tender have been devised and agree that this will be included in the Business Bulletin update to the February Transport and Environment Committee.

- 6) To note with concern what appears to be a proposed cut of the supported service (the current 13 route) to Lochend, without mention of an intention to carry out consultation with the local community or ward councillors, or as yet an equalities impact assessment, and without setting this out as a clear intention in the text of the report and is only possible to discern from the maps in Appendix 1.
- 7) To note that Lochend is an area of high SIMD which is identified in the City Mobility Plan (p20) as having a 'high concentration of people (jobs per hectare or residents per hectare) with low levels of access to public transport' including parts with a 'high concentration of people with low levels of access to public transport and with no access to a car' and as such the withdrawal of an existing bus service is unacceptable.

- moved by Councillor Aston, moved by Councillor Dobbin

Amendment 2

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes, except the 13 which will be adjusted to include Princes Street, North Bridge, South Bridge, and Nicolson Street instead of Lothian Road and Lauriston Place, which will then be tendered under the Dynamic Purchasing System.
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note officers will continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.
- 5) To note the May 2023 Transport and Environment Committee acknowledged the enormous efforts made by the Ratho Bus Work Group (RBWG) towards finding a sustainable public transport service for the village.
- 6) To note RBWG's written deputation expressed how let down they feel by the process but, nonetheless, continue to support the report to commence DPS and promote an option for a Ratho direct service via the A71.
- 7) To therefore agree:

- 7.1 Review and refinements would prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services.
- 7.2 Phasing for tendering under the DPS would start with new routes such as a Ratho A71 service.
- 7.3 A further option be developed for tendering under DPS for a direct service between Ratho and the city centre via A71.

- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment 3

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System.
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To agree to the proposed routes, except for the 13 (as proposed in paragraph 4.4.3) and instead agree that the existing 13 route would form part of the tender package.
- 5) To note committee, agree that officers would, as part of the budget setting process, provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.
- 6) To agree that, once tenders are appointed and bus services are operational, officers would return to an appropriate committee in 2024 with a 'lessons learned' report, which sets out an improved process for agreeing supported bus routes in future.

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

In accordance with standing order 22.13, Amendments 1 and 3 were accepted as addenda to the motion. Amendment 2 was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the intention to set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System.
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note the concerns of the Ratho Bus Working Group regarding the routes detailed at paragraph 4.4 and illustrated in Appendix 1 to and highlight the need for further refinement of proposals as outlined at paragraph 5.1, but to acknowledge that given the circumstances of the existing bus provision to Ratho, there could be no delay in proceeding with the DPS.
- 5) To note while welcoming that at paragraph 5.1 it is noted that officers would continue to refine proposals, to note more generally that no information had been provided on how any of these routes proposed for tender had been devised and to agree that this would be included in the Business Bulletin update to the February Transport and Environment Committee.
- 6) To note with concern what appeared to be a proposed cut of the supported service (the current 13 route) to Lochend, without mention of an intention to carry out consultation with the local community or ward councillors, or as yet an equalities impact assessment, and without setting this out as a clear intention in the text of the report, and was only possible to discern from the maps in Appendix 1.
- 7) To note that Lochend was an area of high SIMD which was identified in the City Mobility Plan (p20) as having a 'high concentration of people (jobs per hectare or residents per hectare) with low levels of access to public transport' including parts with a 'high concentration of people with low levels of access to public transport and with no access to a car' and as such the withdrawal of an existing bus service was unacceptable.
- 8) To note officers would continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.
- 9) To note the May 2023 Transport and Environment Committee acknowledged the enormous efforts made by the Ratho Bus Work Group (RBWG) towards finding a sustainable public transport service for the village.
- 10) To note the Ratho Bus Working Group written deputation expressed how let down they felt by the process but, nonetheless, to continue to support the report to commence DPS and promote an option for a Ratho direct service via the A71.

- 11) To therefore agree:
 - 11.1 Review and refinements would prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services.
 - 11.2 Phasing for tendering under the DPS would start with new routes such as a Ratho A71 service.
- 12) To agree to the proposed routes, except for the 13 (as proposed in paragraph 4.4.3) and instead agree that the existing 13 route would form part of the tender package.
- 13) To agree that officers would, as part of the budget setting process, provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.
- 14) To agree that, once tenders were appointed and bus services were operational, officers would return to an appropriate committee in 2024 with a 'lessons learned' report, which set out an improved process for agreeing supported bus routes in future.

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

9. Travelling Safely Schemes

A proposed way forward was provided for the Comiston Road, Silverknowes Road North and Silverknowes Road South schemes and along with an update on work completed to date in relation to the Braid Road and Greenbank to Meadows Quiet Connection schemes.

Motion

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes.
- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
- 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes
- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
- 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- 5) To note that the current Greenbank to Meadows Quiet Connection and Braid Road schemes are enormously valued by the school pupils and parents who use them, all through the year and in all weathers, and called for this to be appropriately reflected in the further report to come in early 2024.

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes and to agree that councillors for ward 1 will be fully engaged as specific designs are developed.
- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
- 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- 5) To note the section of the report "Path between Silverknowes Road South and Cramond Road South"; to note that it is now 13 years since Tesco was last contacted about the creation of an improved active travel path between the rear

of its store and Silverknowes; and agreed that officers will make a fresh approach to Tesco on this point, with committee updated on the outcome of this work through a future Business Bulletin.

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

Amendment 3

- 1) In order to meet our goal of cutting car kilometres by 30% by 2030, to protect and maintain the sustainable transport hierarchy, discourage inconsiderate parking, and to encourage safe active travel to more people, Silverknowes Road North will remain closed to general traffic and remain open to cyclists and buses.
- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To notes the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
- 4) To note in respect of point 3, a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.

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

In accordance with Standing Order 22.13, Amendment 2 was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	6 votes
For Amendment 1	–	3 votes
For Amendment 3	–	2 votes

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

For Amendment 1 – Councillors Aston, Dobbin and Fullerton.

For Amendment 3 – Councillors Booth and O'Neill.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement

of new Experimental Traffic Regulation Orders (ETROs) for these schemes and to agree that councillors for ward 1 would be fully engaged as specific designs, including cycle safety at the roundabout mentioned in paragraph 9.2.2 to the report, are developed.

- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and to approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received.
- 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- 5) To note the section of the report “Path between Silverknowes Road South and Cramond Road South”; to note that it was now 13 years since Tesco was last contacted about the creation of an improved active travel path between the rear of its store and Silverknowes; and to agree that officers would make a fresh approach to Tesco on this point, with committee updated on the outcome of this work through a future Business Bulletin.

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

10. Public Toilets

The report addressed the actions agreed by Committee in response to a petition considered in August 2023 titled “Gorgie Needs a Public Toilet”.

Motion

- 1) To note the update on the actions agreed by Committee in August 2023 in response to the petition “Gorgie needs a public toilet”.
- 2) To note that future updates will be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets.
- 3) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update on the actions agreed by Committee in August 2023 in response to the petition “Gorgie needs a public toilet”.

- 2) To note that future updates will be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets
- 3) To request:
 - 3.1) that officers progress a proposal for a new public toilet, including Changing Places facilities, in Gorgie and communicate this to Committee members and Ward 7 Councillors within 4 months.
 - 3.2) that officers include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.
- 4) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public.
 - moved by Councillor O'Neill, seconded by Councillor Booth

In accordance with Standing Order 22.13, the amendment was adjusted and 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 agreed by Committee in August 2023 in response to the petition "Gorgie needs a public toilet".
- 2) To note that future updates would be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets.
- 3) To request:
 - 3.1) that officers progress a proposal for a new public toilet, including Changing Places facilities, in town centres and communicate this to Committee members within no later than 12 months.
 - 3.2) that officers include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.
- 4) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public.

(References – Transport and Environment Committee of 17 August 2023 (item 7); report by the Executive Director of Place, submitted.)

11. Parking Permits for Places of Worship

A response was provided to a motion by Councillor McKenzie which was approved by the Council on 28 September 2023 in respect of Retail, Trades and Business Parking Permits – Places of Worship.

Decision

- 1) To note the current permit criteria meant it would not be possible to include places of worship within the existing Retail, Business or Trades parking permit schemes.
- 2) To note monitoring of the new Controlled Parking Zone (CPZ) areas would continue, and any issues identified would be fully considered. This would include any issues identified in respect of places of worship.
- 3) To note if issues were identified, officers would consider all potential options.
- 4) To agree the ongoing monitoring set out at paragraph 5.2 of the report by the Executive Director of Place should reflect the fact that some places of worship served large areas and their main day of worship and/or fellowship was not a Sunday, and therefore had different parking pressures to those which typically met on a Sunday. As part of this the demand for Class 10 parking permits would be evaluated, and the Edinburgh Interfaith Association consulted on any conclusions drawn.

(References – Act of Council No 20 of 28 September 2023; report by the Executive Director of Place, submitted.)

12. Bus Lane Penalty Charge Levels

Approval was sought to ask the Scottish Government to grant authority to the Council to increase the Penalty Charge Notice (PCN) fees for bus lane infringements to £100.00, reduced to £50.00 if paid within the first 14 days. The bus lane charge levels had not increased in over 10 years, however Transport Scotland recently indicated they would be open to considering requests from Councils who wished to vary the charge.

Motion

To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.

- 2) To note the council currently has to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; believes that the power to set these charges should rest solely with local authorities, and therefore agree that the Convener will write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that these powers are devolved to Scottish local authorities
 - 3) To note CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle are very likely to pick up bus lane infractions, are not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore agree that the Convener will write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that CCTV on buses is added to the list of approved devices to facilitate enforcement.
- moved by Councillor O'Neill, seconded by Councillor Booth

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.
- 2) To note the council currently had to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; to believe that the power to set these charges should rest solely with local authorities, and therefore to agree that the Convener would write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that these powers be devolved to Scottish local authorities.
- 3) To note CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle were very likely to pick up bus lane infractions, were not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore to agree that the Convener would write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that CCTV on buses be added to the list of approved devices to facilitate enforcement.

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

13. Public Utility Company Performance and Road Work Co-ordination April 2022 to March 2023

The report summarised the performance of Public Utilities (PUs) on the road network during 2022/23 and reviewed the major issues and actions taken to address road work co-ordination issues.

Edinburgh currently had 1,511km of carriageways, 2,120km of footways and 308km of segregated cycle routes. On average, Edinburgh received approximately 14,000 notifications to work at specific locations from Public Utilities in a normal year.

Motion

To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To request that the “report it” section on the Council website be updated with a dedicated section on utility company works, so that residents could raise issues directly with the relevant Council team.

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

Amendment 2

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To note the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as was operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change happened at that time, and to agree that the Convenor would write to the relevant Scottish Ministers, and would raise through the relevant channels at COSLA, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities.

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

In accordance with Standing Order 22.13, Amendments 1 and 2 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To request that the “report it” section on the Council website be updated with a dedicated section on utility company works, so that residents could raise issues directly with the relevant Council team.
- 3) To note the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as is operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change happened at that time, and agree that the Convenor will write to the relevant Scottish Ministers, and will raise through the relevant channels at Cosla, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities

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

14. Granton Waterfront – Investigation of Parking Controls - Update

This report provided an update on progress of the design of parking controls in the Granton Waterfront Area and the results of the initial consultation that was carried out over summer 2023. Approval was sought to commence the necessary legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ).

Motion

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.
- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To agree that, given a majority of consultation respondents disagreed with the proposed parking strategy, it would not be appropriate to proceed at this stage with the legal process to introduce a controlled parking zone.
- 5) To recognise that the proposed removal of parking spaces through new waiting restrictions will likely have a significant impact on established residential areas and local businesses, and that additional work is required to consider and respond to the concerns raised.
- 6) To therefore agree that officers should engage with ward councillors, community councils, residents' groups from within the Granton Waterfront area, and other relevant stakeholders, to understand what adjustments could be made, and what specific public transport and active travel improvements are considered necessary before controlled parking is introduced.
- 7) To agree that the outcome of this engagement be reported back to committee at the earliest opportunity.
- 8) To understand that new planning design guidance is presently being considered and request officers have a conversation with planners about the inclusion of safe, secure and accessible cycle storage in "car light" zones, and report back to committee via a future business bulletin.
 - moved by Councillor Dijkstra-Downie, seconded by Councillor Beal

Amendment 2

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.

- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.
 - 6) To request:
 - 6.1) That since only 48 consultation responses were received, information on how to improve community engagement in this area is welcome in future updates to Committee.
 - 6.2) When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability.
 - 6.3) Information on how we can move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in Granton and surrounding areas which will help the Council towards the city's net zero goals.
- moved by Councillor O'Neill, seconded by Councillor Booth

In accordance with Standing Order 22.13, Amendment 2 was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	7 votes
For amendment 2	–	4 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, Fullerton and O'Neill.

For Amendment 2 – Councillors Beal, Cowdy, Dijkstra-Downie, and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.

- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.
- 6) To request:
 - 6.1) That since only 48 consultation responses were received, information on how to improve community engagement in this area was welcome in future updates to Committee.
 - 6.2) When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability.
 - 6.3) Information on how we could move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in new developments and surrounding areas which would help the Council towards the city's net zero goals.

Declaration of interest

Councillor Lang declared a declaration non-financial interest as a resident of the affected area, left the room and took no part in the decision.

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

15. Communal Bin Review Update

An update was provided on the delivery and monitoring of the Communal Bin Review project and the implementation of increased collection schedules. The update included the timelines for implementation and sought approval to revise the timescale of the project to allow the roll-out to continue in the areas of Phases 4 and 5.

An update was also provided on the outcome of the review of bin hub locations for Phases 3 and 4 in line with the new review framework approved by Committee in May 2023. Also addressed was the request by Committee to improve recycling services for residents on communal bin services within the World Heritage Site (WHS) (Phase 5 of the project). The update also responded to the motions/amendments agreed by Committee in May 2023.

Motion

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).
- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).

- 4) To note the bin hub locations of Phase 3 and Phase 4 have been reviewed in line with the Review Framework agreed in May 2023 and the outcomes are outlined in Appendices 3 and 4 of the report.
- 5) To approve the next stage of the phase 5 within World Heritage Site (WHS) as per Appendix 5 of the report.
- 6) To note that side-loading bins will be removed from the WHS area and replaced with Euro bins due to operational reasons.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).
- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3, and agree to launch an engagement exercise, akin to Phase 4, in the New Year to understand residents' and businesses' feelings and experiences towards the existing, soon-to-be-installed, and reviewed hubs whilst remaining open to a further review of locations.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).
- 4) To note that some bin hub locations of Phase 3 and Phase 4 have been reviewed in line with the Review Framework agreed in May 2023 and the outcomes were outlined in Appendices 3 and 4, though accepts the concerns expressed by residents in relation to not receiving letters regarding Hub Z6-90 and therefore agree to send letters to engage with impacted residents.
- 5) To approve the next stages of Phase 5 within the World Heritage Site for Phase 5a moving to communal bin hubs, and for Phase 5b to gull proof sacks with all kerbside wheeled provision retained.
- 6) To agree that Phase 5c shall retain gull proof sacks in streets noted in Appendix 5 in addition to consulting with the residents and businesses of each area noted (Broughton, Dean, Learmonth, St Stephen, The Atholls, and West End) before any TRO is launched, and agree continued engagement with Ward councillors, Group spokespeople, and Community Councils during the development of proposals.
- 7) To accept a further review of the Review Framework is necessary to allow reconsideration, on an exceptional case-by-case basis for permitting:
 - 7.1) a use of the crossing the road parameter in conjunction with the walking distance parameter

- 7.2) there can be exceptional circumstances for siting a hub across a road, away from homes without a footway.”
- 8) To note that side-loading bins will be removed from the WHS area and replaced with Euro bins due to operational reasons.
- 9) To note that the Waste team has confirmed “out of the 22 Bin Hub locations within the S5 zone (Shandon), only 2 match the road markings set out in the relevant TROs. The bins were installed this summer due to local pressure to deliver the project, however no bull bars were installed. The team are currently working on a new TRO to amend this, and it is likely to materialise after advertisement in early 2024.”
- 10) To agree that officers report back to Committee within one cycle setting out a short-term plan to deal with the mismatched bin hubs and road markings to include:
- 1) How to return car parking spaces lost from unnecessary Double Yellow Lines,
 - 2) More detailed timescales for the new TRO process and Bin hub implementation
 - 3) A communications campaign to keep residents informed of developments with the plan
- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted) – 7 votes
For the amendment – 4 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, Fullerton and O’Neill.

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).

- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).
- 4) To note the bin hub locations of Phase 3 and Phase 4 had been reviewed in line with the Review Framework agreed in May 2023 and the outcomes were outlined in Appendices 3 and 4 of the report.
- 5) To approve the next stage of the phase 5 within World Heritage Site (WHS) as per Appendix 5 of the report.
- 6) To note that side-loading bins would be removed from the WHS area and replaced with Euro bins due to operational reasons.
- 7) To note that the Waste team had confirmed “out of the 22 Bin Hub locations within the S5 zone (Shandon), only 2 match the road markings set out in the relevant TROs. The bins were installed this summer due to local pressure to deliver the project, however no bull bars were installed. The team are currently working on a new TRO to amend this, and it is likely to materialise after advertisement in early 2024.”
- 8) To agree that officers report back to Committee within two cycles setting out a short-term plan to deal with the mismatched bin hubs and road markings to include:
 - 8.1) How to return car parking spaces lost from unnecessary Double Yellow Lines
 - 8.2) More detailed timescales for the new TRO process and Bin hub implementation
 - 8.3) A communications campaign to keep residents informed of developments with the plan.

(References – Transport and Environment Committee of 18 May 2023 (item 8); report by the Executive Director of Place, submitted.)

16. Cleansing Performance Report

The report provided the regular six-monthly update on street cleanliness across the city and an update on progress in respect of the actions agreed by Committee on 6 October 2022.

The report also responded to the motion approved by Committee in June 2023 in relation to the use of the booking system at Household Waste Recycling Centres (HWRCs).

Motion

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.
- 2) To agree to continue with the use of the booking system at household waste recycling centres and the potential for the data to help support the development of Household Waste Recycling Centres going forward.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.
- 2) To agree to discontinue the use of the booking system at household waste recycling centres.
- 3) To note paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to “investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year”; recognising that the COVID-19 pandemic understandably meant this work did not happen as planned; request that this detailed analysis is undertaken with a report back to committee in the next Cleaning Performance Report.

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

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	7 votes
For the amendment	–	4 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, Fullerton and O’Neill.

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.
- 2) To agree to continue with the use of the booking system at household waste recycling centres and the potential for the data to help support the development of Household Waste Recycling Centres going forward.
- 3) To note paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to “investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year”; recognising that the COVID-19 pandemic understandably meant this work did not happen as planned; to request that this detailed analysis be undertaken with a report back to committee in the next Cleaning Performance Report.

(References – Transport and Environment Committee of 27 February 2020 (item 15); report by the Executive Director of Place, submitted.)

17. Motion by Councillor Davidson – Corstorphine Connections

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

“Committee:

- 1) Unequivocally condemns those who have caused damage to elements of the Corstorphine Connections Project and believes all efforts should be made to bring those responsible to justice.
- 2) recognises that such actions have been a result of a small minority of irresponsible individuals who do not represent the clear majority who have sought to engage in the project processes through formal and democratic means.
- 3) believes many aspects of the project, such as wider footways and improved crossings, have worked well but that there remain many genuine and serious concerns around the new bus gate on Manse Road which has elicited strong local opposition ever since the original consultation.
- 4) notes recent data which has shown that, in the first two months of operation, the bus gate resulted in over £100,000 in fines, suggesting significant confusion amongst the local community regarding the times of operation of the bus gate.
- 5) notes that the ETRO process exists in order to provide a flexible process which allows for changes to be made in response to feedback and experience, and therefore agrees that the Manse Road bus gate should be removed from the project.”

Motion

To approve the motion by Councillor Davidson.

- moved by Councillor Davidson, seconded by Councillor Lang

Amendment

To take no action.

- moved by Councillor Arthur, seconded by Councillor Aston

Voting

The voting was as follows:

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

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

For the amendment – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, Fullerton and O’Neill.)

Decision

To take no action.

18. Motion by Councillor Heap – Westfield Street Parking

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

“A: Background

Committee notes:

- 1) The roll-out of the Controlled Parking Zone (CPZ) in Gorgie
- 2) That Westfield Street is an unadopted street in Gorgie just outside the zone.
- 3) Residents of Westfield Street have had large numbers of parked vehicles in their street since the roll-out of the CPZ, causing significant difficulties for residents.
- 4) Residents cannot obtain a Parking Permit as the street is not contained in a CPZ
- 5) That the Council has stated to some residents that Westfield Street is an area without parking restrictions, thus increasing parking pressure on the street
- 6) That residents living between 314 and 374 on the north side of Gorgie Road previously relied on Westfield Street for parking and are also excluded from permits at this time

- 7) The possibility that these problems may undermine support for the Strategic Parking Review which is necessary to address parking congestion and promote active and public travel

B: Residents' requests

Committee notes:

- 1) That the parking congestion on Westfield Street, and also Westfield Road and Alexander Drive has been exacerbated since the introduction of the CPZ, and many affected residents support the immediate extension of the CPZ into those streets
- 2) At the residents meeting on Thursday 2 November 2023 at the BMC club, Gorgie, made the following requests:
 - a) Signage highlighting the private nature of the street to be erected
 - b) Affected residents should be allowed to apply for a Parking Permit to park in the existing Gorgie CPZ
 - c) The Council should stop stating that Westfield Street is a free parking area
 - d) Council should adopt the street and extend the CPZ to it
 - e) Council should expedite the extension of the CPZ to include Westfield Road and Alexander Drive

C: Support for the motion

Committee notes:

- 1) That this motion is supported by Ward 7 Councillors
- 2) That this motion has been written in consultation with the residents

D: Actions

Committee reaffirms:

- 1) Its support for the aims of the Strategic Parking Review but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4."

Committee requests:

- 1) A business bulletin item for the December Committee meeting and a report for the January meeting of the Committee with recommendations on how best to:
 - a) Address the concerns highlighted in Background, points 3-6

- b) Respond to the requests highlighted in Residents' Requests point 2, a-e

Motion

To approve the motion by Councillor Heap.

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

Amendment 1

- 1) Under "Council reaffirms...", insert at end; "but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4."
- 2) Under "Council requests...", delete "a business bulletin for the December Committee meeting", and insert; "that ward members are given a written briefing update in December".

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

Amendment 2

After 'committee requests', replace 'a business bulletin item for the December Committee meeting and a report for the January meeting of the Committee with', with 'the Strategic Review of Parking report in January to include'.

- moved by Councillor Arthur, seconded by Councillor Faccenda

In accordance with Standing Order 22.13 Amendments 1 and 2 were adjusted and accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Heap:

"A: Background

Committee notes:

- 1) The roll-out of the Controlled Parking Zone (CPZ) in Gorgie.
- 2) That Westfield Street was an unadopted street in Gorgie just outside the zone.
- 3) Residents of Westfield Street had large numbers of parked vehicles in their street since the roll-out of the CPZ, causing significant difficulties for residents.
- 4) Residents could not obtain a Parking Permit as the street was not contained in a CPZ.
- 5) That the Council had stated to some residents that Westfield Street was an area without parking restrictions, thus increasing parking pressure on the street.

- 6) That residents living between 314 and 374 on the north side of Gorgie Road previously relied on Westfield Street for parking and were also excluded from permits at this time.
- 7) The possibility that these problems may undermine support for the Strategic Parking Review which was necessary to address parking congestion and promote active and public travel.

B: Residents' requests

Committee notes:

- 1) That the parking congestion on Westfield Street, and also Westfield Road and Alexander Drive had been exacerbated since the introduction of the CPZ, and many affected residents supported the immediate extension of the CPZ into those streets.
- 2) At the residents meeting on Thursday 2 November 2023 at the BMC club, Gorgie, made the following requests:
 - a) Signage highlighting the private nature of the street to be erected
 - b) Affected residents should be allowed to apply for a Parking Permit to park in the existing Gorgie CPZ
 - c) The Council should stop stating that Westfield Street was a free parking area
 - d) Council should adopt the street and extend the CPZ to it
 - e) Council should expedite the extension of the CPZ to include Westfield Road and Alexander Drive.

C: Support for the motion

Committee notes:

- 1) That this motion was supported by Ward 7 Councillors
- 2) That this motion had been written in consultation with the residents

D: Actions

Committee reaffirms:

- 1) Its support for the aims of the Strategic Parking Review but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4.

Committee requests:

1. The Strategic Review of Parking report in January to include recommendations on how best to:
 - a) Address the concerns highlighted in Background, points 3-6
 - b) Respond to the requests highlighted in Residents' Requests point 2, a-e"

19. Motion by Councillor Aston – Skip Permits

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

“Committee:

- 1) Notes that there is no requirement for a skip to be located close to a building site when an application for a skip permit is considered and that lack of proximity to a building site, house clearance, or other location as might reasonably need a skip is not currently a criterion which can be taken into account in determining such applications.
- 2) Understands that this can mean there is scope for abuse of the system as it stands, with building waste being stored in skips for long periods on public roads in residential areas, effectively using the public carriageway as an informal builder's yard, and this can have antisocial impacts on local residents.
- 3) Requests a short report to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip can be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish Government or UK Government, as applicable, to request that the relevant legislation is amended”.

In accordance with Standing Order 22.6 the motion was verbally adjusted by Councillor Aston.

Decision

To approve the following adjusted motion by Councillor Aston:

“Committee:

- 1) Notes that there was no requirement for a skip to be located close to a building site when an application for a skip permit was considered and that lack of proximity to a building site, house clearance, or other location as might reasonably need a skip was not currently a criterion which could be taken into account in determining such applications.

- 2) Understands that this could mean there was scope for abuse of the system as it stood, with building waste being stored in skips for long periods on public roads in residential areas, effectively using the public carriageway as an informal builder's yard, and this could have antisocial impacts on local residents.
- 3) Requests a business bulletin update to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip could be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish Government or UK Government, as applicable, to request that the relevant legislation is amended."

20. Motion by Councillor Cowdy – Dog Fouling

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

“Council recognises:

1. That all parties produced manifestos for the last Council election with an emphasis on improving street cleanliness, better enforcement, and upkeep of the public realm across the city. Dog fouling has long been an issue blighting the city with unacceptable, offensive, and unhygienic mess in the Public Realm including on pavements, parks, playparks, and sports grounds.

Notes:

2. Edinburgh Dog and Cat Home suggests approximately 24% of the population own dogs with the number living in Edinburgh estimated at around 13,000 dogs and, whilst the vast majority of owners act responsibly, there remain a significant number who leave their dog's foul on the ground or who do not properly dispose of their waste bags. Over the last 3 years there have been, on average, 1,288 Street Cleansing Dog Fouling requests each year. Over the last 6 years there have been, on average, 347 Street Enforcement Dog Fouling complaints each year.

Further Notes:

3. The Dog Fouling (Scotland) Act 2003 (the “2003 Act”) makes it an offence for a person in charge of a dog not to clear away the excrement. The Act also enables local authorities to issue fixed penalty notices of £80 to offenders. In 2021, only four fixed penalty fines were issued by CEC reflecting the difficulties prosecuting under the current regime even though it only requires the evidence of one witness to justify a fine for dog fouling.

Further recognises:

4. The number of dog fouling complaints raised by the public is low and mostly reflects apathy with lack of enforcement rather than concern about the problem.

Committee therefore:

5. Calls for a Report To be provided to Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that includes improving enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines.

Motion

To approve the motion by Councillor Cowdy.

- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment

Insert new paragraphs as follows. Retain existing paragraphs but renumber accordingly:

- "4. Notes previous reports to this committee on the issue, including on 19 March 2013, 18 March 2014, 2 June 2015, 1 November 2016, 17 January 2017, and notes previous campaigns run to try to tackle the problem, including "Don't blame the dog" campaign and "Dish the Dirt" campaign run in conjunction with the Evening News in 2013;
5. Notes that councils in England have powers to set 'Public Space Protection Orders' which would enable them to issue fines to any dog walkers found without poo bags, and further notes that Scottish councils do not have this power;"

Add at the end of original point 5 (renumbered point 7):

",and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject."

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

In accordance with Standing Order 22.13 the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Cowdy:

“Council recognises:

1. That all parties produced manifestos for the last Council election with an emphasis on improving street cleanliness, better enforcement, and upkeep of the public realm across the city. Dog fouling had long been an issue blighting the city with unacceptable, offensive, and unhygienic mess in the Public Realm including on pavements, parks, playparks, and sports grounds.

Notes:

2. Edinburgh Dog and Cat Home suggested approximately 24% of the population owned dogs with the number living in Edinburgh estimated at around 13,000 dogs and, whilst the vast majority of owners acted responsibly, there remained a significant number who left their dog's foul on the ground or who did not properly dispose of their waste bags. Over the last 3 years there had been, on average, 1,288 Street Cleansing Dog Fouling requests each year. Over the last 6 years there had been, on average, 347 Street Enforcement Dog Fouling complaints each year.

Further Notes:

3. The Dog Fouling (Scotland) Act 2003 (the "2003 Act") made it an offence for a person in charge of a dog not to clear away the excrement. The Act also enabled local authorities to issue fixed penalty notices of £80 to offenders. In 2021, only four fixed penalty fines were issued by CEC reflecting the difficulties prosecuting under the current regime even though it only required the evidence of one witness to justify a fine for dog fouling.
4. Previous reports to this committee on the issue, including on 19 March 2013, 18 March 2014, 2 June 2015, 1 November 2016, 17 January 2017, and notes previous campaigns run to try to tackle the problem, including "Don't blame the dog" campaign and "Dish the Dirt" campaign run in conjunction with the Evening News in 2013.
5. That councils in England had powers to set 'Public Space Protection Orders' which would enable them to issue fines to any dog walkers found without poo bags, and further notes that Scottish councils did not have this power.

Further recognises:

6. The number of dog fouling complaints raised by the public was low and mostly reflected apathy with lack of enforcement rather than concern about the problem.

Committee therefore:

7. Calls for a report to be provided to the Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that included improving enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject.

21. Motion by Councillor Munro – New Style Bus Trackers

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

“Committee notes that the new style bus trackers being installed are causing concern and confusion to residents who rely on buses to get to school, work and appointments because they appear to display only the timetable rather than using GPS tracking to display real time information and therefore request a briefing note to be provided as soon as possible giving the following information:

1. Why, given the new screens were supposed to provide multi real time passenger information, this is not happening?
2. Can the ‘due bus’ information be reinstated on the screen, rather than it disappearing? If this is possible, what would be the cost to undertake this, and how quickly could it be done?
3. Who made the decision to take the ‘due bus’ information off the trackers and the reasoning behind this.
4. Is data on an app based on real time GPS available to feed into the trackers (the report to F&R indicated this would be the case) – why do they appear to only show a question.
5. Are the bus stop screens able to show a date?”

Motion

To approve the motion by Councillor Munro.

- moved by Councillor Munro, seconded by Councillor Cowdy

Amendment 1

To add at end:

6. Committee:
 - 6.1) Understands that the content of the briefing note requested will need to be agreed with bus operators.
 - 6.2) Notes that the bus tracker app continues to provide unreliable information too frequently and that Lothian Buses are engaged in creating a replacement app which is intended to cope better with roadworks and changing traffic conditions to ensure that better real time information on bus arrivals is available for bus users.
 - 6.3) Requests therefore that the briefing note includes an update from Lothian Buses on the progress towards a new bus tracker app.

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

After point 5 insert:

6. Information on why there is no longer notice of wheelchair space(s) available on buses and how quickly this can be rectified, and if necessary, at what cost?
- moved by Councillor O’Neill, seconded by Councillor Booth

Amendment 3

After 'briefing note,' insert 'written in consultation with Lothian Buses.'

In accordance with Standing Order 22.13, Amendments 1, 2 and 3 were accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Munro:

"Committee noted that the new style bus trackers being installed were causing concern and confusion to residents who relied on buses to get to school, work and appointments because they appeared to display only the timetable rather than using GPS tracking to display real time information and therefore to request a briefing note, written in consultation with Lothian Buses, to be provided as soon as possible giving the following information:

1. Why, given the new screens were supposed to provide multi real time passenger information, this was not happening?
2. Could the 'due bus' information be reinstated on the screen, rather than it disappearing? If this was possible, what would be the cost to undertake this, and how quickly could it be done?
3. Who made the decision to take the 'due bus' information off the trackers and the reasoning behind this.
4. Was data on an app based on real time GPS available to feed into the trackers (the report to the Finance and Resources Committee indicated this would be the case) – why did they appear to only show a question?
5. Were the bus stop screens able to show a date?
6. Information on why there was no longer notice of wheelchair space(s) available on buses and how quickly this could be rectified, and if necessary, at what cost?
7. Committee:
 - 7.1) Understands that the content of the briefing note requested would need to be agreed with bus operators.
 - 7.2) Notes that the bus tracker app continued to provide unreliable information too frequently and that Lothian Buses were engaged in creating a replacement app which was intended to cope better with roadworks and changing traffic conditions to ensure that better real time information on bus arrivals is available for bus users.
 - 7.3) Requests therefore that the briefing note included an update from Lothian Buses on the progress towards a new bus tracker app.

