

Minutes

Transport and Environment Committee

10.00am, Thursday 28 January and 5 February 2021
(reconvened on 5 February 2021)

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Cameron (substituting for Councillor Arthur), Corbett, Key, Lang, Miller, Frank Ross (substituting for Councillor Bird, items 17 onwards), Rose (substituting for Councillor Smith, item 18), Smith, Webber and Whyte.

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 12 November 2020 as a correct record.

2. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

3. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for November 2020 was presented.

Decision

1) To agree to close the following actions:

Action 4 – Workplace Parking Levy Scoping

Action 10(1) – Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results

Action 17 – Edinburgh's Coastline

Action 19(2) – Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy

Action 23(1, 2, 3 & 4) – Citywide Ban on 'A' Boards and Other Temporary On-street Advertising Structures – 12 Month Review

Action 29(1) – Waste and Cleansing Service Performance Update

Action 32 – Parking Action Plan

Action 35 – Motion by Councillor Miller – Bike Buses

Action 36 – Motion by Councillor Lang – Lothian Buses

Action 39(1 & 2) – Roads and Transport Infrastructure Improvement Plan

Action 41(2)– Transport and Environment Committee Business Bulletin

Action 45(2) – Spaces for People – East Craigs Low Traffic Neighbourhood

Action 48 – Emergency Motion by the Coalition – Road safety for vulnerable road users

2) To otherwise note the Rolling Actions Log.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for November 2020 was presented.

Motion

- 1) To note the Business Bulletin
- 2) To agree that Business Bulletin updates would be provided on the School Travel Plans at every second Committee or at key milestones.
- 3) To agree that the Briefing Note on Impact of Climate on Infrastructure Update would be appended to the Business Bulletin and published alongside the meeting papers for this meeting.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To request that as part of the “lessons learned and review of how the Council undertook winter maintenance across the city” it was sought to include a feasibility study as to how the Council could support, include and manage winter maintenance across the housing developments across the city during the interim period before roads were adopted. These citizens pay their Council tax and contribute to the city and therefore merit equitable and safe access to their local communities and services.
- 2) To agree that Business Bulletin updates would be provided on the School Travel Plans at every second Committee or at key milestones.
- 3) To agree that the Briefing Note on Impact of Climate on Infrastructure Update would be appended to the Business Bulletin and published alongside the meeting papers for this meeting.

- moved by Councillor Webber, seconded by Councillor Smith

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

Decision

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To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the Business Bulletin.
- 2) To agree that Business Bulletin updates would be provided on the School Travel Plans at every second Committee or at key milestones.
- 3) To agree that the Briefing Note on Impact of Climate on Infrastructure Update would be appended to the Business Bulletin and published alongside the meeting papers for this meeting.
- 4) To request that as part of the “lessons learned and review of how the Council undertakes winter maintenance across the city” it was sought to include a feasibility study as to how the Council could support, include and manage winter maintenance across the housing developments across the city during the interim period before roads were adopted. These citizens pay their Council tax and contribute to the city and therefore merit equitable and safe access to their local communities and services.

(Reference – Business Bulletin, submitted.)

5. Spaces for People Update - January 2021

a) Deputation – Craigmillar Park Corridor Inclusive Spaces for all People

A written deputation was presented on behalf of a Craigmillar Park Corridor Inclusive Spaces for all People.

The deputation wrote on behalf of residences and business along the Craigmillar Park Corridor A701 encompassing Minto St, Mayfield Gardens and Craigmillar Park. The deputation requested:

- All works to be put on hold effective immediately.
- Immediate reinstatement of provisions for residential parking, visitor parking and loading along the entire corridor.
- Spaces for People scheme to be made available for public consultation.
- Surveys to the impact of environment and health from increased levels of idle traffic due to removal of a transit lane.
- Impact on visual character to the Craigmillar park conservation area.
- What were the exact criteria and guarantees from the council regarding removal of all temporary measures under the TTRO

b) Deputation – Edinburgh City Private Hire and Capital Cars

A written deputation was presented on behalf of Edinburgh City Private Hire and Capital Cars.

The deputation advised if the proposals were approved it would make it impossible to either pick up or drop off passengers at these premises on the Craigmillar Park corridor. The deputation requested that Committee voted to delay the changes.

c) Deputation – IQRA Academy

A written deputation was presented on behalf of IQRA Academy.

The deputation explained their opposition to the spaces for people infrastructure package being implemented. The deputation implored council officials to carefully consider the points raised in the deputation and urgently requested:

- Immediate halt to all works up and down the entire 'Craigmillarpark Corridor' (Minto St, Mayfield Gardens & Craigmillar park).
- Restoration of the corridor to how it was before works commenced.
- A number of comprehensive surveys, collaboration and consultation of the effect communities before any changes were made. These changes should include but were not limited to:
 - Environmental Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
 - Health Impact Study (added pollution from stationary vehicle exhaust emissions during peak times due to removal of fourth lane inbound).
 - Accessibility Impact Study for the local community including non-disabled elderly.
 - Community consultation. An opportunity to hear the voices of all members of our community including the impacts on our affected residences, places of worship, hotels, shops and retail business.
 - Impact of the planned posts to our 'Craigmillar Park Conservation Area' character.

d) Deputation – Newington Hotels Group

A written deputation was presented on behalf of Newington Hotels Group

The deputation noted the Craigmillar Park Corridor A701 encompassed Minto St, Mayfield Gardens and Craigmillar Park and that there were 21 hotels and Guest Houses along this corridor. The deputation requested:

- All works to be halted immediately.
- Removal of the SfP changes and reinstatement of the previous, inclusive road layout.
- New collaborative and inclusive Spaces for People scheme to be considered and made available for public consultation.
- Impact studies to be carried out covering a range of areas of concern:
 - Tourism - Impacts on the tourism businesses through reduced accessibility and negative aesthetic changes to the character of the Craigmillar Park Conservation Area.
 - Health – pollution levels caused by traffic congestion and idle cars.
 - Public Safety – reduction of accessibility for the community.
 - Impact on the visual character of the Craigmillar Park conservation area.

e) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

They raised concerns regarding the proposal to partially reopen Braid Road southbound for all motor vehicles. They believed the road should remain open for walking, wheeling, and cycling, and closed to private vehicular traffic.

f) Deputation – Get Edinburgh Moving

A written deputation was presented on behalf of Get Edinburgh Moving

The deputation advised they had made several written deputations to both TEC Committee and Full Council. The deputation set out their concerns in relation to the Spaces for People scheme, the East Craigs Low Neighbourhood Network and the official complaints received in relation to the Spaces for People Programme.

g) Deputation – South West Edinburgh in Motion

A written deputation was presented on behalf of South West Edinburgh in Motion.

The deputation advised they represented the interests of residents, businessowners and business / amenity users in the areas of Lanark Road, Longstone Road and Inglis Green Road affected by the Council's Spaces for People implementations in these areas. The deputation wished to make a formal request that all work on Lanark Road and Longstone Road was put on hold until a Stage 2 Road Safety Audit was completed and until impacts on directly impacted residents with mobility issues were identified and resolved.

h) Deputation – Tartan Silk

A written deputation was presented on behalf of Tartan Silk

The deputation requested a dedicated platform to allow those with mobility issues to alert the Council of missing or poorly maintained dropped kerbs in Edinburgh which prevented them from accessing vital services.

i) Deputation – Low Traffic Corstorphine

A written deputation was presented on behalf of Low Traffic Corstorphine

The deputation welcomed plans to install a segregated cycle path on Meadowplace Road and Ladywell Road and hoped that the suitable measures were installed at the major junctions on this route to enable safe door to door cycling for all ages.

j) Ward Councillors

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillors, Main, Munro, Rose and Neil Ross in relation to the Spaces for People Update - Report by the Executive Director of Place. A written submission was received from Councillor Mowat.

Councillor Munro wished to make a representation regarding the Leith Links closure and advised he was in favour of the closure. The reason was due to the issue of the school run outside St Mary's on Leith Links which had been an issue and there had been active intervention by the school including the use of

planters. Councillor Munro highlighted there was 2 petitions in the area, one calling for the retention of the scheme while the other called for it to be reopened. Councillor Munro asked Committee to consider adding conditions on about the active management of the traffic within the area.

Councillor Neil Ross noted he lived in his ward and nearby the proposed measures. Councillor Neil Ross advised he welcomed proposals to re-open Braid Road to south bound traffic and asked when it would be open to north bound traffic. Fully re-opening the Braid Road would make the proposed quiet route much safer for cyclists going along Cluny Drive, and asked whether speed cameras or physical traffic calming measures applied in the Midmar area. Disappointed there was no response to the Greenbank to Meadows quiet route proposals, Councillor Ross asked whether a response would be issued prior to implementation of the scheme. There was concern from residents of Whitehouse Loan about the placing of the two northern most modal filters on Whitehouse Loan and Councillor Ross asked if these concerns could be addressed before the scheme was implemented, and asked when the review document on the Comiston Road cycle lanes and road safety audit would be made available.

Councillor Rose highlighted the three deputations submitted by his constituents which related to the Spaces for People programme being implemented in the Minto St, Mayfield Gardens, and Craigmillar Park Craigmillar Corridor Area. They contained strongly held views from the mosques, the bed and breakfasts in that route and from the local residents.

Councillor Rose noted the impact on these three groups and stated there was a disappointing lack of appreciation of the location and of the issues that the mosque faced. The 21 hotels and bed and breakfast businesses had restricted access because of this for services and for customers and there were strong feelings about that. Residents considered these measures would compromise safety around about and outside their houses. There was concerns regarding the lack of space for vehicles to pull over for emergency vehicles. Councillor Rose raised the point of consultations and stated that there was no opportunity for the deputations to respond to the proposals and suggested the scheme was paused immediately until it was assessed, and consultation had taken place.

Councillor Main stated she was relieved to see pollution levels were lower at Comiston Road in 2020 than they were in the previous year. Councillor Main advised that her main concern was the report gave no evaluation of pedestrian usage of Braid Road, and had asked that officers reviewed Braid Road and provided usage numbers. Councillor Main stated that residents had contacted her to note that the closure of Braid Road had transformed the area and the surrounding streets.

Councillor Main noted the issue was not that Braid Road was closed, but that there were too many vans, cars and lorries on Comiston Road and it was well known that opening Braid Road would not resolve the problem.

Councillor Mowat provided a written submission to Committee. In the submission, Councillor Mowat noted that the Spaces for People scheme was introduced as a series of temporary measures to create space for people to walk, wheel and cycle in reaction to the public health requirement to socially distance during the pandemic. Senior councillors and officers had repeatedly stressed that these were temporary schemes and that they could be tweaked and altered when concerns were raised. Despite this there had not been a clear mechanism put in place to test and tweak and it would be interesting to see what the audit trail looked like when the implementation of this scheme was reviewed. The scheme that was of local relevance to the City Centre Ward was the Rodney Street to Bellevue scheme which proposed formalising the cycle lanes on the Rodney Street to Bellevue section which was welcome. Councillor Mowat noted her concerns about what the impact of the removal of the south bound lane of traffic at Canonmills would have as the right hand turn into Eyre Place could be difficult to make and if there was not a separate lane this could create queuing traffic which could have a significant impact on the wider road network.

k) Report by the Executive Director of Place

An update was provided on Spaces for People (SfP) measures implemented over the last eight months. Approval was sought for changes to existing schemes and recommended the introduction or development of new schemes.

A process to assess the benefit of retaining or adapting existing measures where these aligned to the Council's wider strategic priorities, utilising the appropriate legal powers was also set out.

Motion

- 1) To note the update on the Spaces for People (SfP) programme.
- 2) To approve the schemes noted in paragraphs 4.3 and 4.4 (and in Appendix 2) of the report.
- 3) To approve the recommendations set out in Appendix 1 of the report.
- 4) To note the intention to review the current measures to determine if it would be beneficial to retain or adapt them to support the Council's wider strategic objectives. The arrangements for doing so were set out in paragraphs 4.30 – 4.33 and in Appendix 3 of the report and it was intended to update Committee on this in April 2021.
- 5) To note the schedule of proposed measures near schools in Appendix 4 of the report.
- 6) To agree the funding allocation described in section 6 of the report.
- 7) To note that stakeholders should have had feedback following measures implemented near Schools and that the Local Transport and Environment Manager would progress this.

- 8) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princess Street.
 - 9) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the update on the Spaces for People (SfP) programme within the report.
- 2) To note the extensive city-wide nature of the schemes, the commensal complexities and challenges this presented when approving, reviewing and scrutinizing the report and requested a detailed Network Map was provided in next report to Committee.
- 3) To approve the immediate reversal of the closure of Braid Road and sought the introduction of traffic calming measures.
- 4) To approve the review of measures at Tollcross Town Centre.
- 5) To request that all the new schemes presented and outlined in Appendix 2 of the report were “paused” to permit further officer development, detail provided to permit scrutiny and approval, and serious matters considered (eg) how decisions would be taken on options presented following the committee, by whom and by when.
- 6) To approve the recommendations presented in the amendment as Appendix 1.
- 7) To welcome the measures proposed for measures near schools in Appendix 4 of the report.
 - 7.1) To recognise that many schemes created significant comment from Local Elected Members and members of the public and as, yet the feedback had not been provided as per the terms of the agreed Stakeholder engagement.
 - 7.2) To recognise that these measures across the schools would only be effective with effective enforcement.
 - 7.3) To request that resources for enforcement around schools were found immediately from the SfP budget
- 8) To note with concern that many of the previous SfP schemes classified as unworkable had been transferred to Places for Everyone as outlined in 4.15 of the report.
- 9) To note with concern that issues that had occurred with the winter maintenance and ongoing street cleaning of the routes included in the existing SfP schemes.
- 10) To note that road patching with £300k provided limited resource to tackle the extensive road repairs that were needed along the schemes.

- 11) To recognise that there was an established and robust legislative procedure for progressing any schemes and for them to be considered as permanent: Traffic Regulation Orders should be utilised ahead of any other short cut that could be interpreted as misleading or challenged and put the Council under any unnecessary legal risk.
 - 12) To note the Council had a statutory duty to provide and manage a network for all road users across the city.
 - 13) To note that stakeholders should have had feedback following measures implemented near Schools and that the Local Transport and Environment Manager would progress this.
 - 14) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princess Street.
 - 15) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs.
- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

- 1) To note the update on the Spaces for People (SfP) programme within the report.
- 2) To agree the proposed changes to the Tollcross Town Centre scheme.
- 3) To welcome the report recommendation on Braid Road but to agree to go further and re-open the road to two-way traffic, installing the planned pedestrian and cycling safety improvements at the entrance to The Hermitage and other traffic calming measures.
- 4) To agree that final versions of the schemes listed in paragraphs 4.4.2-4.4.7 of the report should proceed to the usual notification and feedback process and return to Committee for final decision if significant concerns were raised by 50% or more of the relevant ward councillors; and to not agree to proceed with the Silverknowes Road (south section) scheme listed in paragraph 4.4.1 of the report which was issued for notification in December 2020.
- 5) To approve the recommendations set out in Appendix 1 of the report with the exception of (i) Silverknowes Road (north section) where it was agreed that the road be reopened to all vehicles; (ii) the Lanark Road, Longstone Road and Inglis Green Road scheme which should be paused pending full public consultation; (iii) the Comiston Road cycle scheme where it was agreed that a review and consultation should be undertaken; and (iv) the Quiet Corridor - Meadows/Greenbank, where it was agreed that traffic levels would be regularly monitored on Strathearn Place/Road and Kilgraston Road in advance of a six month review and consultation with local residents
- 6) To note the decision of Committee on 12 November to consider measures near schools as a priority; believed such schemes could be critical to the safe return

of pupils to in-school learning; regretted that so many schemes listed in Appendix 4 of the report were still to be finalised or implemented; and believed this must be the priority for officers working on the Spaces for People programme.

- 7) To note the decision of the Committee on 12 November that the removal of unnecessary barriers and street clutter needed to be given greater priority; expressed its substantial disappointment that the scope of interventions was still under review with no actual works expected until late February; and agreed that it wished to see substantial progress in this area by the time of the next Committee report.
 - 8) To note concern at the capacity of officers to undertake the exercise and consultation set out in paragraph 4.30-4.33 of the report without impacting other already delayed transport projects; therefore Page 16 Page 2 of 2 agreed to narrow the scope of this exercise to schemes which did not elicit any substantive objection during the original notification process or since; and agreed this exercise should only be initiated once all schools Spaces for People schemes were finalised and implemented.
 - 9) To agree that officers should undertake a structured consultation with town centre champion networks on the current town centre schemes and include feedback in the April 2021 report to Committee.
 - 10) To agree the broad terms of the funding allocation shown in section 6 of the report but recognised further changes may be needed in light of this amended motion and in response to future decisions by Committee on whether to approve or reject certain schemes.
 - 11) To note that stakeholders should have had feedback following measures implemented near Schools and that the Local Transport and Environment Manager would progress this.
 - 12) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princess Street.
 - 13) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs.
- moved by Councillor Lang, seconded by Councillor Smith

Amendment 3

- 1) To note the update on the Spaces for People (SfP) programme within the report.
- 2) To approve the schemes noted in paragraphs 4.3, 4.4 and appendix 2 of the report, with the following changes:
 - 2.1 Whilst efforts to control the pandemic continued officers were asked to continue consideration of measures on Braid Road; manage intrusive traffic in neighbourhood streets with solutions such as modal filters; take a

holistic approach alongside nearby initiatives including the Greenbank-Meadows Quiet Route and Braidburn Terrace; ensure continued monitoring of the effects of the scheme which would enable future decisions on any changes required.

2.2 Officers were asked to consider ways in which Silverknowes Road designs could take account of the desire for a direct and intuitive route. 2.3 In line with the Committee's recent decision to improve safety at dangerous junctions, schemes which delivered infrastructure up to a junction would seek to provide measures on the junction itself where possible whilst not delaying implementation of the scheme overall, for example at Orchard Brae and Crewe Toll roundabouts.

- 3) To note that stakeholders should have had feedback following measures implemented near Schools and that the Local Transport and Environment Manager would progress this.
- 4) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princess Street.
- 6) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs.

- moved by Councillor Miller, seconded by Councillor Corbett

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

Voting

The voting was as follows:

For the motion (as adjusted) - 7 votes

For Amendment 1 - 3 votes

For Amendment 2 - 1 vote

(For the motion (as adjusted) – Councillors Bird, Cameron, Corbett, Doran, Key, Macinnes and Miller

For Amendment 1 – Councillors Smith, Webber and Whyte

For Amendment 2 – Councillor Lang)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the update on the Spaces for People (SfP) programme.
- 2) To approve the schemes noted in paragraphs 4.3 and 4.4 (and in Appendix 2) of the report.
- 3) To approve the recommendations set out in Appendix 1 of the report.

- 4) To note the intention to review the current measures to determine if it would be beneficial to retain or adapt them to support the Council's wider strategic objectives. The arrangements for doing so were set out in paragraphs 4.30 – 4.33 and in Appendix 3 of the report and it was intended to update Committee on this in April 2021.
- 5) To note the schedule of proposed measures near schools in Appendix 4 of the report.
- 6) To agree the funding allocation described in section 6 of the report.
- 7) To note that stakeholders should have had feedback following measures implemented near Schools and that the Local Transport and Environment Manager would progress this.
- 8) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princess Street.
- 9) To agree that officers would note the comments raised by the deputations and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs.
- 10) To approve the schemes noted in paragraphs 4.3, 4.4 and Appendix 2 of the report, with the following changes:

10.1 Whilst efforts to control the pandemic continued officers were asked to continue consideration of measures on Braid Road; manage intrusive traffic in neighbourhood streets with solutions such as modal filters; take a holistic approach alongside nearby initiatives including the Greenbank-Meadows Quiet Route and Braidburn Terrace; ensure continued monitoring of the effects of the scheme which would enable future decisions on any changes required.

10.2 Officers were asked to consider ways in which Silverknowes Road designs could take account of the desire for a direct and intuitive route.

10.3 In line with the Committee's recent decision to improve safety at dangerous junctions, schemes which delivered infrastructure up to a junction would seek to provide measures on the junction itself where possible while not delaying implementation of the scheme overall, for example at Orchard Brae and Crewe Toll roundabouts.

(References – Transport and Environment Committee, 12 November 2020 (item 10); report by the Executive Director of Place, submitted.)

6. Lothian Buses Presentation

Jim McFarlane and Nigel Serafini provided a presentation on behalf of Lothian Buses. An update and review were provided on the company's response to the Covid-19 pandemic. The presentation covered health and safety, customer, industrial relations /

colleagues, commercial overview / funding, environmental update and plans for the future.

Decision

- 1) To note and thank Nigel Serafini and Jim McFarlane for their presentation.
- 2) To record Committee's thanks to the staff of Lothian Buses for their work during the pandemic.
- 3) To invite Lothian Buses to become involved in the removal of street clutter work.

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

7. Strategic Review of Parking - Results of Phase 1 Consultation and General Update

a) Deputation – Leith Independent Garages Association (LIGA)

A written deputation was presented on behalf of a Leith Independent Garages Association (LIGA).

The deputation advised that they represented more than twenty independent garages in and around Leith. The deputation asked the Committee to:

- Implement the fourth option outlined in the 'Options for Garage Customer Parking Permits' section (Section 6, page 25 [Document Pack page 457] of CPZ Phase 1 Industry Specific Parking Permits), allowing use of specific allocated parking spaces and use of Shared Use Parking Spaces.
- Issue two permits to each garage free of charge to stop this being an unfair tax on being.
- Consult with garage businesses to ensure that sufficient permits and spaces are provided.
- Consult further with garage businesses to discover a fair price for additional permits and to ensure the continued economic viability of each business.

b) Ward Councillors

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillor Frank Ross. Councillor Frank Ross specifically addressed the proposals within the report to further delay a controlled parking regime in Corstorphine. Councillor Ross asked Committee to take the opportunity to put a controlled parking zone in place before transport pressure re-emerged.

c) Report by the Executive Director of Place

An update was provided on progress on the Strategic Review, the impact on that progress as a result of the Covid-19 situation and the results of the Phase 1 consultation process were considered. A series of recommendations based on the consultation results and on other strands of work that arose generally from the Strategic Review of Parking were made.

Authority was sought to commence the necessary legal processes that would introduce parking controls in the Phase 1 area, with the operation details and amendments noted in the report, and to introduce partial controls in Sighthill Industrial Estate. The proposed timescales for consulting and, subject to further Committee approvals, delivering all four phases of implementation currently in progress were set out.

Motion

- 1) To note the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1 of the report.
 - 2) To note the results of the informal consultation for the Phase 1 area as detailed in Appendix 2 of the report.
 - 3) To note the changes proposed as a result of the consultation responses.
 - 4) To note the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4 of the report.
 - 5) To approve commencement of the legal process to introduce parking controls into the Phase 1 area, as detailed in Appendix 3 of the report.
 - 6) To approve revised restrictions on permit issue as detailed in Appendix 5 of the report.
 - 7) To note the amended phasing proposals as described in Appendix 6 to the report.
 - 8) To note the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7 of the report.
 - 9) To approve commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of the report.
 - 10) To approve setting of charges related to permits and pay-and-display as detailed in Appendix 9 of the report.
 - 11) To note that a notification would be circulated week commencing 1 February 2021 to all relevant stakeholders.
 - 12) To request that officers explored the issue of a key workers permit and report back to Committee with a written response.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1 of the report.
- 2) To note the results of the informal consultation for the Phase 1 area as detailed in Appendix 2 of the report.
- 3) To note the changes proposed as a result of the consultation responses.
- 4) To note the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4 of the report.
- 5) To approve commencement of the legal process to introduce parking controls into the Phase 1 areas of Abbeyhill, B8, Leith Walk, Pilrig and Shandon as detailed in Appendix 3 of the report. but not Gorgie North, Gorgie South, Leith or North Leith.
- 6) To approve revised restrictions on permit issue as detailed in Appendix 5 of the report.
- 7) To note the amended phasing proposals as described in Appendix 6 to the report.
- 8) To note the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7 of the report.
- 9) To approve commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of the report.

9.1 To request a feasibility study on the introduction of a new Essential Key Workers Permit which would be valid when on shift and recognised the critical role these officers had in keeping the city moving.

- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

- 1) To acknowledge the scale and ambition of the strategic review of parking and that, in many cases, introduction of measures to reduce parking pressure and allocate space more fairly and safely is in response to resident and community demand, over many years.
- 2) To recognise that previous extensions of parking regulation have brought benefit to residents in those areas and few areas, if any, would seek to have controls reduced, even in areas where there was opposition prior to introduction.
- 3) To further recognise that measures to allocate parking space in a more managed way need to be in the context of steps to reduce significantly the overall volume of vehicles seeking space, through encouraging greater use of public transport, active travel and car-pooling and sharing.

- 4) To note the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1 of the report.
- 5) To note the results of the informal consultation for the Phase 1 area as detailed in Appendix 2 of the report.
- 7) To note the changes proposed as a result of the consultation responses.
- 8) To note the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4 of the report.
- 9) To approve commencement of the legal process to introduce parking controls into the Phase 1 area, as detailed in Appendix 3 of the report.
- 10) To approve revised restrictions on permit issue as detailed in Appendix 5 of the report.
- 11) To note the amended phasing proposals as described in Appendix 6 to the report.
- 12) To note the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7 of the report.
- 13) To approve commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of the report.
- 14) To approve setting of charges related to permits and pay-and-display as detailed in Appendix 9 of the report.
- 15) To agree that prior to TROs being issued for feedback relevant ward councillors would be issued with detailed plans of changes in the phase 1 areas for comment and review.
- 16) To note that, in addition to integration with tram, communal bin review and cycle storage projects, the roll-out of EV infrastructure needed to be factored in.
- 17) To agree to introduce garage permits as set out in paragraph 4.30 of the report, with monitoring and feedback from businesses and residents in these locations reported back to Committee in 18 months of implementation within any update report on the strategic review of parking.
- 18) To note that migration of parking pressures was considered within the proposals but that monitoring was the only action proposed in response and called for an update to be provided to Committee on what additional option could be considered if these pressures were observed.
- 19) To note, with reference to point 18, the timescale to implement phase 1 but recognised that the case for the Slateford-Hutchison part of the Gorgie zone was more mixed and partly linked to migration of parking pressures and so agreed to make preparation for its potential inclusion in phase 1 but considered delaying timing of introduction to assess the level of displacement experienced.

- 20) To welcome the inclusion of some parts of CPZ S4 in proposed new zone S5 but equally mandated consideration of whether some immediately adjacent parts of S3 should also go to S5.
 - 21) To note the consultant feedback on the need for further assessment as to whether there was a match in all phase one areas between available space and take-up demand; and mandated that further analysis and further revisions.
 - 22) To note that a notification would be circulated week commencing 1 February 2021 to all relevant stakeholders.
 - 23) To request that officers explored the issue of a key workers permit and report back to Committee with a written response.
- moved by Councillor Miller, seconded by Councillor Corbett

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

Voting

The voting was as follows:

For the motion (as adjusted) - 7 votes

For Amendment 1 - 4 votes

(For the motion (as adjusted) – Councillors Bird, Cameron, Corbett, Doran, Key, Macinnes and Miller

For Amendment 1 – Councillors Lang, Smith, Webber and Whyte)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the amendments to the proposed timescales for delivering the four proposed phases of the Review as detailed in Appendix 1 of the report.
- 2) To note the results of the informal consultation for the Phase 1 area as detailed in Appendix 2 of the report.
- 3) To note the changes proposed as a result of the consultation responses.
- 4) To note the operational details for the proposed parking controls for the Phase 1 area, including proposals to address the concerns of garages and related businesses as detailed in Appendices 3 and 4 of the report.
- 5) To approve commencement of the legal process to introduce parking controls into the Phase 1 area, as detailed in Appendix 3 of the report.
- 6) To approve revised restrictions on permit issue as detailed in Appendix 5 of the report.
- 7) To note the amended phasing proposals as described in Appendix 6 to the report.

- 8) To note the proposed approach for continuing with the planned consultation exercises for the remaining phases of the review, as outlined in Appendix 7 of the report.
- 9) To approve commencement of the legal process to introduce limited parking controls into Sighthill Industrial Estate as detailed in Appendix 8 of the report.
- 10) To approve setting of charges related to permits and pay-and-display as detailed in Appendix 9 of the report.
- 11) To note that a notification would be circulated week commencing 1 February 2021 to all relevant stakeholders.
- 12) To request that officers explored the issue of a key workers permit and report back to Committee with a written response.
- 13) To acknowledge the scale and ambition of the strategic review of parking and that, in many cases, introduction of measures to reduce parking pressure and allocate space more fairly and safely was in response to resident and community demand, over many years.
- 14) To recognise that previous extensions of parking regulation had brought benefit to residents in those areas and few areas, if any, would seek to have controls reduced, even in areas where there was opposition prior to introduction.
- 15) To further recognise that measures to allocate parking space in a more managed way needed to be in the context of steps to reduce significantly the overall volume of vehicles seeking space, through encouraging greater use of public transport, active travel and car-pooling and sharing.
- 16) To agree that prior to TROs being issued for feedback relevant ward councillors would be issued with detailed plans of changes in the phase 1 areas for comment and review.
- 17) To note that, in addition to integration with tram, communal bin review and cycle storage projects, the roll-out of EV infrastructure needed to be factored in.
- 18) To agree to introduce garage permits as set out in paragraph 4.30 of the report, with monitoring and feedback from businesses and residents in these locations reported back to Committee in 18 months of implementation within any update report on the strategic review of parking.
- 19) To note that migration of parking pressures was considered within the proposals but that monitoring was the only action proposed in response and called for an update to be provided to Committee on what additional option could be considered if these pressures were observed.
- 20) To note, with reference to point 19, the timescale to implement phase 1 but recognised that the case for the Slateford-Hutchison part of the Gorgie zone was more mixed and partly linked to migration of parking pressures and so agreed to make preparation for its potential inclusion in phase 1 but considered delaying timing of introduction to assess the level of displacement experienced.

- 21) To welcome the inclusion of some parts of CPZ S4 in proposed new zone S5 but equally mandated consideration of whether some immediately adjacent parts of S3 should also go to S5.
- 22) To note the consultant feedback on the need for further assessment as to whether there was a match in all phase one areas between available space and take-up demand; and mandated that further analysis and further revisions.

(References – Transport and Environment Committee, 12 September 2019 (item 11); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Whyte declared a non-financial interest in the above item as he lived in the areas where the extension of controlled parking might take place.

7. Network and Enforcement Management Improvement Plan

Committee considered a report that supplemented the Roads and Transport Infrastructure Improvement Plan approved by the Transport and Environment Committee on 1 October 2020. Progress made in delivering the outstanding actions contained within the Roads Improvement Plan were set out and an update on implementation of the new organisational structure which was provided.

Details were provided of new actions, within the Network and Enforcement Management Improvement Plan, that had been developed in conjunction with the implementation of the new organisational structure.

Decision

- 1) To note the contents of the report and the positive progress made to date.
- 2) To note the significant progress on completing the majority of the Roads Improvement Plan actions as detailed in Appendix 1 of the report.
- 3) To agree the Network and Enforcement Management Improvement Plan as detailed in Appendix 4 of the report.
- 4) To agree to report back to Committee on any achievements of the Network and Enforcement Management Improvement Plan.

(References – Transport and Environment Committee, 1 October 2020 (item 9); report by the Executive Director of Place, submitted.)

8. Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area

Brunstane Road was a residential street to the east of Portobello which formed a route between Milton Road East to the south and Joppa Road to the north. It had been subject to longstanding traffic problems south of the bridge over the East Coast Main Line (ECML) due to a combination of traffic volumes and parking, resulting in traffic congestion, damage to parked vehicles and instances of anti-social behaviour from drivers.

Committee considered a report highlighting options that had been considered to improve this situation and the possible impacts of each intervention, presented the findings of a recent and previous consultation on proposed changes and made a recommendation to progress with an Experimental Traffic Regulation Order (ETRO) for the area.

Motion

- 1) To note the contents of the report and the findings of the most recent and previous consultation exercises.
 - 2) To agree to the trial taking place using the Experimental Traffic Regulation Order (ETRO) process.
 - 3) To note that further updates would be provided throughout the duration of the trial.
 - 4) To agree that further consultation took place during the trial to determine if the closure should become permanent
 - 5) To agree that specific monitoring of Coillesdene Avenue would take into consideration the retirement home.
 - 6) To agree that parking measures would be considered on Brighton Place.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the contents of the report and the findings of the most recent and previous consultation exercises
- 2) To agree to a trial taking place using the Experimental Traffic Regulation Order (ETRO) process and the trial should start with the minimal intervention (eg one-way road with additional traffic calming measures) possible to assess if this alone could address the issue.
- 3) To agree that further updates would be provided throughout the duration of the trial.
- 4) To agree that the updates would include empirical and extensive data to identify the impact across the network wider area
- 5) To agree that updates would include assessment against a suite of key performance indicators to ensure the various experimental measures could be assessed objectively.
- 6) To agree that the trial and use of ETRO should not extend beyond 18 months.
- 7) To agree that following the conclusion of the ETRO, that the established robust TRO process then be initiated to ensure critical consultation across the wider community be carried out and fulfil our duty of running and management of a network on behalf of all road users.
- 8) To agree that specific monitoring of Coillesdene Avenue would take into consideration the retirement home.

- 9) To agree that parking measures would be considered on Brighton Place.
- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

- 1) To note the contents of the report and the findings of the most recent and previous consultation exercises
- 2) To note the substantial level of opposition to the proposed closure and therefore to agree not to proceed with this option; instead agree that officers should consult with residents on Brunstane Road on the option of introducing additional parking restrictions to address the traffic problems highlighted
- 3) To agree that specific monitoring of Coillesdene Avenue would take into consideration the retirement home.
- 4) To agree that parking measures would be considered on Brighton Place.
- moved by Councillor Lang, seconded by Councillor Smith

Voting

The voting was as follows:

- For the motion - 7 votes
For Amendment 1 - 3 votes
For Amendment 2 - 1 vote

(For the motion – Councillors Bird, Cameron, Corbett, Doran, Key, Macinnes and Miller
For Amendment 1 – Councillors Smith, Webber and Whyte
For Amendment 2 – Councillor Lang)

Decision

To approve the motion by Councillor Macinnes

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

Declaration of Interests

Councillors Doran and Whyte declared a non-financial interest in the above item as they lived in close proximity of the area referred to in the report.

9. Objections to TRO/20/07 – Proposed Extension of 20mph Speed Limit

The objections to Traffic Regulation Order (TRO) TRO/20/07 were detailed which would make variations to the previously implemented Traffic Regulation Order TRO/15/17 for a citywide 20mph network. Committee were informed of the objections received to the draft Order and approval was sought to set these aside and make the Order as advertised. Overall 17 representations were received to the advertised Order. Of these, 15 were objections and two were comments.

Decision

- 1) To note the 15 objections and two comments received in relation to the advertised Traffic Regulation Order (TRO).
- 2) To set aside the 15 objections and give approval to make the TRO as advertised.
- 3) To note that a report presenting proposals for a revised approach to the proposed consultation on further extension of the 20mph network would be brought to the next meeting of the Committee.

(References – Transport and Environment Committee, 11 October 2019 (item 9); report by the Executive Director of Place, submitted.)

10. Waste and Cleansing Services Performance Update

An update was provided on the Waste and Cleansing Services performance for the first two quarters of 2020/21 (April - September 2020), noting in particular the impact of COVID-19 on the service.

Motion

- 1) To note the contents of the report; including the activities, and dependencies, outlined within the report and the progress made towards these.
 - 2) To agree that the Cleanliness Index Monitoring System (CIMS) was replaced by the new more comprehensive Litter Monitoring System from 2021/22.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the contents of the report and also note with some concern the downward turn of some services in September 2020, albeit with an acknowledgement of the impact Covid-19 has had and continued to have on the service.
- 2) To note with encouragement the small uplift in recycling tonnages towards the end of quarter 2 and requested a briefing note was circulated detailing the following: - the work that was being done to communicate changes to recycling services to residents given the ongoing developing circumstances; and - with the guidance for those who can work from home from the Scottish and UK Governments, what could be done to encourage recycling rather than landfill disposal of waste.
- 3) To request further information be included in the next report of the number of complaints and queries which had been received relating to the inability to register for garden waste outside of the registration periods. This should be backdated to April 2020;
- 4) To note from Appendix 3 of the report that there were a number of waste full communal bin and bank service requests which were not being allocated to any particular ward. To request that all requests were allocated a code to ensure monitoring could be done accurately.

- 5) To request a Business Bulletin update in April or June 2021 before the consultation with local authorities planned for the Litter Monitoring System detailed in Appendix 4 of the report detailing the perceived benefits and limitations of the System to ensure that the Committee was aware of any limitations in the information which may be provided to them going forward.
- moved by Councillor Smith, seconded by Councillor Webber

In accordance with Standing Order 22(12), paragraphs 2, 4 and 5 were accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the contents of the report; including the activities, and dependencies, outlined within the report and the progress made towards these.
- 2) To agree that the Cleanliness Index Monitoring System (CIMS) was replaced by the new more comprehensive Litter Monitoring System from 2021/22.
- 3) To note with encouragement the small uplift in recycling tonnages towards the end of quarter 2 and requested a briefing note was circulated detailing the following: - the work that was being done to communicate changes to recycling services to residents given the ongoing developing circumstances; and - with the guidance for those who can work from home from the Scottish and UK Governments, what could be done to encourage recycling rather than landfill disposal of waste.
- 4) To note from Appendix 3 of the report that there were a number of waste full communal bin and bank service requests which were not being allocated to any particular ward. To request that all requests were allocated a code to ensure monitoring could be done accurately;
- 5) To request a Business Bulletin update in April or June 2021 before the consultation with local authorities planned for the Litter Monitoring System detailed in Appendix 4 of the report detailing the perceived benefits and limitations of the System to ensure that the Committee was aware of any limitations in the information which may be provided to them going forward.

(References – Transport and Environment Committee, 5 December 2019 (item 11); report by the Executive Director of Place, submitted.)

11. Modernising Parking Permits

Approval was sought to make changes to the way in which many of the Council's parking permits were issued, switching from a paper-based system to a system of electronic permits. This change would enable the Council to offer an enhanced service to residents, businesses and visitors, whilst reducing reliance on physical permits as proof of entitlement to park. Changes to the way in which visitor permits operated, offering improved flexibility for users were also recommended. This approach built on

the success of the existing RingGo system, which continued to attract new users to online services.

Decision

- 1) To approve proposed changes from the current paper-based system to an electronic permit system for residents' parking permits and for retail, business and trades parking permits.
- 2) To approve proposed changes from the current paper-based system to an electronic permit system for visitor parking permits and the use of the existing RingGo payment system for these permits
- 3) To approve starting the necessary Traffic Regulation Order (TRO) procedures to make these changes to existing permits

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

12. Proposed Parking Controls – Maxwell Street, Morningside

On 20 September 2019 a report authorised by the Executive Director of Place under Delegated Powers commenced the legal process to add the western end of Maxwell Street, Morningside to the S2 zone of the Controlled Parking Zone (CPZ). The draft Traffic Regulation Order (TRO) detailing the extent of the scheme was advertised on 24 July 2020 at which point those interested in the scheme were invited to make their views known to the Council.

Committee considered a report which detailed the results of that consultation and addressed the objections received, which were mainly themed around the legal process, land adoption and parking controls. The report further recommended proceeding to make the TRO and to implement the proposed extension of CPZ restrictions to Maxwell Street, including the area to the rear of numbers 10 and 12 Maxwell Street.

Decision

- 1) To set aside the objections to the Traffic Regulation Order (TRO) as previously advertised and authorised by the Executive Director of Place under Delegated Powers on 20 September 2019.
- 2) To approve the making of the TRO as advertised to include the western end of Maxwell Street, the access road and parking area associated with 10-12 Maxwell Street, as part of proposed extension of the S2 zone of the Controlled Parking Zone.

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

13. Trams to Newhaven: Commencement of Statutory Procedures for Traffic Regulation Order

a) Ward Councillors

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillor Joanna Mowat. Councillor Mowat noted she

was concerned to see the commencement of the statutory procedures to ban the left-hand turn from Leith Walk to London Road was being pursued.

b) Report by the Executive Director of Place

On 14 March 2019 the Council approved the terms of the Final Business Case for the Tram to Newhaven Project. The project completed the tram line to Newhaven from the existing temporary terminus at York Place. As part of the development of the Final Business Case detailed final road designs were developed, and an extensive period of consultation was undertaken. Final designs were costed, and both the designs and the costings were used for the basis of the Final Business Case.

Since approval was given, the junction design had been reviewed for London Road to test whether a different approach could better protect vulnerable road users by providing a single-phase crossing which optimises pedestrian and cyclist safety without increasing saturation at the junction. The outcome of these was successful however to do so a ban stopping the left turn from Leith Walk to London Road would be required. Approval was sought to make such an order and to commence the associated statutory process.

Motion

- 1) To note the developed design for the Trams to Newhaven scheme.
 - 2) To note that the implementation of the Traffic Regulation Orders (TROs) were fundamental to both the design of the tram scheme and its operation.
 - 3) To note that a review of major junctions to prioritise vulnerable road user safety in the city was to commence.
 - 4) To approve the commencement of the statutory procedures for the TRO necessary to ban the left hand turn from Leith Walk to London Road.
 - 5) To note that traffic modelling and counting was used to understand what saturation was expected at the junction and that data would be provided for bikes if they were available.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the developed design for the Trams to Newhaven scheme.
 - 2) To note that the implementation of the Traffic Regulation Orders (TROs) were fundamental to both the design of the tram scheme and its operation.
 - 3) To note that a review of major junctions to prioritise vulnerable road user safety in the city was to commence.
 - 4) To note that traffic modelling and counting was used to understand what saturation was expected at the junction and that data would be provided for bikes if they were available.
- moved by Councillor Whyte, seconded by Councillor Webber

Voting

For the motion - 8 votes

For the Amendment - 3 votes

(For the Motion – Councillors, Bird, Corbett, Doran, Key, Lang, Macinnes, Miller and Perry.

For the Amendment – Councillors Smith, Webber and Whyte.

Decision

To approve the motion by Councillor Macinnes.

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

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

14. Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020 – referral from the Governance, Risk and Best Value Committee

The Governance, Risk and Best Value Committee had referred a report which provided an overview of the status of the overdue Internal Audit (IA) findings as at 30 October 2020. A total of 126 open IA findings remain to be addressed across the Council as at 30 October 2020. This included the one remaining historic finding and excluded open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.

Decision

- 1) To note the report.
- 2) To agree that officers would identify which audit actions could be reported directly to the Transport and Environment Committee as the parent Committee for Place related actions and that future presentations of the paper made it easier to identify which Internal Audit Overdue Management Actions related to the parent Committee.

(References – Governance, Risk and Best Value Committee, 8 December 2020; referral from the Governance, Risk and Best Value Committee, submitted.)

15. Transport Arm's-Length External Organisations: Lothian Buses Company Board Appointment

Approval for a Board appointment for Lothian Buses Limited (LB) was requested.

Decision

- 1) To note that the appointment of Directors to the Board of Lothian Buses Limited (LB) were Reserved Matters, which required the written consent of the Council.
- 2) To approve the appointment of John Benson, Finance Director, as an Executive Director.

(References – Policy and Sustainability Committee, 11 June 2020 (item 11); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillors Doran and Miller declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

16. 2020 Air Quality Annual Progress Report

An annual update was provided on the most recently available annual air quality monitoring data for 2019, local pollutant trends and emerging issues, fulfilling the requirements of the statutory Local Air Quality Management Framework.

Motion

- 1) To note the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework scheme.
 - 2) To agree to contact bus operators in Edinburgh to suggest they discussed with Lothian Buses the way they were trialling the use of electric buses to explore if there were similar commercial opportunities.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework.
- 2) To thank officers and all stakeholders for their part in air quality improvements and to recognise the challenges in these achievements.
- 3) To regret that poor air quality in some neighbourhoods required us to maintain AQMAs, and that actions had not yet yielded enough improvement to ensure clean air in these areas.
- 4) To note the agreement at Committee in February 2020 to produce a new plan to replace the 2008 plan (now 13 years old) and regretted that the council had been under-resourced during 2020 and unable to deliver this new plan yet.
- 5) To note that only 3 of 15 actions listed in Appendix 5 of the report quantified the expected air quality improvement which was likely to be achieved on completion, and therefore the lack of clarity over how the actions would lead to the level of air quality required.

- 6) To call for an update to Committee within two cycles outlining:
 - 6.1 - Estimates of the impact for actions that had not yet been quantified, and an estimate of when these actions would result in the air quality targets being achieved.
 - 6.2 - Options of additional actions that would deliver clean air for Committee to consider.
 - 6.3 - Resource requirements within the Council to deliver the actions and to write a new plan as previously agreed by Committee.
- 7) To agree to contact bus operators in Edinburgh to suggest they discussed with Lothian Buses the way they were trialling the use of electric buses to explore if there were ed similar commercial opportunities.

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

- moved by Councillor Miller, seconded by Councillor Corbett

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework scheme.
- 2) To agree to contact bus operators in Edinburgh to suggest they discussed with Lothian Buses about the way they were trialling the use of electric buses to explore if there were similar commercial opportunities.
- 3) To thank officers and all stakeholders for their part in air quality improvements and recognised the challenges in these achievements.
- 4) To regret that poor air quality in some neighbourhoods required us to maintain AQMAs, and that actions had not yet yielded enough improvement to ensure clean air in these areas.
- 5) To note the agreement at Committee in February 2020 to produce a new plan to replace the 2008 plan (now 13 years old) and regretted that the Council had been under-resourced during 2020 and unable to deliver this new plan yet.
- 6) To note that only 3 of 15 actions listed in Appendix 5 of the report quantified the expected air quality improvement which was likely to be achieved on completion, and therefore the lack of clarity over how the actions would lead to the level of air quality required.
- 7) To call for an update to committee within two cycles outlining:
 - 7.1 - Estimates of the impact for actions that had not yet been quantified, and an estimate of when these actions would result in the air quality targets being achieved.

7.2 - Options of additional actions that would deliver clean air for Committee to consider.

7.3 - Resource requirements within the Council to deliver the actions and to write a new plan as previously agreed by Committee.

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

17. Revenue Monitoring Update –2020/2021 Month seven position

The projected month seven revenue monitoring position for the Place Directorate services. The month seven forecast is based on analysis of actual expenditure and income to the end of October 2020, and expenditure and income projections for the remainder of the 2020/2021 financial year was provided.

Decision

- 1) To note that the overall Place 'business as usual' revenue budget month seven position for the 2020/2021 financial year was a projected £0.516m overspend (excluding Covid-19 impact). Services within the remit of the Committee were forecasting an overspend of £0.464m (excluding Covid-19 impact), which was largely equivalent to the 2020/2021 savings delivery risk in quantum. There were budgetary pressures forecast in the Waste and Cleansing Service, Scientific and Bereavement Services and Fleet at month seven.
- 2) To note that Covid-19 costs of c. £29m in addition to pressure set out at 1.1.1 of the report had been forecast for the overall Place Directorate at month seven with circa £23.5m relating to services within the remit of the Committee.
- 3) To note that the Executive Director of Place was taking measures to reduce budget pressures and progress would be reported to Committee at agreed frequencies.
- 4) To note the forecasted overspend of £0.464m and the £54,523 internal management costs relating to Spaces for People and to agree that officers would provide details of what the forecasted overspend may have been had the human resource element not been paid for by a separate budget.
- 5) To agree to provide clarity on how officers would feedback to Committee on measures being taken to reduce budget on services within the remit of the Committee.

(References – Transport and Environment Committee, 12 November 2020 (item 12); report by the Executive Director of Place, submitted.)

18. Motion by Councillor Rose - Pedestrian crossing in Bernard Terrace

a) Deputation – Southside Community Council

A written deputation was presented on behalf of Southside Community Council.

The Deputation stated that under the Participatory Budgeting scheme (2017/2018 financial year) they were promised a zebra crossing but this still had

not been installed. The Southside Community Council first raised the problem of crossing the east end of Bernard Terrace safely in 2007 but noted that all they were able to achieve was a pavement bulge and a promise that the subject could be revisited if this didn't prove sufficiently effective. The deputation noted the catchment primary school for the area was Preston Street School and many children needed to cross this road. The local after school club was at Nelson Hall on the north corner and the school was a block to the south.

The deputation asked committee to:

- 1 Expedite the installation of the zebra crossing.
- 2 Ensure a safe means to cross Salisbury Road opposite the Commonwealth pool.
- 3 Tell them if the fund for public bidding for road projects still exists.

b) Motion by Councillor Rose - Pedestrian crossing in Bernard Terrace

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

“Committee:

- 1) Notes after lengthy discussions and requests from members of the local community over a period of several years, proposals for a pedestrian crossing in Bernard Terrace, close to the junction with St Leonard's Street were included in the South East Participatory Budgeting Process in early 2018.
- 2) Notes the proposals came top of the list and that, it is understood, capital was set aside for the crossing.
- 3) Notes the full package of plans for a Zebra crossing at the location have been drawn up by consultants and have been safety checked.
- 4) Notes that Southside Community Council and members of the local community have continued to support these plans but are concerned about the delay in implementing the decision taken.
- 5) Notes the provision of a crossing supports the policy priorities for pedestrians and active travel.
- 6) Resolves that this project should proceed to delivery as soon as possible.”

- moved by Councillor Rose, seconded by Councillor Webber

Decision

To approve the motion by the Councillor Rose.

19. Motion by Councillor Webber - Safer Cycling for All

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

- “1) Committee notes that the new segregated temporary cycle lanes introduced across the City are unfamiliar to all types road user and can sometimes require different road user behaviour

- 2) Committee therefore requests a report in one cycle on the feasibility of a campaign to ensure cyclists get the maximum benefit from these measures whilst further enhancing the safety of all road users.
- 3) Committee agrees that the campaign should be funded from the Spaces for People funds.
- 4) Examples of issues the campaign might address, though not exclusively, could include:
 - How all road users can take considerate action to avoid danger/conflict at the end of lanes, where there are shared surfaces, where the lanes are crossed by pedestrians and at junctions
 - What action to take if the surface of the lane is unsafe – e.g. due to a blockage or trough leaves or ice
 - the circumstances when a cyclist might use the carriageway when a segregated cycle lane is in place
 - how different speeds of cycling can be accommodated within the segregated lane
 - Recommendations for safety and visibility – e.g. use of appropriate lighting, high visibility clothing and helmets
 - how to report damage or dangers such as poor surface or missing bollards”

Decision

To note that the motion by the Councillor Webber was withdrawn.

20. Motion by Councillor Webber - EV Infrastructure

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

“Committee:

- 1) Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.
- 2) Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.
- 3) Notes that despite this and previous commitments on EV and parking infrastructure Electric vehicle charging device statistics published by the Department for Transport on 10 November 2020 show that City of Edinburgh Council is the worst performing local authority area in Scotland for provision of electric vehicle charging infrastructure.
- 4) Notes that, in contrast to neighbouring local authority areas such as East Lothian, City of Edinburgh Council has been unable to make progress with its

strategy to install a network of on-street electric vehicle charging 'hubs' across the Capital

- 5) Therefore instructs the Director of Place to take all necessary action to prioritise the roll out of a universal EV charging network in line with the recommendation of the Edinburgh Climate Commission and, as a first step to ensure past failures are avoided and the required action is taken, reports to Committee within two cycles with an action plan and milestones for the roll out. Further, as part of this report the Director should provide options to promote the electrification of vehicles in Edinburgh which seek to bring together council, residents and business with a view to better prepare the city for a carbon neutral transport infrastructure”

Motion

- 1) Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.
- 2) Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.
- 3) Notes that despite this and previous commitments on EV and parking infrastructure Electric vehicle charging device statistics published by the Department for Transport on 10 November 2020 show that City of Edinburgh Council is the worst performing local authority area in Scotland for provision of electric vehicle charging infrastructure.
- 4) Notes that, in contrast to neighbouring local authority areas such as East Lothian, City of Edinburgh Council has been unable to make progress with its strategy to install a network of on-street electric vehicle charging 'hubs' across the Capital.
- 5) Therefore instructs the Director of Place to take all necessary action to prioritise the roll out of a universal EV charging network in line with the recommendation of the Edinburgh Climate Commission and, as a first step to ensure past failures are avoided and the required action is taken, reports to Committee within two cycles with an action plan and milestones for the roll out. Further, as part of this report the Director should provide options to promote the electrification of vehicles in Edinburgh which seek to bring together council, residents and business with a view to better prepare the city for a carbon neutral transport infrastructure.

- moved by Councillor Webber, seconded by Councillor Whyte

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

Amendment 1

- 1) Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.
- 2) Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.
- 3) Notes that, according to UK Department for Transport statistics published in Nov 2020, Edinburgh has the third highest number of publicly available chargers per local authority in Scotland.
- 4) Notes that, as outlined in the Business Bulletin contained in today's Transport and Environment Committee's paper, Edinburgh's successful £2.2m funding bid from Transport Scotland had its deadline for implementation extended to April 2022, due to the impact of COVID on progress.
- 5) Regrets the delay in implementing the agreed strategy to increase availability of public EV chargers but recognises that, by March 2022, 66 chargers and 132 charging bays, located at sites across the city will be in place, representing a mix of charger types to suit residents, visitors and taxis.
- 6) Recognises that consideration is being given to augmenting that total with 20 additional rapid chargers at Ingliston Park and Ride ahead of the COP26 in Nov 2021.
- 7) Recognises that our continued partnership with Charge Place Scotland will enable promotion of available infrastructure in Edinburgh through interactive maps and real time information relating to charger availability.
- 8) Notes that the City of Edinburgh Council has 44 chargers and 66 charging points to facilitate our own developing EV fleet (20 electric vans, 32 electric cars and an electric road sweeper have recently been procured) and proposals are being developed to allow public access to these chargers to help fulfil further public provision.
- 9) Requests a progress report to the June 2021 Transport and Environment Committee detailing action on the procurement plan and communication strategy, as well as general progress, as outlined in today's Business Bulletin.

- moved by Councillor MacInnes, seconded by Councillor Doran

Amendment 2

- 1) Notes that electric vehicles (EV) have a lifetime carbon footprint; that EVs are expected to become more sustainable in the long term; but that Edinburgh's 2030 climate target requires radical change in a shorter timeframe.
- 2) Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.

- 3) Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.
- 4) Notes that despite this and previous commitments on EV and parking infrastructure Electric vehicle charging device statistics published by the Department for Transport on 10 November 2020 show that City of Edinburgh Council is the worst performing local authority area in Scotland for provision of electric vehicle charging infrastructure.
- 5) Notes that, in contrast to neighbouring local authority areas such as East Lothian, City of Edinburgh Council has been unable to make progress with its strategy to install a network of on-street electric vehicle charging 'hubs' across the Capital.
- 6) Therefore instructs the Director of Place to take all necessary action to prioritise the roll out of a universal EV charging network in line with the recommendation of the Edinburgh Climate Commission and, as a first step to ensure past failures are avoided and the required action is taken, reports to Committee within two cycles with an action plan and milestones for the roll out. Further, as part of this report the Director should provide options to promote the electrification of vehicles in Edinburgh which seek to bring together council, residents and business with a view to better prepare the city for a carbon neutral transport infrastructure.

- moved by Councillor Miller, seconded by Councillor Corbett

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

Voting

The voting was as follows:

For the motion - 4 votes

For Amendment 1 (as adjusted) - 7 votes

(For the motion – Councillors Lang, Smith, Webber and Whyte

For Amendment 1 (as adjusted) – Councillors Cameron, Corbett, Doran, Key, Macinnes, Miller and Frank Ross)

Decision

To approve the following adjusted amendment by Councillor Macinnes:

Committee

- 1) Notes that the Edinburgh Climate Commission, in its report 'Forward, Faster, Together' outlining recommendations for a Green Recovery identified the roll out of universal EV charging networks with access for all as a priority action.
- 2) Notes that the Policy and Sustainability Committee agreed the recommendations of the Edinburgh Climate Commission at its meeting on 23 July 2020 including those relating to EV charging networks.

- 3) Notes that, according to UK Department for Transport statistics published in Nov 2020, Edinburgh has the third highest number of publicly available chargers per local authority in Scotland.
- 4) Notes that, as outlined in the Business Bulletin contained in today's Transport and Environment Committee's paper, Edinburgh's successful £2.2m funding bid from Transport Scotland had its deadline for implementation extended to April 2022, due to the impact of COVID on progress.
- 5) Regrets the delay in implementing the agreed strategy to increase availability of public EV chargers but recognises that, by March 2022, 66 chargers and 132 charging bays, located at sites across the city will be in place, representing a mix of charger types to suit residents, visitors and taxis.
- 6) Recognises that consideration is being given to augmenting that total with 20 additional rapid chargers at Ingliston Park and Ride ahead of the COP26 in Nov 2021.
- 7) Recognises that our continued partnership with Charge Place Scotland will enable promotion of available infrastructure in Edinburgh through interactive maps and real time information relating to charger availability.
- 8) Notes that the City of Edinburgh Council has 44 chargers and 66 charging points to facilitate our own developing EV fleet (20 electric vans, 32 electric cars and an electric road sweeper have recently been procured) and proposals are being developed to allow public access to these chargers to help fulfil further public provision.
- 9) Requests a progress report to the June 2021 Transport and Environment Committee detailing action on the procurement plan and communication strategy, as well as general progress, as outlined in today's Business Bulletin.
- 10) Notes that electric vehicles (EV) have a lifetime carbon footprint; that EVs are expected to become more sustainable in the long term; but that Edinburgh's 2030 climate target requires radical change in a shorter timeframe.

21. Motion by Councillor Lang - Cammo Road trial closure

a) Deputation – Cammo Traffic Group

A written deputation was presented on behalf of Cammo Traffic Group.

The deputation noted they:

1. Suffer ongoing safety issues in terms of both the volume and speed of traffic on Cammo Road, including its use by HGVs contrary to signage.
2. Were concerned that the volume and speed of traffic presents a significant and growing danger to the recreational walkers and cyclists using Cammo Road, which had no pavements for >95% of its length and in places was too narrow for opposing traffic to pass.
3. Note that Council officials in 2018 agreed in principle to a trial closure of Cammo Road in response to these issues but that no such trial had yet been

undertaken.

4. Reaffirmed our resolve to see the road closed by supporting an independent residents survey in 2019, which returned 73% of households in favour of closure.

5. Note that Council officials in late 2020 considered a through-road closure of Cammo Road as part of the Spaces for People programme, but did not implement the scheme because it was not considered necessary for the Forest Kindergarten.

6. Believe the issues and danger on Cammo Road will worsen very significantly both during and after the new house building at Turnhouse and West Craigs.

7. Therefore call on the members of the committee to agree to proceed with a trial closure as a matter of priority in 2021.

b) Deputation – Residents of Lennymuir

A written deputation was presented on behalf of residents of Lennymuir

The deputation stated that, Based on current opinion Residents of Lennymuir strongly contest the closure of Cammo Road on the following grounds:-

1. The residents of Lennymuir use Cammo Road on a regular, if not daily basis, for the purpose of necessary and essential travel.

2. The existing alternative access routes from Lennymuir i.e. Craigs Road, Turnhouse Road and Maybury Road were at best woefully inadequate. The volume and frequency of traffic ensures hold-ups and gridlock on a daily commute (outside Covid restrictions) at each junction and pinch point.

3. The proposed new major housing developments on Turnhouse Road, will inevitably massively increase pressure on the existing poor infrastructure.

4. New build traffic can only add to present chaos, increasing fears of isolation and being cut off for home dwellers in Lennymuir.

5. Adequate provision for public transport was non-existent for Lennymuir residents.

6. Reduced access for Service Vehicles, Trade and Emergency Services will impact on the Health and Safety of residents.

7. The closure of Cammo Road would mean access to their houses would be completely compromised.

c) Motion by Councillor Lang - Cammo Road trial closure

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

“1) Committee notes:

A) the written deputation signed by 59 people from 30 properties on Cammo Road, Turnhouse Farm Road, Lennymuir, and Nether Lennie, calling for the Council to proceed with a trial closure of Cammo Road to through traffic as a result of safety concerns over the volume and speed of commuting and HGV traffic.

B) the counter written deputation signed by 27 residents from 13 properties at Lennymuir, opposing any such closure because of concerns over adequate access to their homes.

C) that north west locality transport officers agreed in 2018 to the principle of progressing a trial through-road closure of Cammo Road in order to properly assess impact before considering any longer-term measures.

D) that the proposed through-road closure point still ensured all properties could be accessed, with alternative road access available via Craigs Road and/or Turnhouse Road.

- 2) Committee recognises the long standing concerns of a majority of local residents and the risk that current problems could be worsened by new housing developments; therefore calls on officers to engage with ward councillors and to bring forward a report in one cycle, setting out the options for running a trial through-road closure of Cammo Road during 2021.
- 3) Committee agrees that any such trial closure should preserve access to the Cammo Estate car park and ensure adequate access for emergency vehicles.”

- moved by Councillor Lang, seconded by Councillor Webber

Decision

To approve the motion by the Councillor Lang.