

Minutes

Transport and Environment Committee

10.00am, Thursday 10 October 2024

Present

Councillors Jenkinson (Convener), Aston, Booth, Caldwell (substituting for Councillor Lang for item 8.1 only), Dalgleish (substituting for Councillor Faccenda item 9 only), Dijkstra-Downie, Glasgow, Hyslop, Lang (except items 9 and 10), Mowatt (substituting for Councillor Whyte items 13 and 14 only), Munro, O'Neill, and Watt, (substituting for Councillor Faccenda except item 9), Whyte (except items 13 and 14)

1. Petitions Report – Roll-out of communal waste bins – FP Estate

(a) Petitioners

The petitioners raised concerns on the impact the roll out of communal waste bins would have on the tidy, well-kept estate. They noted the layout of the estate is not adequate for the roll out of communal waste bins as there are no pavements. They further noted if bins were placed on the narrow road, there would be a loss of parking spaces, and the local library would no longer be able continue provided a service. There would be inconvenience to the residents and tension could begin amongst neighbours. The petitioners asked officers and councillors to visit the estate for a walk around to understand their concerns.

(b) Petition for consideration: Roll-out, communal waste bins. FP Estate

The committee was asked to consider a petition calling on the Council to attend an estate walk about to witness how the roll out of communal bins would have a negative effect on the estate. The petition expressed opposition to communal bins mentioning loss of parking, traffic congestion, accessibility issues, and hygiene concerns. The petitioners requested a walk-about with council officials to address these issues.

Motion

To note the terms of the petition 'Roll-out, communal waste bins. FP Estate' as set out in Appendix one of the report by the Executive Director of Corporate Services.

- Moved by Councillor Jenkinson, seconded by Councillor Watt

Amendment

- 1) To note the terms of the petition 'Roll-out, communal waste bins. FP Estate' as set out in Appendix one of the report by the Executive Director of Corporate Services.
 - 2) To agree to halt roll-out of communal bins in the Forrester Park estate, acknowledging the specific and unusual layout of the area.
- moved by Councillor Hyslop, seconded by Councillor Aston

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

Decision

- 1) To note the terms of the petition 'Roll-out, communal waste bins. FP Estate' as set out in Appendix one of the report by the Executive Director of Corporate Services.
- 2) To agree to halt roll-out of communal bins in the Forrester Park estate, acknowledging the specific and unusual layout of the area.
- 3) To note officer would write out to the residents of Forrester Park Estate to advise the roll out of communal waste bins on the estate had been withdrawn.

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

2. Minutes

Decision

- 1) To approve the minute of the Transport and Environment Committee of 12 September 2024 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme for October was presented.

Decision

- 1) Report - Options for minimizing private vehicles traveling into Edinburgh daily – To delay the report until the Scottish Government have published their report detailing reduction of car kilometres. In the interim, a business bulletin update would be provided at the November Committee.
- 2) Officers would investigate the possibility of including the work programme for the TRO Sub-Committee into the main work programme for Transport and Environment Committee.
- 3) To otherwise note the Work Programme.

(Reference – Work Programme 10 October 2024, submitted.)

4. Rolling Actions Log

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

Decision

- 1) To agree to close the following actions:
 - Action 13 – Update on Council Transport Arms Length Companies
 - Action 33 – Business Bulletin – Corstorphine Connections
 - Action 35 (1&3) - Incorrect Parking on the Tram Line
 - Action 38 (5) – Trams from Granton to BioQuarter and Beyond
 - Action 41 – Motion by Councillor Nols-McVey – Water of Leith Basins Water Quality
 - Action 44 – Traveling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps
 - Action 46 – Motion by Councillor Lang – Safety of Council Operated Heavy Vehicles
 - Action 52 (1&2) – Electric Vehicle Charging – Programme Update
 - Action 54 – Footway Capital Investment Prioritisation
 - Action 62 – Petition for consideration: Existing bus service does not have enough capacity to take children to and from Leith to Holyrood High School
 - Action 73 (2) – Dog Fouling Enforcement
 - Action 74 – Ending the Use of Fossil-Fuel Powered Leaf Blowers
 - Action 78 – Motion by Councillor McFarlane – Edinburgh Park Arenda
- 2) Item 92 - Motion by Councillor Whyte - Mass Rapid Transit in Edinburgh – to remove action 5 and display this as a separate action showing report title Emergency Motion by Councillor Aston - Tram Workers Industrial Action.
- 3) Emergency Motion by Councillor Aston - Tram Workers Industrial Action – Officers to circulate a briefing to provide an update on the actions taken as soon as possible.
- 4) To other wise note the remaining outstanding actions.

(Reference – Rolling Actions Log, 10 October 2024, submitted)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin for October was submitted.

Motion

In relation to Supported Bus Services: Leith to Holyrood High School

- 1) To agree that a Leith to Holyrood High School bus service should be given further consideration.
- 2) To request officer's explore alternative funding solutions, for example working with colleagues responsible for the Home to School programme, that could lead to this service being provided by Lothian Buses.
- 3) To request a Transport and Environment Business Bulletin update on the results of point 2 (above) in 3 cycles.
- 4) To otherwise note the Business Bulletin.

- moved by Councillor Jenkinson, seconded by Councillor Watt

Amendment 1

In relation to Edinburgh Park Arena – Public Transport Ticketing

- 1) To thank officers for their work on this matter with Lothian Buses and Edinburgh Trams, and with AEG, following Councillor McFarlane's motion to the June 2024 Full Council.
- 2) To request that officers engage with the Scottish Rugby Union/Murrayfield Stadium, Castle Concerts, Hibernian FC, Heart of Midlothian FC, and operators of other largescale entertainment and sporting events, alongside Lothian Buses and Edinburgh Trams, towards similar potential integrated event-transport ticketing.
- 3) To otherwise note the Business Bulletin.

- moved by Councillor Aston, seconded by Councillor Hyslop

Amendment 2

In relation to Leith Connections Update

- 1) To note with concern the partial use of data in the update discussing the traffic on boundary routes around the Leith LTN which states:

“Comparison of weekday traffic levels undertaken by Automatic Traffic Count surveys on roads on the boundary of the project show a reduction in traffic on

pre pandemic levels and also a reduction in traffic levels post implementation of the changes made in 2023. Project specific monitoring of peak time traffic through junctions on project boundary roads (one hour in morning and evening peaks pre and post implementation) show changes ranging from a 9.5% reduction in traffic (Great Junction Street/ Bonnington Road) to a 5% increase (Salamander Street/ Seafield Place).”

- 2) To note that this masks the fact that the detail of the “Project specific monitoring of peak time traffic through junctions on project boundary roads” shows an overall increase of 3.8% traffic turning into and out of those boundary roads at those junctions and does so by using total junction data rather than just the boundary routes.
 - 3) To further note that the vehicles entering/leaving boundary routes at those junctions shows increases of 4.4% on Salamander St (from junction 5), 6.7% on Commercial St (junction 1), 7.1% on Seafield Place (junction 5), 8.9% on Great Junction St Westwards (junction 2), 16.9% on North Junction St (junction 1) and 23.9% on Vanburgh Place (junction 4).
 - 4) To note that the scrutiny for LTNs now appears to be to allow the Experimental TROs to run through the statutory process with data only being provided to the TRO sub-committee rather than to TEC to allow policy review.
 - 5) To therefore agree that a report be provided within three cycles giving full and frank data on all the measured impacts of LTNs, positive and negative and especially around the impact on boundary roads and the displacement of traffic, in order that the Committee can consider the policy implications of these measures for the future.
 - 6) To further agrees that full and candid information on all measured impacts of relevant LTNs is presented to the TRO sub-committee when it is making decisions on any ongoing ETROs.
 - 7) To otherwise note the Business Bulletin
- moved by Councillor Whyte, seconded by Councillor Munro

Amendment 3

In relation to Edinburgh Park Arena – Public Transport Ticketing

- 1) To agree that a Leith to Holyrood High School bus service should be given further consideration.
- 2) To request officer’s explore alternative funding solutions, for example working with colleagues responsible for the Home to School programme, that could lead to this service being provided by Lothian Buses.

- 3) To request a Transport and Environment Business Bulletin update on the results of point 2 (above) in 3 cycles.

In relation to Edinburgh Park Arena – Public Transport Ticketing

- 4) To thank officers for their work on this matter with Lothian Buses and Edinburgh Trams, and with AEG, following Councillor McFarlane’s motion to the June 2024 Full Council.
- 5) To request that officers engage with the Scottish Rugby Union/Murrayfield Stadium, Castle Concerts, Hibernian FC, Heart of Midlothian FC, and operators of other largescale entertainment and sporting events, alongside Lothian Buses and Edinburgh Trams, towards similar potential integrated event-transport ticketing.

In relation to Leith Connections Update

- 6) To therefore agree that a Business Bulletin update be provided within three cycles giving full and frank data on all the measured impacts of LTNs, positive and negative and especially around the impact on boundary roads and the displacement of traffic, in order that the Committee can consider the policy implications of these measures for the future.
- 7) To further agree that full and candid information on all measured impacts of relevant LTNs is presented to the TRO sub-committee when it is making decisions on any ongoing ETROs.
- 8) To otherwise note the Business Bulletin

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

Voting

The voting was as follows:

For the motion (as adjusted)	–	9 votes
For Amendment 3	–	2 votes

(For the motion (as adjusted) – Councillors Aston, Booth, Dijkstra-Downie, Glasgow, Hyslop, Jenkinson, Lang, O’Neill and Watt
For Amendment 2 – Councillors Munro and Whyte)

Decision

To approve the following adjusted motion by Council Jenkinson:

In relation to Edinburgh Park Arena – Public Transport Ticketing

- 1) To agree that a Leith to Holyrood High School bus service should be given further consideration.
- 2) To request officer's explore alternative funding solutions, for example working with colleagues responsible for the Home to School programme, that could lead to this service being provided by Lothian Buses.
- 3) To request a Transport and Environment Business Bulletin update on the results of point 2 (above) in 3 cycles.

In relation to Edinburgh Park Arena – Public Transport Ticketing

- 4) To thank officers for their work on this matter with Lothian Buses and Edinburgh Trams, and with AEG, following Councillor McFarlane's motion to the June 2024 Full Council.
- 5) To request that officers engage with the Scottish Rugby Union/Murrayfield Stadium, Castle Concerts, Hibernian FC, Heart of Midlothian FC, and operators of other largescale entertainment and sporting events, alongside Lothian Buses and Edinburgh Trams, towards similar potential integrated event-transport ticketing.

In relation to Leith Connections Update

- 6) To therefore agree that a Business Bulletin update be provided within three cycles giving full and frank data on all the measured impacts of LTNs, positive and negative and especially around the impact on boundary roads and the displacement of traffic, in order that the Committee can consider the policy implications of these measures for the future.
- 7) To further agree that full and candid information on all measured impacts of relevant LTNs is presented to the TRO sub-committee when it is making decisions on any ongoing ETROs.
- 8) To otherwise note the Business Bulletin

(Reference – Business Bulletin, 10 October 2024, submitted.)

Transparency Statement

Councillor Whyte made a transparency statement in relation to Leith Connections as a resident of the Leith area.

6. Revenue Budget Monitoring – 2023/24 provisional out-turn 2024/25 month three forecast and 2025/26 proposals

A summary was provided of the 2023/24 provisional out-turn, month three 2024/25 revenue monitoring position and an update on 2025/26 budget savings proposals for the services within the remit this Committee.

Decision

- 1) To note that services within the remit of this Committee returned a provisional out-turn overspend against budget of £0.274m in the financial year 2023/24, delivering 90% of approved budget savings. This formed part of the Place Directorate overspend of £2.030m and Council underspend of £2.278m.
- 2) To note that services within the remit of this Committee were forecasting an underspend against budget of £0.860m at month three in financial year 2024/25, with 96% of approved budget savings assessed as 'green' and 4% as 'amber'. This forms part of the Place Directorate overspend of £10.830m and overall Council overspend of £26.421m.
- 3) To note that services within the remit of this Committee had identified £10.102m of savings proposals for consideration in the 2025/26 budget process.
- 4) To note that plans to address 2024/25 cost pressures and further detail on 2025/26 budget proposals would be presented to Committee in November.

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

7. Proposed Parking Controls – Easter Dalry Road, Easter Dalry Drive, and Easter Dalry Wynd

Approval was sought to commence the legal Traffic Regulation Order (TRO) process for the inclusion of Easter Dalry Road, Easter Dalry Drive and Easter Dalry Wynd in Zone S4. This would ensure consistency with the parking controls across all streets within the broader area.

Decision

To approve the commencement of the statutory procedures for a Traffic Regulation Order (TRO) to add all publicly maintained areas of road within Easter Dalry Road, Easter Dalry Drive and Easter Dalry Wynd to the S4 area of the Controlled Parking Zone (CPZ), and approves the setting of charges, all as detailed in this report.

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

8. Transport and Local Access Forum

The Convener ruled in terms of Standing order 4.4, that the following item, notice of which had been given on the notice of meeting but which report had been issued at a later date, be considered as a matter of urgency to allow the Committee to give early consideration to this matter.

Councillor Arthur tendered his resignation as the Convener of the Transport and Local Access Forum with effect from 28 August 2024. The appointment of a new Convener was required.

Motion

To agree to appoint Councillor Stephen Jenkinson as Chair of the Transport and Local Access Forum.

- moved by Councillor Jenkinson, seconded by Councillor Watt

Amendment 1

- 1) To appoint a chair of the Transport and Local Access Forum
- 2) To note the importance in particular of the Local Access Forum role of this body, as a statutory function recognised in the Land Reform (Scotland) Act 2003, as an advisor to the Council in its capacity as the access authority.
- 3) To note that the stated intention on the Council's website is for the body to meet every six months but that there appear to have been no meetings of it since 2019.
- 4) To therefore requests that the new convener of the Transport and Local Access Forum liaises with officers and other members of the Forum to ensure that the body meets as soon as possible to start dealing with the backlog of access issues that have arisen since the last meeting of the predecessor Local Access Forum.

- moved by Councillor Aston, seconded by Councillor Hyslop

Amendment 2

- 1) To replace Councillor Bandel with Councillor O'Neill on the Transport and Local Access Forum
- 2) To appoint Councillor O'Neill as Convenor of the Transport and Local Access Forum.

- moved by Councillor Booth, seconded by Councillor Glasgow

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

Decision

To approve the following adjusted motion by Councillor Jenkinson:

- 1) To appoint a chair of the Transport and Local Access Forum.
- 2) To note the importance in particular of the Local Access Forum role of this body, as a statutory function recognised in the Land Reform (Scotland) Act 2003, as an advisor to the Council in its capacity as the access authority.

- 3) To note that the stated intention on the Council's website is for the body to meet every six months but that there appear to have been no meetings of it since 2019.
- 4) To therefore request that the new convener of the Transport and Local Access Forum liaises with officers and other members of the Forum to ensure that the body meets as soon as possible to start dealing with the backlog of access issues that have arisen since the last meeting of the predecessor Local Access Forum.
- 5) To replace Councillor Bandel with Councillor O'Neill on the Transport and Local Access Forum.
- 6) To appoint Councillor O'Neill as Convenor of the Transport and Local Access Forum.

(References –report by the Executive Director of Corporate Services, submitted.)

9. Lothian Buses Board Appointments

Approval was sought of the appointment of three non-executive directors to the Board of Lothian Buses following a recruitment process designed to attract a multi modal board.

Motion

- 1) To consent to the appointment of Loraine Strachan, Stephanie Rivet and Peter Strachan as non-executive directors of Lothian Buses for a period of three years.
 - 2) To note that George Lowder had resigned from the boards of Transport for Edinburgh and Edinburgh Trams, and that Jim McFarlane and Steve Cassidy intended to resign from the board of Lothian Buses Limited following the appointment of the new non-executive directors.
- moved by Councillor Jenkinson, seconded by Councillor Dalglish

Amendment

To refer the report to full council to make the decision. This would allow officers time to provide further assurance on the due diligence taken when selecting board member candidates.

- moved by Councillor Whyte, seconded by Councillor Munro

In accordance with Standing Order 22.13, the Amendment was accepted.

Decision

To approve the following verbally adjusted motion by Councillor Jenkinson:

To refer the report to full council to make the decision. This would allow officers time to provide further assurance on the due diligence taken when selecting board member candidates.

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

Declaration of Interest

Councillor Lang made a non-financial declaration of interest in relation to the above item. He is friends with one of the individuals recommended for appointment within the report by the Interim Executive Director of Place.

10. Incorrect Parking on the Tram Line

An update was provided on incorrect parking on the tram line, as requested by Committee in January 2024.

Motion

To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.

- moved by Councillor Jenkinson, seconded by Councillor Watt

Amendment 1

- 1) To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.
- 2) To note the successful enforcement of pavement parking across Edinburgh, but regret that known hotspots of pavement parking, initially requested in a Full Council motion in December 2022, and in Section 9) of Councillor Rae's adjusted motion on 22nd June 2023 was not reported.
- 3) To note that Placemaking and Network Enforcement are exploring additional on-carriageway loading bays (Transport and Environment committee, 20th June 2024) and thanks officers in pro-actively pursuing these to help enable sensible parking and loading.
- 4) To regret any erosion of a sense of safety and public trust for many pedestrians and cyclists that had occurred as a result of pavement parking behaviour since Leith Walk re-opened, and the numerous cracked paving stones as a result of heavy vehicles sitting on them, which likely cannot be deemed as project defects due to the known prevalence of pavement parking.
- 5) To consider the following are explored and reported back to committee in a future Business Bulletin:
 - 5.1) To consider a request for Active Travel and Placemaking further engage with relevant ward councillors and Community Councils along the route

on how Sheffield bicycle stands may be deployed along Leith Walk on larger spaces between the bike lane and carriageway (examples such as outside 374 Leith Walk, 269 Leith Walk, 52 Elm Row, or 25 Haddington Place) to assist both as a physical barrier and promote active travel.

- 5.2) To consider a request bollards are installed on the approx. 50ft stretch directly south of Pilrig Street on the west side of Leith Walk as remedial works underspend allows, and notes the indent is currently being reviewed as either a loading bay or removed.
 - 5.3) To consider a request bollards are installed on the approx. 50ft stretch south of Stead's Place on the west side of Leith Walk, as remedial placemaking works underspend allows.
- moved by Councillor Caldwell, seconded by Councillor Dijkstra-Downie

Amendment 2

- 1) To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.
 - 2) To agree that officers would arrange an informal discussion with transport spokespeople, relevant ward members and with a representative from Edinburgh Trams, and including a site visit, within the next cycle to include discussion of, but not limited to, the following:
 - a) the potential to incorporate winch and flatbed or wheel lift trucks into the forthcoming DPE contract
 - b) the potential to increase the number of loading bays on side streets in close proximity to the tram track and introduce physical restrictions to prevent incorrect parking.
 - c) options for allowing reports of incorrect parking from members of the public to be made directly to parking enforcement contractors.
 - 3) To agree to update committee, through a business bulletin update if no decision is required, or through a committee report if a decision is required, within 12 months.
- moved by Councillor Booth, seconded by Councillor O'Neill

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

Decision

To approve the following adjusted motion by Councillor Jenkinson:

- 1) To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.
- 2) To note the successful enforcement of pavement parking across Edinburgh, but regret that known hotspots of pavement parking, initially requested in a Full Council motion in December 2022, and in Section 9) of Councillor Rae's adjusted motion on 22nd June 2023 was not reported.
- 3) To note that Placemaking and Network Enforcement are exploring additional on-carriageway loading bays (Transport and Environment committee, 20th June 2024) and thanks officers in pro-actively pursuing these to help enable sensible parking and loading.
- 4) To regret any erosion of a sense of safety and public trust for many pedestrians and cyclists that had occurred as a result of pavement parking behaviour since Leith Walk re-opened, and the numerous cracked paving stones as a result of heavy vehicles sitting on them, which likely cannot be deemed as project defects due to the known prevalence of pavement parking.
- 5) To consider the following are explored and reported back to committee in a future Business Bulletin:
 - 5.1) To consider a request for Active Travel and Placemaking further engage with relevant ward councillors and Community Councils along the route on how Sheffield bicycle stands may be deployed along Leith Walk on larger spaces between the bike lane and carriageway (examples such as outside 374 Leith Walk, 269 Leith Walk, 52 Elm Row, or 25 Haddington Place) to assist both as a physical barrier and promote active travel.
 - 5.2) To consider a request bollards are installed on the approx. 50ft stretch directly south of Pilrig Street on the west side of Leith Walk as remedial works underspend allows, and notes the indent is currently being reviewed as either a loading bay or removed.
 - 5.3) To consider a request bollards are installed on the approx. 50ft stretch south of Stead's Place on the west side of Leith Walk, as remedial placemaking works underspend allows.
- 6) To agree that officers would arrange an informal discussion with transport spokespeople, relevant ward members and with a representative from Edinburgh Trams, and including a site visit, within the next cycle to include discussion of, but not limited to, the following:
 - a) the potential to incorporate winch and flatbed or wheel lift trucks into the forthcoming DPE contract
 - b) the potential to increase the number of loading bays on side streets in close proximity to the tram track and introduce physical restrictions to prevent incorrect parking.

- c) options for allowing reports of incorrect parking from members of the public to be made directly to parking enforcement contractors.
- 7) To agree to update committee, through a business bulletin update if no decision is required, or through a committee report if a decision is required, within 12 months

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

11. Parkgrove Drive

A response was provided to the actions agreed by Committee on 15 August 2024 in relation to Parkgrove Drive.

Decision

- 1) To note officers apologised for being unable to engage with ward councillors in advance of the 15 August 2024 meeting and for the delay in doing so.
- 2) To note that a meeting with ward councillors and representatives from Clermiston Primary School Parent Council took place on 6 September 2024 to observe driver behaviour, the extent of intrusive traffic, and discuss developing proposals to mitigate local traffic issues.
- 3) To note the updated scheme assessment score.
- 4) To note that a Business Bulletin update on progress would be provided in November 2024.
- 5) To agree that a proposal to mitigate issues relating to intrusive traffic and improve the route to school is developed in conjunction with the Ward Councillors and representatives from Clermiston Primary School Parent Council for consideration (against other submitted projects) for the 2025/26 Local Traffic Improvement Programme.

(References –Transport and Environment Committee 15 August (item 10); report by the Interim Executive Director of Place, submitted.)

12. Water of Leith Quality-Response to adjusted Motion raised by Councillor Nols-McVey – Referral from Regulatory Committee

On 30 September 2024 the Regulatory Committee referred a report providing details of actions carried out by officers in response to the motion agreed by the Council on 8 February 2024.

Motion

To note the contents of the report by the Executive Director of Corporate Services.

- Moved by Councillor Jenkinson, seconded by Councillor Watt

Amendment 1

- 1) To note the contents of the report by the Executive Director of Corporate Services.
 - 2) To request the following in a report within six months:
 - 2.1) Evaluation of scope for the Council to develop a community-led water quality monitoring program, in collaboration with local community-led groups and residents. This could involve training and empowering volunteers to conduct basic water quality tests and report findings, helping to supplement official monitoring efforts.
 - 2.2) Officers' engagement with Scottish Water in exploring the feasibility of accelerating the timeline for completing combined sewage overflow (CSO) infrastructure upgrades, as outlined in the "Improving Urban Waters Routemap."
 - 2.3) Scope for a public awareness campaign to inform residents of the risks of sewage contamination in local waterways and how they can help mitigate pollution. This should include clear guidelines on reporting pollution incidents and promoting responsible environmental practices to protect Edinburgh's waterways.
 - 2.4) Exploration of additional legal and enforcement mechanisms that could be employed by the Council to hold polluters accountable for breaches of water quality standards, specifically in relation to sewage discharges.
 - 2.5) A review of the current implementation of Sustainable Urban Drainage Systems (SUDS) within the city and its surrounding areas. This should include exploration of opportunities for expanding SUDS to reduce surface water runoff and the pressure on existing drainage infrastructure, especially in areas potentially prone to sewage overflows.
 - 2.6) Investigation of scope for establishing formal partnerships with local universities to conduct ongoing studies on the health of Edinburgh's waterways, focused on long-term environmental monitoring and research into innovative solutions to improve water quality.
 - 3) To request that this report would ultimately feed into the first annual review of the Climate Ready Edinburgh Plan by the Policy and Sustainability Committee, considering the possible need for an update to the 2020 Vision for Water Management in the City of Edinburgh and the 2021 Sustainable Rainwater Management Guidance.
- moved by Councillor Aston, seconded by Councillor Glasgow

Amendment 2

- 1) To note the contents of the report by the Executive Director of Corporate Services.
- 2) To request an update to the Transport and Environment Committee business bulletin on the outcome of the discussion between the Chief Executive and SEPA, as detailed in paragraph 5.2 (5.3) of the report.

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

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

Decision

To approve the following adjusted motion by Councillor Jenkinson:

- 1) To note the contents of the report by the Executive Director of Corporate Services.
- 2) To request the following in a report within six months:
 - 2.1) Evaluation of scope for the Council to develop a community-led water quality monitoring program, in collaboration with local community-led groups and residents. This could involve training and empowering volunteers to conduct basic water quality tests and report findings, helping to supplement official monitoring efforts.
 - 2.2) Officers' engagement with Scottish Water in exploring the feasibility of accelerating the timeline for completing combined sewage overflow (CSO) infrastructure upgrades, as outlined in the "Improving Urban Waters Routemap."
 - 2.3) Scope for a public awareness campaign to inform residents of the risks of sewage contamination in local waterways and how they can help mitigate pollution. This should include clear guidelines on reporting pollution incidents and promoting responsible environmental practices to protect Edinburgh's waterways.
 - 2.4) Exploration of additional legal and enforcement mechanisms that could be employed by the Council to hold polluters accountable for breaches of water quality standards, specifically in relation to sewage discharges.
 - 2.5) A review of the current implementation of Sustainable Urban Drainage Systems (SUDS) within the city and its surrounding areas. This should include exploration of opportunities for expanding SUDS to reduce surface water runoff and the pressure on existing drainage infrastructure, especially in areas potentially prone to sewage overflows.
 - 2.6) Investigation of scope for establishing formal partnerships with local universities to conduct ongoing studies on the health of Edinburgh's

waterways, focused on long-term environmental monitoring and research into innovative solutions to improve water quality.

- 3) To request that this report would ultimately feed into the first annual review of the Climate Ready Edinburgh Plan by the Policy and Sustainability Committee, considering the possible need for an update to the 2020 Vision for Water Management in the City of Edinburgh and the 2021 Sustainable Rainwater Management Guidance.
- 4) To request an update to the Transport and Environment Committee business bulletin on the outcome of the discussion between the Chief Executive and SEPA, as detailed in paragraph 5.2 (5.3) of the report.

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

13. Motion by Councillor O'Neill – Entrance to Holyrood Park Road

The following adjusted motion by Councillor O'Neill was submitted in terms of Standing Order 17:

Motion

- 1) To welcome Historic Environment Scotland's (HES) recently published Strategic Plan which comes from an extensive consultation period and sets out a bold and ambitious Vision Statement for 2024 – 2034.
- 2) To further welcome the objectives of the Vision which covers Future Landscape, Facilities, Inclusive Learning and Education, Access and Movement, and Governance and Stewardship.
- 3) To note ongoing reporting, motions and work that the Council has ownership of related to Holyrood Park and its surrounding roads.
- 4) To further note existing local context that aligns with HES' plan such as the emerging City Plan 2030, City Mobility Plan, Edinburgh Biodiversity Action Plan, and Future Streets Circulation Plan for Edinburgh.
- 5) To request that a report returns to committee in 6 cycles that details how the Council would be working with Historic Environment Scotland and the Scottish Government to develop the movement strategy. Also, in this report we request;
 - a) Information on what areas around Holyrood Park are owned or adopted by the Council - as opposed to HES or Royal estates.
 - b) Information on how Council can assist with nature restoration, natural regeneration and recolonisation, degradation of paths and greenspace, and declining habitat

- c) Information, if available, on any displacement or change in behaviour noted due to the Low Emission Zone boundary nearby.
 - d) Information on costing around reopening of Radical Road and improvement of the entrance to Holyrood Park via Holyrood Park Road and including the intersection with Dalkeith Road.
 - e) Information on the possible addition of updated and safe segregated cycle infrastructure and road reduction or traffic calming measures to tackle the issues around Holyrood Park Road.
 - f) Information on the possible addition of updated and safe segregated cycle infrastructure and road reduction or traffic calming measures to tackle the issues around Holyrood Park Road.
- moved by Councillor O'Neill, seconded by Councillor Booth

Amendment

- 1) To welcome Historic Environment Scotland's (HES) recently published Strategic Plan which comes from an extensive consultation period and sets out a bold and ambitious Vision Statement for 2024 – 2034.
- 2) To further welcome the objectives of the Vision which covers Future Landscape, Facilities, Inclusive Learning and Education, Access and Movement, and Governance and Stewardship.
- 3) To note ongoing reporting, motions and work that the Council has ownership of related to Holyrood Park and its surrounding roads.
- 4) To further note existing local context that aligns with HES' plan such as the emerging City Plan 2030, City Mobility Plan, Edinburgh Biodiversity Action Plan, and Future Streets Circulation Plan for Edinburgh.
- 5) To request that a report returns to committee in 6 cycles that details how the Council would be working with Historic Environment Scotland and the Scottish Government to develop the movement strategy. Also, in this report we request;
 - a) Information on what areas around Holyrood Park are owned or adopted by the Council - as opposed to HES or Royal estates.
 - b) Information on how Council can assist with nature restoration, natural regeneration and recolonisation, degradation of paths and greenspace, and declining habitat
 - c) Information, if available, on any displacement or change in behaviour noted due to the Low Emission Zone boundary nearby.

- d) Information on costing around reopening of Radical Road and improvement of the entrance to Holyrood Park via Holyrood Park Road and including the intersection with Dalkeith Road.
 - e) Information on the possible addition of updated and safe segregated cycle infrastructure and road reduction or traffic calming measures to tackle the issues around Holyrood Park Road.
- 6) To note with alarm the concerns raised during the public consultation conducted by Historic Environment Scotland regarding the increasingly limited accessibility of Holyrood Park.
 - 7) To note that limitations to accessibility were already the most frequently encountered issue in the park, 66% of respondents having experienced such difficulties (Q8).
 - 8) To note that the harm of those limitations to access falls especially heavily on the disabled and elderly.
 - 9) To note that of the six most popular sites in Holyrood Park, four: Arthur's Seat, Queen's Drive, Dunsapie Loch and Salisbury Crags lie, in whole or in part, up steep slopes that are difficult for those whose mobility is impaired to negotiate. (Q.5)
 - 10) To note that many elderly and disabled visitors are already foregoing visits to the park, especially those areas which are inaccessible by vehicle. (Qs 8, 9 &17)
 - 11) To note that if vehicular access to Holyrood Park were discontinued, almost all of the parks would become very difficult to access for those whose mobility is impaired.
- moved by Councillor Munro, seconded by Councillor Mowat

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

Decision

To approve the following adjusted motion my Councillor O'Neill:

- 1) To welcome Historic Environment Scotland's (HES) recently published Strategic Plan which comes from an extensive consultation period and sets out a bold and ambitious Vision Statement for 2024 – 2034.
- 2) To further welcome the objectives of the Vision which covers Future Landscape, Facilities, Inclusive Learning and Education, Access and Movement, and Governance and Stewardship.

- 3) To note ongoing reporting, motions and work that the Council has ownership of related to Holyrood Park and its surrounding roads.
- 4) To further note existing local context that aligns with HES' plan such as the emerging City Plan 2030, City Mobility Plan, Edinburgh Biodiversity Action Plan, and Future Streets Circulation Plan for Edinburgh.
- 5) To request that a report returns to committee in 6 cycles that details how the Council would be working with Historic Environment Scotland and the Scottish Government to develop the movement strategy. Also, in this report we request;
 - a) Information on what areas around Holyrood Park are owned or adopted by the Council - as opposed to HES or Royal estates.
 - b) Information on how Council can assist with nature restoration, natural regeneration and recolonisation, degradation of paths and greenspace, and declining habitat
 - c) Information, if available, on any displacement or change in behaviour noted due to the Low Emission Zone boundary nearby.
 - d) Information on costing around reopening of Radical Road and improvement of the entrance to Holyrood Park via Holyrood Park Road and including the intersection with Dalkeith Road.
 - e) Information on the possible addition of updated and safe segregated cycle infrastructure and road reduction or traffic calming measures to tackle the issues around Holyrood Park Road.
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- 7) To note that limitations to accessibility were already the most frequently encountered issue in the park, 66% of respondents having experienced such difficulties (Q8).
- 8) To note that the harm of those limitations to access falls especially heavily on the disabled and elderly.
- 9) To note that of the six most popular sites in Holyrood Park, four: Arthur's Seat, Queen's Drive, Dunsapie Loch and Salisbury Crags lie, in whole or in part, up steep slopes that are difficult for those whose mobility is impaired to negotiate. (Q.5)

- 10) To note that many elderly and disabled visitors are already foregoing visits to the park, especially those areas which are inaccessible by vehicle. (Qs 8, 9 &17)
- 11) To note that if vehicular access to Holyrood Park were discontinued, almost all of the parks would become very difficult to access for those whose mobility is impaired.

14. Motion by Councillor Booth – Delivery Cyclists overlooked demographic

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

Motion

- 1) To note the recent publication of a major study by Sustrans, funded by Transport Scotland, exploring the experiences of delivery cyclists in Edinburgh and Glasgow.
- 2) To note the research made a number of recommendations for change, including on infrastructure, parking, dropped kerbs and advice for motorists which would help to facilitate sustainable last-mile delivery.
- 3) To note the motion by Councillor Day agreed at full council in June 2023 on safe cycling at work; further notes existing commitments in the City Mobility Plan on support for last mile deliveries, micro distribution centres and freight consolidation.
- 4) To request officers consider the recommendations from the Sustrans study and update committee in three cycles on whether changes to design guidance, policies or practice or any other aspects of council work are needed, including, but not limited to, the following:
 - 4.1 whether design guidance needs to be amended in respect of minimum cycle infrastructure width to accommodate cargo bikes.
 - 4.2 whether completing the 'missing links' in the cycle path network needs to be accelerated.
 - 4.3 whether installation of dropped or flush kerbs needs to be accelerated, in particular around retail or food establishments.
 - 4.4 whether rollout of cycle parking suitable for all bikes including cargo bikes can be accelerated.
 - 4.5 whether any further action needs to be taken to respond to the Sustrans report.

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

Amendment 1

- 1) To note the recent publication of a major study by Sustrans, funded by Transport Scotland, exploring the experiences of delivery cyclists in Edinburgh and Glasgow.
- 2) To note the research made a number of recommendations for change, including on infrastructure, parking, dropped kerbs and advice for motorists which would help to facilitate sustainable last-mile delivery.
- 3) To note the motion by Councillor Day agreed at full council in June 2023 on safe cycling at work; further notes existing commitments in the City Mobility Plan on support for last mile deliveries, micro distribution centres and freight consolidation.
- 4) To request officers consider the recommendations from the Sustrans study and update committee in three cycles on whether changes to design guidance, policies or practice or any other aspects of council work are needed, including, but not limited to, the following:
 - 4.1 whether design guidance needs to be amended in respect of minimum cycle infrastructure width to accommodate cargo bikes.
 - 4.2 whether completing the 'missing links' in the cycle path network needs to be accelerated.
 - 4.3 whether installation of dropped or flush kerbs needs to be accelerated, in particular around retail or food establishments.
 - 4.4 whether rollout of cycle parking suitable for all bikes including cargo bikes can be accelerated.
 - 4.5 whether any further action needs to be taken to respond to the Sustrans report.
 - 4.6 consultation directly with delivery cyclists, via trade union representatives and platforms and any other channels, on where specific interventions of the types outlined above are required, using their knowledge and lived experiences of cycling for a living on Edinburgh's streets.

- moved by Councillor Aston, seconded by Councillor Hyslop

Amendment 2

- 1) To note the recent publication of a major study by Sustrans, funded by Transport Scotland, exploring the experiences of delivery cyclists in Edinburgh and Glasgow.

- 2) To note the research made a number of recommendations for change, including on infrastructure, parking, dropped kerbs and advice for motorists which would help to facilitate sustainable last-mile delivery.
- 3) To note the motion by Councillor Day agreed at full council in June 2023 on safe cycling at work; further notes existing commitments in the City Mobility Plan on support for last mile deliveries, micro distribution centres and freight consolidation.
- 4) To request officers consider the recommendations from the Sustrans study and update committee in three cycles on whether changes to design guidance, policies or practice or any other aspects of council work are needed, including, but not limited to, the following:
 - 4.1 whether design guidance needs to be amended in respect of minimum cycle infrastructure width to accommodate cargo bikes.
 - 4.2 whether completing the 'missing links' in the cycle path network needs to be accelerated.
 - 4.3 whether installation of dropped or flush kerbs needs to be accelerated, in particular around retail or food establishments.
 - 4.4 whether rollout of cycle parking suitable for all bikes including cargo bikes can be accelerated.
 - 4.5 whether any further action needs to be taken to respond to the Sustrans report.
- 5) To note the finding of the report on page 35 that "the recommendation of cyclists who took part in this survey was to prioritise fixing potholes, as this was the obstacle consistently mentioned by delivery cyclists as having the most effect on their commute.
- 6) To note that there are fundamental differences between the very low numbers of large cargo bike delivery cyclists and the very large volume of bicycle and e-bicycle food delivery cyclists the latter of whose presence was often discouraging active travel (especially walking) by residents for short distances to local takeaway and retail outlets.
- 7) To note with concern the information on p.42 of the Sustrans report that delivery cyclists are utilising dropped kerbs and pavements as a short cut around static traffic as well as for accessing residences and businesses; further notes that this creates a potential for conflict and collision between vulnerable pedestrians and cyclists around dropped kerbs.
- 8) To therefore agree that officers address both issues as part of a wider response to the Sustrans report, detailing measures by which illicit use of dropped kerbs

by cyclists might be eliminated and how conflict between cyclists and pedestrians at dropped kerbs might be reduced.

- moved by Councillor Munro, seconded by Councillor Mowat

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

Voting

The voting was as follows:

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

(For the motion (as adjusted) – Councillors Aston, Booth, Dijkstra-Downie, Glasgow, Hyslop, Jenkinson, Lang, O'Neill and Watt
For Amendment 2 – Councillors Mowat and Munro)

Decision

To approve the following adjusted motion by Councillor Booth:

- 1) To note the recent publication of a major study by Sustrans, funded by Transport Scotland, exploring the experiences of delivery cyclists in Edinburgh and Glasgow.
- 2) To note the research made a number of recommendations for change, including on infrastructure, parking, dropped kerbs and advice for motorists which would help to facilitate sustainable last-mile delivery.
- 3) To note the motion by Councillor Day agreed at full council in June 2023 on safe cycling at work; further notes existing commitments in the City Mobility Plan on support for last mile deliveries, micro distribution centres and freight consolidation.
- 4) To request officers consider the recommendations from the Sustrans study and update committee in three cycles on whether changes to design guidance, policies or practice or any other aspects of council work are needed, including, but not limited to, the following:
 - 4.1 whether design guidance needs to be amended in respect of minimum cycle infrastructure width to accommodate cargo bikes.
 - 4.2 whether completing the 'missing links' in the cycle path network needs to be accelerated.
 - 4.3 whether installation of dropped or flush kerbs needs to be accelerated, in particular around retail or food establishments.

- 4.4 whether rollout of cycle parking suitable for all bikes including cargo bikes can be accelerated.
 - 4.5 whether any further action needs to be taken to respond to the Sustrans report.
 - 4.6 consultation directly with delivery cyclists, via trade union representatives and platforms and any other channels, on where specific interventions of the types outlined above are required, using their knowledge and lived experiences of cycling for a living on Edinburgh's streets.
- 5) To note the finding of the report on page 35 that "the recommendation of cyclists who took part in this survey was to prioritise fixing potholes, as this was the obstacle consistently mentioned by delivery cyclists as having the most effect on their commute.
 - 6) To note that there are fundamental differences between the very low numbers of large cargo bike delivery cyclists.
 - 7) To note with concern the information on p.42 of the Sustrans report that delivery cyclists are utilising dropped kerbs and pavements as a short cut around static traffic as well as for accessing residences and businesses; further notes that this creates a potential for conflict and collision between vulnerable pedestrians and cyclists around dropped kerbs.
 - 8) To therefore agree that officers address both issues as part of a wider response to the Sustrans report, detailing how conflict between cyclists and pedestrians at dropped kerbs might be reduced.

15. Directorates Cyber Incident Response – Internal Audit Report Phased Implementation Plan – referral from the Governance, Risk and Best Value Committee

The Committee, in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, excluded the public from the meeting during consideration of the above item of business for the reason that it involved the likely disclosure of exempt information as defined in Paragraph 14 of Part 1 of Schedule 7(A) of the Act.

Decision

As detailed in the Confidential Schedule, signed by the Convener, with reference to this minute.

(Reference – report by the Service Director of Operational Services submitted.)