

Addendum by the SNP Group

Transport and Environment Committee

20 April 2023

Item 7.1 - Major Junctions Review Update

Adds:

1.2 Requests an update via the Business Bulletin on the progress of junction design work by the October Committee.

Moved by **Councillor Danny Aston**

Seconded by **Councillor Finlay McFarlane**

Amendment by the Administration

Transport and Environment Committee

20 April 2023

7.2 Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

Committee:

Notes that the Roads and Infrastructure Investment Capital Delivery Budget (£21.781M) is set at its highest level since 2013/14 (£24.5m).

Notes that the Roads and Infrastructure Investment Capital Delivery Budget has fluctuated considerably from year to year and this makes it difficult to effectively plan and deliver improvements to our roads and pavements in the most efficient manner.

Notes 4.50.

Agrees that to inform the budget setting process that a 5 year funding requirement is reported for each budget subheading to Committee in September, and that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates.

The plan should detail the level of funding needed to maintain the relevant assets at an acceptable standard.

Notes the mention of the Edinburgh Street Design Guidance in 4.23.

Notes the policy that EV charging points in Edinburgh are not installed on footpaths.

Notes that, however, feeder pillars housing the electrical connection to the grid are currently classed as “street furniture” and can be installed by statutory undertakers within the footway.

Agrees that the Edinburgh Street Design Guidance should be amended to make clear that feeder pillars for EV charging points should not be installed on public footpaths.

Moved by: Cllr Scott Arthur

Seconded by:

Addendum by the Liberal Democrat Group

Transport & Environment Committee

20 April 2023

Item 7.2 - Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

Committee

Add:

“1.1.4 notes how the scale of the investment set out in the report is only made possible because of the additional £11 million allocated through the agreed Council budget for 2023/24.”

Moved by: Councillor Kevin Lang

Seconded by: Councillor Sanne Dijkstra-Downie

Addendum by The SNP Group

Transport & Environment Committee – 20 April 2023

Item 7.2 Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

Adds to Recommendations:

1.2 Notes that Edinburgh's setted and cobbled streets are managed and budgeted for outwith the capital delivery priorities of the wider carriageway and footway scheme as noted in the report.

1.2.1 Further notes that the poor condition of a setted street can cause significant disruption to residential amenity and public safety through the amplification of road traffic noise and the risk to those walking wheeling and cycling on an uneven surface.

1.2.2 Understands that the Council's Setted Street Policy aims to retain setts and cobbles where they currently exist, especially within the UNESCO World Heritage Site and Edinburgh's Conservation Areas.

1.2.3 Further understands that whilst setted and cobbled streets contribute significantly to the cities heritage and setting, setted street repair is significantly more costly than a regular road repair, round topped cobbles can be a barrier for those cycling and some pedestrians, and that in areas where there is regular heavy traffic impact e.g buses setts can quickly deteriorate even after full reinstatement.

1.2.3 Therefore requests a report in one cycle outlining the current proposed work programme of setted street repair for 2023/2024, 2024/2025, 2026/2027, 2027/2028 and 2028/2029.

The report should also include:

- The current setted street policy as appendix
- The metrics used by officers to prioritise work on setted streets
- The current annual budget allocation for setted street repair
- Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking wheeling and cycling through the repair programme.

Moved by Councillor

Seconded by Councillor

Amendment by the Green Group

Transport and Environment Committee

20 April 2023

Item 7.2 – Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

Amends 1.1.3: Approves to retain the current approach to carriageway renewals to ensure efficiency in delivering public realm, street design guidance, and active travel improvements in tandem, and reduce disruption.

Adds:

- 1.1.4 Notes that the methodology of prioritisation used to identify projects was approved in January 2016 and designed to "reflect and support the Council's Local Transport Strategy objectives" that are now seven years and two council administrations out of date.
- 1.1.5 Thanks officers for prioritising investment in areas of higher footfall and cycle use.
- 1.1.6 Notes, however, that while council transport policy has significantly evolved since 2016, most notably with the approval of the City Mobility Plan in 2021, the methodology has not been updated to reflect changing priorities.
- 1.1.7 Requests an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan action plans in time for the Capital Delivery Priorities for 2024/25.
- 1.1.8 Asks officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may require TROs.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Claire Miller

Addendum by the Liberal Democrat Group

Transport & Environment Committee

20 April 2023

Item 8.2 - Street Cleansing Performance Report

Committee

At the beginning of 1.1.3, insert:

“the substantial additional cleaning activity now made possible because of the extra £3 million agreed within the Council budget for 2023/24 and notes...”

Moved by: Councillor Kevin Lang

Seconded by: Councillor Sanne Dijkstra-Downie

Emergency Motion by Morningside Ward Councillors

Transport and Environment Committee

20 April 2023

Canaan Lane

1. Notes that a TTRO has been in place for a road closure at Canaan Lane since 6th December 2021 to allow for a building development.
2. Notes that extensions to the original TTRO have been agreed on multiple occasions since the order was made, owing to delays to the building works.
3. Notes that the road closure has reduced rat running and had a positive impact on road safety, especially for children on their journey to school at the Royal Blind School, South Morningside Primary School and Canaan Lane Primary School; and that this feedback has been reflected in the consultation completed as part of the school travel survey, and shared by the Parent Council.
4. Notes that the school travel plan for South Morningside Primary School and Canaan Lane Primary is still in draft format but that retention of the road closure at Canaan Lane is a key factor under consideration in order to implement a “School Streets” scheme there on a permanent basis.
5. Recognises that the reopening of Canaan Lane to through traffic now runs the risk of the road becoming a rat run again, endangers young people on their journey to school and threatens the ability of the Council to implement an effective “School Streets” scheme there in the future. Further recognises that the reopening of Canaan Lane to through traffic causes road safety issues for residents in the street, especially whilst further building works are ongoing at Deanbank House.
6. Therefore, requests that as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised, and permanent alternatives are proposed and put in place as part of this work, in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with ward Cllrs to discuss this work, and to set out a timeline for longer term improvements in the area.

Moved by **Councillor Ben Parker**