

Transport and Environment Committee

10.00am, Thursday 25 April 2024

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang (except item 8.1), McFarlane, Mumford (substituting for Councillor O'Neill, items 1-7), Munro, Parker (substituting for Councillor O'Neill, items 7-9) and Thornley (substituting for Councillor Lang, item 8.1).

Also present

Councillor McKenzie (as ward members in respect of item 6.1), and Councillors Mowat and Caldwell (as ward members in respect of item 8.2)

1. Deputations

- (a) **Community Councils Together on Trams and New Town & Broughton Community Council**
(in relation to item 8.2 – Edinburgh Tram York Place to Newhaven Project Delivery)

The deputation expressed their goal to work towards having attractive public transport to encourage the public to leave their cars at home. The deputation shared their disappointment in the number of defects and issues that had not yet been rectified. They further expressed that it was unclear how many issues were outstanding and it was not clear what team was responsible for the work required to rectify the issues. The deputation highlighted that there were major risks they had identified which the Council should consider.

- (b) **Windsor Street, Elm Row, Leopold Place and Montgomery Street West (WELM)**
(in relation to item 8.2 – Edinburgh Tram York Place to Newhaven Project Delivery)

The deputation noted that although WELM was only formed formerly in the last year many of its members had been engaged with the tram project for a number of years. They raised that they had considerable concerns and requested that the Committee give consideration to these concerns. They noted the impact on local residents of Montgomery street who are experiencing traffic safety concerns and noise disturbances as a result of business deliveries and loading provisions not having sufficient space to operate. They called for a focus on meaningful community engagement during the construction phase of the project.

**(c) Edinburgh Access Panel, RNIB Scotland, Sight Scotland
(in relation to item 8.2 – Edinburgh Tram York Place to Newhaven Project Delivery)**

The deputation expressed concerns regarding accessibility noting the lack of delineation between the cycle-path and the footway, the requirement to cross the cycle-path to access bus stops, the placement of tactile paving, and the instances of low kerbs that guide dogs cannot detect. It was highlighted that currently the tactile pavement is poorly placed and should be corrected to ensure the tactile pavement identifies hazards. It was further highlighted that continually pavements present a safety hazard as it is not obvious when pedestrians should be wary of vehicles, and those with limited sight will often count streets in order to determine their location.

**(d) Westfield Street Residents
(in relation to Item 6.1 – Business Bulletin (Strategic Review of Parking, S6 Update))**

The deputation raised the significant impacted being experienced by the residents of Westfield street due to the ongoing parking issues. The deputation requested that a site visit be conducted to allow the committee to view the extent of the impact and requested that action be taken to resolve the issue of parking on this street.

**(e) NLRP12
(in relation to Item 7.5 – Healthcare Worker and Carer (Parking) Permits)**

The deputation highlighted that 8.5% of Edinburgh unpaid carers are in receipt of carers allowance and noted that this is lower than the Scotland average of 10%. The deputation noted that the amended report now includes reference to ‘carers credit’ they note that ‘carers credit’ was not something that they were aware of and highlighted that the number of those receiving carers credit was low across the UK. It was further noted that currently majority of unpaid carers would not qualify for the permit.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 7 March 2024 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme 25 April 2024, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 1 – Neighbourhood Environment Programme and Community Grants Fund
 - Action 11 – Kirkliston Junction Reconfiguration
 - Action 16 (1) – Updated Pedestrian Crossing Prioritisation 2022/23
 - Action 21 – Draft Road Safety Action Plan – Delivering City Mobility Plan
 - Action 25 (1, 4 and 5) – Response to Motion by Councillor Arthur and Project Update – Electric Vehicle Charging
 - Action 27 (4) – Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24
 - Action 28 – Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)
 - Action 37 (2) – Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation
 - Action 41 (3) – Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road
 - Action 44 (4) – Response to motion by Councillor Cowdy – Better Buses for Ratho
 - Action 45 – Roads and Transport Infrastructure Investment
 - Action 48 (3) – Business Bulletin
 - Action 51 – Road Safety – Service and Delivery Plan Update for 2023/24
 - Action 53 (3) – Speed Limits Review – 20mph
 - Action 55 – Motion by Councillor Dijkstra-Downie - Trial of speed-responsive traffic lights
 - Action 56 (2) – Response to the Edinburgh Tram Inquiry
 - Action 60 (1) – Public Toilets
 - Action 66 (1 and 2) – Motion by Councillor Mitchell - Telford and Hillhouse Junction
 - Action 70 (1 and 3) – Major Junctions Review
 - Action 71 (3) – East London Street
 - Action 73 (2) – Incorrect Parking on the Tram Line
 - Action 75 – Trams to Newhaven
 - Action 76 – Motion by Councillor Caldwell – Public Realm (scrutiny) along the Trams Phase 2
 - Action 77 – Transport and Environment Committee Work Programme
 - Action 78 (3) – Business Bulletin
 - Action 79 (1) – City Mobility Plan – 1st Review
 - Action 80 (4) – Our Future Streets – a circulation plan for Edinburgh
 - Action 82 (1 and 2) – Motion by Councillor McKenzie – t7 Longstone Link
 - Action 88 – Healthcare Worker and Carer Parking Permits

- Action 90 (1) – Motion by Councillor Lang – Additional Capital Investment in Transport
- Action 95 – Motion by Councillor Hyslop – Queensferry Town Centre Designation

2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log, 25 April 2023, submitted)

5. Business Bulletin

(a) Councillor McKenzie (ward councillor)

Councillor McKenzie raised a concern regarding the Strategic Review of Parking, S6 Update and highlighted that due to traffic displacement there had been a significant impact on local residents. Councillor McKenzie urged committee members to request an anticipated implantation date and inquired how and when the decision would be made and called for the matter to be resolved urgently.

Councillor McKenzie further inquired about future progress updates regarding the T7 Longstone Link and questioned why costs were estimated on a bridge width of 3-meters when the bridge was built with a 5-meter width.

(b) Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Motion

- 1) To note the Business Bulletin.
- 2) To note the Travel Tracker System Update.
- 3) To note that the development of the Lothian Buses' real time information feed was now complete for the new bus tracker screens, and testing was underway.
- 4) To note that 80-100 sites were being considered for the installation of new tracker screens at additional locations across the city, including potentially integrating them into bus stops.
- 5) To note that the existing network of bus tracker screens does not well serve key areas of the city where car ownership is lower (e.g. Oxfords).
- 6) To agree, therefore, that the May 2024 Transport & Environment Committee business Bulletin would include an overview of how sites for the 80-100 additional trackers were being identified.
- 7) To note the Greenbank to Meadows Quiet Connection – Delivery of Option 3 Update.
- 8) To note that this was a trial and agreed that it is acceptable that the committee look at robust but inexpensive way to test the approach.
- 9) To note that there continued to be a range of views in the local community about how the scheme would proceed, and that the ETRO process would provide a platform to amend the scheme in response to feedback from residents.
- 10) To agree that whilst option 3 (as amended) would be deployed, that the Council officers would include in the ETRO power to install all/part of Option 1 and 2 in response to feedback from residents.

- 11) To note that the Committee enhanced Option 3 and agreed that the modal filters would not be removed until the improvements were deployed:
 - a) That Braine Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
 - b) Speed reduction measures would be installed on Hermitage Drive, Midmar Drive, Braid Road (southern extent) and Brain Ave where there are known speeding issues.
 - c) Consideration would be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage Braid entrance.
 - d) Any necessary updates to local School Travel Plans are made/installed.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the Business Bulletin update on the trial road closure of Cammo Road.
- 2) To note the Committee decided unanimously on November 2022 to delay the implementation of the trial closure at Cammo Road until the new signalised crossing was installed at Maybury Road / Craigs Road, and that this decision was made on the basis of the officer report which said works on the junction “will commence in January 2023 for a period of three to four months”.
- 3) To therefore express significant frustration that, 17 months on since the decision, works on the junction had yet to commence, given the trial could have been initiated, completed and evaluated, twice over in this time.
- 4) To note how the bulletin provides no guarantee that works on the junction would commence in the next few months, with the required application to vary planning consent still not submitted.
- 5) To agree:
 - a) That transport officers would urgently seek via planning a definitive timetable for the commencement of the works on the Maybury Road / Craigs Road signalised junction.
 - b) To consider the next steps at the May committee, if no guarantee can be provided that works would commence in the next six months, the agreed ETRO closure trial on Cammo Road would be commenced immediately, with the evaluation report brought back to committee in due course.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the Business Bulletin.

- 2) To note the Travel Tracker System Update.
- 3) To note that the development of the Lothian Buses' real time information feed was now complete for the new bus tracker screens, and testing was underway.
- 4) To note that 80-100 sites were being considered for the installation of new tracker screens at additional locations across the city, including potentially integrating them into bus stops.
- 5) To note that the existing network of bus tracker screens does not well serve key areas of the city where car ownership is lower (e.g. Oxbgangs).
- 6) To agree, therefore, that the May 2024 Transport & Environment Committee business Bulletin would include an overview of how sites for the 80-100 additional trackers were being identified.
- 7) To note the Greenbank to Meadows Quiet Connection – Delivery of Option 3 Update.
- 8) To note that this was a trial and agreed that it is acceptable that the committee look at robust but inexpensive way to test the approach.
- 9) To note that there continued to be a range of views in the local community about how the scheme would proceed, and that the ETRO process would provide a platform to amend the scheme in response to feedback from residents.
- 10) To agree that whilst option 3 (as amended) would be deployed, that the Council officers would include in the ETRO power to install all/part of Option 1 and 2 in response to feedback from residents.
- 11) To note that the Committee enhanced Option 3 and agreed that the modal filters would not be removed until the improvements were deployed:
 - a) That Braine Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this would be reflected in their layout and design.
 - b) Speed reduction measures would be installed on Hermitage Drive, Midmar Drive, Braid Road (southern extent) and Brain Ave where there are known speeding issues.
 - c) Consideration would be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage Braid entrance.
 - d) Any necessary updates to local School Travel Plans are made/installed.
- 12) To note the Business Bulletin update on the trial road closure of Cammo Road.
- 13) To note the Committee decided unanimously on November 2022 to delay the implementation of the trial closure at Cammo Road until the new signalised crossing was installed at Maybury Road / Craigs Road, and that this decision was made on the basis of the officer report which said works on the junction "will commence in January 2023 for a period of three to four months".
- 14) To therefore expresses significant frustration that, 17 months on since the decision, works on the junction had yet to commence, given the trial could have been initiated, completed and evaluated, twice over in this time.

- 15) To note how the bulletin provides no guarantee that works on the junction would commence in the next few months, with the required application to vary planning consent still not submitted.
- 16) To agree:
 - a) That transport officers would urgently seek via planning a definitive timetable for the commencement of the works on the Maybury Road / Craigs Road signalised junction.
 - b) To consider the next steps at the May committee, if no guarantee can be provided that works would commence in the next six months, the agreed ETRO closure trial on Cammo Road would be commenced immediately, with the evaluation report brought back to committee in due course.

(Reference – Business Bulletin, 25 April 2024, submitted.)

6. Road Safety Delivery Plan 2024-25

This report presented the proposed road safety delivery plan for 2024/25 for approval and identified key priorities and provided an update on on-going activities.

Motion

- 1) To note the service priorities, team resources and funding expectations.
- 2) To note the options to be considered that could discourage or restrict larger and heavier vehicles in the city.
- 3) To note the updates provided for the 20 mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street.
- 4) To agree the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1).
- 5) To agree the commencement of the School Crossing Guide review at vacant sites.
- 6) To note the Road Safety Delivery Plan was predicated on consistent annual budgets.
- 7) To note that officers would continue to engage with Transport Scotland to promote changes in primary legislation where appropriate.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note that the service priorities, team resources and funding expectations.
- 2) To note the options to be considered that could discourage or restrict larger and heavier vehicles in the city.
- 3) To note the updates provided for the 20 mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street.
- 4) To agree the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1).
- 5) To agree the commencement of the School Crossing Guide review at vacant sites.

- 6) To note the Road Safety Delivery Plan was predicated on consistent annual budgets.
 - 7) To note that officers would continue to engage with Transport Scotland to promote changes in primary legislation where appropriate.
 - 8) To note, with concern, that delays to the delivery of projects funded by Section 75 contributions may now mean some of those contributions have expired, and therefore agrees the outcome of the review of the S75 register and which contributions have expired would be reported back to committee via a business bulletin as soon as practically possible.
 - 9) To note paragraph 4.3.3 of the report which recognises how only a “modest” number of new pedestrian crossings are included in the delivery plan; and requests a business bulletin update in two cycles, setting out the complete list of sites which have been identified for new crossings with an indicative phasing of how these could be delivered over future years.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 2

- 1) To note that the service priorities, team resources and funding expectations.
 - 2) To note the options to be considered that could discourage or restrict larger and heavier vehicles in the city.
 - 3) To note the updates provided for the 20 mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street
 - 4) To agree the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1)
 - 5) To agree the commencement of the School Crossing Guide review at vacant sites
 - 6) To note the Road Safety Delivery Plan is predicated on consistent annual budgets
 - 7) To note that officers would continue to engage with Transport Scotland to promote changes in primary legislation where appropriate
 - 8) To note that evidence from the Insurance Institute for Highway Safety and VIAS institute in Belgium which shows that large and heavy vehicles such as SUVs increase the risk of pedestrian deaths.
 - 9) To note that in line with the Council’s statutory duty to promote road safety and prevent accidents as well as the City Mobility Plan’s aims to priorities vulnerable road users and meet Vision Zero, the use of such vehicles should be discouraged.
 - 10) To request officers undertake the analysis needed to develop an appropriate policy, enforcement regime and justification of the legal order to discourage the use of larger and heavier vehicles via parking permit and on street parking charges and provide councillors with budgetary information in time for the 25/26 Council budget setting process.
- moved by Councillor Bandel, seconded by Councillor Parker

Amendment 3

- 1) To note that the service priorities, team resources and funding expectations.
- 2) To note the options to be considered that could discourage or restrict larger and heavier vehicles in the city. Recognises the difficulties set out in the Report along with the current pressures on Officer time and resources and therefore agrees not to further pursue any of the options
- 3) To note the updates provided for the 20 mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street.
- 4) To agree the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1).
- 5) To agree the commencement of the School Crossing Guide review at vacant sites.
- 6) To note the Road Safety Delivery Plan is predicated on consistent annual budgets.
- 7) To note that officer would continue to engage with Transport Scotland to promote changes in primary legislation where appropriate
- 8) To note the delivery of a modest pedestrian crossing programme and development of a new framework set out in 4.3.3 effectively abandons the original programme and therefore instructs officers to communicate this to all schools and Community Councils affected by any of the infrastructure from the original programme that had not yet been delivered.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, Amendment 1(1.2.5 and 1.2.6) and Amendment 2 were accepted as addenda to the motion.

In accordance with Standing Order 22.13, Amendment 1 was accepted as an addendum to Amendment 3.

Voting

The voting was as follows:

For the motion (as adjusted) – 9 votes

For Amendment 3 (as adjusted) – 2 votes

For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, and Parker.

For Amendment 3 (as adjusted) – Councillors Cowdy and Munro

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note that the service priorities, team resources and funding expectations.
- 2) To note the options to be considered that could discourage or restrict larger and heavier vehicles in the city.
- 3) To note the updates provided for the 20 mph speed limit reductions, changes to Rural speed limits and road safety proposals on East London Street.

- 4) To agree the proposed Road Safety Delivery Plan for 2024/2025 (Appendix 1).
- 5) To agree the commencement of the School Crossing Guide review at vacant sites.
- 6) To note the Road Safety Delivery Plan is predicated on consistent annual budgets.
- 7) To note that officers would continue to engage with Transport Scotland to promote changes in primary legislation where appropriate.
- 8) To note that with concern that delays to the delivery of projects funded by Section 75 contributions may now mean some of those contributions have expired, and therefore agrees the outcome of the review of the S75 register and which contributions have expired should be reported back to committee via a business bulletin as soon as practically possible.
- 9) To note paragraph 4.3.3 of the report which recognises how only a “modest” number of new pedestrian crossings are included in the delivery plan; and requests a business bulletin update in two cycles, setting out the complete list of sites which have been identified for new crossings with an indicative phasing of how these could be delivered over future years.
- 10) To note that evidence from the Insurance Institute for Highway Safety and VIAS institute in Belgium which shows that large and heavy vehicles such as SUVs increase the risk of pedestrian deaths.
- 11) To note that in line with the Council’s statutory duty to promote road safety and prevent accidents as well as the City Mobility Plan’s aims to priorities vulnerable road users and meet Vision Zero, the use of such vehicles should be discouraged.
- 12) To request officers undertake the analysis needed to develop an appropriate policy, enforcement regime and justification of the legal order to discourage the use of larger and heavier vehicles via parking permit and on street parking charges and provide councillors with budgetary information in time for the 25/26 Council budget setting process. To consider this further at a members workshop.

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

7. Electric Vehicle Charging – Programme Update

An update was provided in response to the adjusted motion approved by Committee in March 2023 regarding Electric Vehicle (EV) charging infrastructure, as well as outlining the next steps for procuring a commercial partner to support the Council in rolling out EV charging in the city.

Motion

- 1) To note the update on the Electric Vehicle (EV) Charging Point programme including progress on the funding application.
- 2) To note that the outcome of the procurement of this requirement would be taken to the Finance and Resources Committee for approval prior to award in line with the Council’s Contract Standing Orders.

- 3) To agree the changes proposed regarding maximum stay periods and delegate authority to the Head of Network Management and Enforcement to amend maximum charging periods to respond to any issues which arose (with Business Bulletin updates to Committee).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on the Electric Vehicle (EV) Charging Point programme including progress on the funding application.
- 2) To note that the outcome of the procurement of this requirement would be taken to the Finance and Resources Committee for approval prior to award in line with the Council's Contract Standing Orders.
- 3) To agree the changes proposed regarding maximum stay periods and delegate authority to the Head of Network Management and Enforcement to amend maximum charging periods to respond to any issues which arose (with Business Bulletin updates to Committee).
- 4) To note accessibility around charging points is crucial to upkeep pedestrian safety and reinforce the transport hierarchy which places all private vehicles below modes of active and sustainable travel.
- 5) To note Edinburgh Street Design Guidance and British Standards Institute have published comprehensive standards on creating accessible charge points – for example, considering height of socket outlets, use of text and display screens, nearby dropped kerbs, turning circles and input near Blue Badge bays.
- 6) To note recent Scottish Government announcements, responding to the Climate Change Committee 2023, which detailed the publication of a new route map this year for the delivery of approximately 24,000 additional electric vehicle charge points (nationally) by 2030.
- 7) To agree the convenor, and lead officer, write to Motability to encourage expansion of their Electric Vehicle leases and ask how best the Council can work with the Motability Scheme in regard to charging support, home fittings and non-standard installation.
- 8) To agree that the convenor writes to the Scottish Government to request timely information on future delivery to best understand and organise resources and capacity needed from the Council.

- moved by Councillor Bandel, seconded by Councillor Parker

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the Electric Vehicle (EV) Charging Point programme including progress on the funding application.

- 2) To note that the outcome of the procurement of this requirement would be taken to the Finance and Resources Committee for approval prior to award in line with the Council's Contract Standing Orders.
- 3) To agree the changes proposed regarding maximum stay periods and delegate authority to the Head of Network Management and Enforcement to amend maximum charging periods to respond to any issues which arose (with Business Bulletin updates to Committee).
- 4) To note accessibility around charging points is crucial to upkeep pedestrian safety and reinforce the transport hierarchy which places all private vehicles below modes of active and sustainable travel.
- 5) To note Edinburgh Street Design Guidance and British Standards Institute have published comprehensive standards on creating accessible charge points – for example, considering height of socket outlets, use of text and display screens, nearby dropped kerbs, turning circles and input near Blue Badge bays.
- 6) To note Recent Scottish Government announcements, responding to the Climate Change Committee 2023, which detail the publication of a new route map this year for the delivery of approximately 24,000 additional electric vehicle charge points (nationally) by 2030.
- 7) To agree the convenor, and lead officer, write to Motability to encourage expansion of their Electric Vehicle leases and ask how best the Council can work with the Motability Scheme in regard to charging support, home fittings and non-standard installation.
- 8) To agree that the convenor writes to the Scottish Government to request timely information on future delivery to best understand and organise resources and capacity needed from the Council.

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

8. Local Traffic Improvement – Programme Proposal and Assessment Criteria

The reported aimed to provide a transparent process for scheme assessment, selection and prioritisation for the Local Traffic Improvement (LTI) programme. The new LTI Programme was intended to replace the Neighbourhood Environment Programme (NEP) and deliver projects, in a city wide context, for local communities.

Decision

- 1) To note the proposed process for scheme assessment, selection and prioritisation and agree commencement of the new Programme
- 2) To agree the Project Assessment Criteria for the Local Traffic Improvement Programme (Appendix 1)

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

9. Healthcare Worker and Carer Parking Permits

An update was provided on the results of an engagement on potential changes to the Council's healthcare worker permits (HWP) and on the proposed introduction of carer parking permits. Authority was sought to commence the necessary legal processes to proceed with changes to the HWP and to introduce two new permit types for carers.

Decision

- 1) To note the engagement carried out with key stakeholders, including VOCAL and those currently using a Healthcare Workers' Permit (HWP), to gather views from both paid and unpaid carers on proposals to introduce parking permits to assist them in their duties and the information gathered from other Local Authorities.
- 2) To agree the recommendations set out within the report in regard to: Eligibility Criteria for each permit type; the duration of stay and the proposed permit prices.
- 3) To note the terms and conditions of all permit schemes would be governed by a Traffic Regulation Order (TRO).
- 4) To agree the start of the TRP process to make changes to the HWPs.
- 5) To agree the start of the TRO process to introduce Carers' parking permits.

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

10. Footway Capital Investment Prioritisation

The report sought approval for updated procedures for the prioritisation of capital footway investment schemes. The revised procedures now included a risk-based footway hierarchy and introduced additional weightings for deprivation and footway width. The footway scheme prioritised for investment would be included in the 2024/25 Roads and Infrastructure Capital Footways Programme.

Motion

- 1) To agree that the Committee approve the prioritisation procedures for footway capital investment, as detailed in the Main Report and in Appendices 1, 2 and 3.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note that the width of a footway is more pertinent than SIMD to a footway's risk management and priority rating
 - 2) To note that all footways ranked among the most deprived 20% in Scotland receive a factor of multiplication in their priority greater than or equal to those footways rated "too narrow". (Appendix 2)
 - 3) To agree the prioritisation procedures for capital investment as detailed in the Main Report and Appendices 1,2, and 3, subject to a change giving the width of footway a higher priority than a low SIMD rating.
- moved by Councillor Munro, seconded by Councillor Cowdy

Voting

The voting was as follows:

For the motion – 9 votes

For Amendment 1 – 2 votes

For the motion – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, and Parker.

For Amendment 1 – Councillors Cowdy and Munro

Decision

To approve the following motion by Councillor Arthur:

- 1) To agree that the Committee approve the prioritisation procedures for footway capital investment, as detailed in the Main Report and in Appendices 1, 2 and 3.

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

11. Roads and Infrastructure Investment – Capital Delivery Priorities for 2024/25

The report sought approval for the allocation of the Roads and Infrastructure Capital budgets and programme of works for 2024/25. This included carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in the report included the approved budget for 2024/25, including an additional £12.5m capital investment in pavements, streetscapes, lighting and roads.

Motion

- 1) To note the breakdown of the allocation of the capital budget for 2024/25 shown in Appendix 1.
 - 2) To agree the programme of proposed works for 2024/25, as detailed in section four of the report, and in Appendices 2 and 3.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the breakdown of the allocation of the capital budget for 2024/25 shown in Appendix 1.
- 2) To note that the Climate Ready Edinburgh Plan sets out the urgent need to adapt our city to the climate emergency.
- 3) To note that the plan identified “reducing emissions from transport” and “embedding climate adaptation measures into key transport infrastructure” as the primary actions the Council should take through its transport policy.
- 4) To note that the Council capital budget allocated £12.5m to "Pavements, Lighting, Roads, Streets, Trees, SUDs" as well as £750k for "Flood Prevention / Biodiversity" and additional tree officers within the revenue budget.
- 5) To note with concern, that as per the Council’s assessment of the climate impact of its Capital budgets for 2024-2034 using the methodology by the Institute of Climate Economics, 40% of the Council’s capital budget was considered as neutral or unfavourable to its climate ambitions and that “net zero” is currently an “unfunded priority” within the Council’s capital budget strategy.

- 6) To note the need to integrate climate and nature considerations throughout routine spending decisions across the Council.
 - 7) To agree the programme of proposed works for 2024/25 with the added condition that design processes for carriageway resurfacing and strengthening schemes should consider:
 - a) Street Design Guidance
 - b) improvements to biodiversity and flood prevention
- moved by Councillor Bandel, seconded by Councillor Parker

Amendment 2

- 1) To note the breakdown of the allocation of the capital budget for 2024/25 shown in Appendix 1.
 - 2) To agree the programme of proposed works for 2024/25, as detailed in section four of the report, and in Appendices 2 and 3.
 - 3) To note the benefits of a prioritisation weighting of 5% for schemes heavily used by cyclists as set out in 4.9 and therefore asks for a report on how investment in all cycle infrastructure, both existing and proposed, can be data led through use of cycle counters so funding can be effectively targeted.
 - 4) To note the suspension of Street Design Guidance in favour of like for like approach helped achieve record delivery in 2023/24 as set out in 4.13. Therefore, proposed suspension of Street Design Guidance for another year.
- moved by Councillor Cowdy, seconded by Councillor Munro

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

Voting

The voting was as follows:

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

For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, and Parker.

For Amendment 2 – Councillors Cowdy and Munro

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the breakdown of the allocation of the capital budget for 2024/25 shown in Appendix 1.
- 2) To agree the programme of proposed works for 2024/25, as detailed in section four of the report, and in Appendices 2 and 3.
- 3) To note that the Climate Ready Edinburgh Plan sets out the urgent need to adapt our city to the climate emergency.

- 4) To note that the plan identified “reducing emissions from transport” and “embedding climate adaptation measures into key transport infrastructure” as the primary actions the Council should take through its transport policy.
- 5) To note that the Council capital budget allocated £12.5m to "Pavements, Lighting, Roads, Streets, Trees, SUDs" as well as £750k for "Flood Prevention / Biodiversity" and additional tree officers within the revenue budget.
- 6) To note with concern, that as per the Council’s assessment of the climate impact of its Capital budgets for 2024-2034 using the methodology by the Institute of Climate Economics, 40% of the Council’s capital budget is considered as neutral or unfavourable to its climate ambitions and that “net zero” is currently an “unfunded priority” within the Council’s capital budget strategy.
- 7) To note the need to integrate climate and nature considerations throughout routine spending decisions across the Council.
- 8) To agree the programme of proposed works for 2024/25 with the added condition that design processes for carriageway resurfacing and strengthening schemes should consider:
 - a) Street Design Guidance
 - b) improvements to biodiversity and flood prevention

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

12. Parkgrove Drive

Report provided an update to the Committee on the actions taken in response to the motion approved by Committee on 20 April 2023 on Parkgrove Drive.

Motion

- 1) To note that officers had attended a site visit to directly observe driver behaviour and the extent of intrusive through traffic, reviewed speed survey, and collision information.
- 2) To agree to refer the issues identified to the proposed Local Traffic Improvement Programme to consider a scheme to mitigate issues relating to intrusive traffic and improve the route to school.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note that officers had attended a site visit to directly observe driver behaviour and the extent of intrusive through traffic, reviewed speed survey, and collision information.
- 2) To agree to refer the issues identified to the proposed Local Traffic Improvement Programme to consider a scheme to mitigate issues relating to intrusive traffic and improve the route to school.
- 3) To note local concerns about the effectiveness of the road layout changes around Clermiston Primary School referred to at 4.6 to promote the safety of pupils

travelling to school. Further notes that yellow line restrictions to prevent parking at corners, and the lack of a refuge island at the Parkgrove Terrace/Parkgrove Road junction.

- 4) To agree that relatively lower cost 'quick win' measures such as yellow lines restrictions on Parkgrove Drive between Parkgrove Loan and Drumbrae Drive, and extending those on Drum Brae North are investigated and consideration given to whether these could be promoted via the ETRO process.
 - 5) To note that the LTI Programme (if approved) had a limited budget and that there is no guarantee that this scheme would be funded from it; therefore requests that this scheme, if ultimately not funded through the LTI Programme, was considered for inclusion in the main road safety programme.
- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To note that officers had attended a site visit to directly observe driver behaviour and the extent of intrusive through traffic, reviewed speed survey, and collision information.
 - 2) To agree to refer the issues identified to the proposed Local Traffic Improvement Programme to consider a scheme to mitigate issues relating to intrusive traffic and improve the route to school.
 - 3) To note the importance of discussion with those who live and travel along Parkgrove Drive to the development of any suggested LTI scheme and agrees the consultation with ward councillors mentioned at 5.1 of the report would include engagement with residents.
 - 4) To agree to receive an update via the Business Bulletin in two cycles regarding the progress in developing the suggested LTI scheme.
- moved by Councillor Thornley, seconded by Councillor Dijkstra-Downie

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

Decision

To approve the following motion by Councillor Arthur:

- 1) To note that officers had attended a site visit to directly observe driver behaviour and the extent of intrusive through traffic, reviewed speed survey, and collision information.
- 2) To agree to refer the issues identified to the proposed Local Traffic Improvement Programme to consider a scheme to mitigate issues relating to intrusive traffic and improve the route to school.
- 3) To note local concerns about the effectiveness of the road layout changes around Clermiston Primary School referred to at 4.6 to promote the safety of pupils travelling to school. Further notes that yellow line restrictions to prevent parking at

corners, and the lack of a refuge island at the Parkgrove Terrace/Parkgrove Road junction.

- 4) To agree that relatively lower cost 'quick win' measures such as yellow lines restrictions on Parkgrove Drive between Parkgrove Loan and Drumbrae Drive, and extending those on Drum Brae North are investigated and consideration given to whether these could be promoted via the ETRO process.
- 5) To note that the LTI Programme (if approved) has a limited budget and that there is no guarantee that this scheme will be funded from it; therefore requests that this scheme, if ultimately not funded through the LTI Programme, is considered for inclusion in the main road safety programme. These requests should be considered as part of the consultation.
- 6) To note the importance of discussion with those who live and travel along Parkgrove Drive to the development of any suggested LTI scheme and agrees the consultation with ward councillors mentioned at 5.1 of the report would include engagement with residents.
- 7) To agree to receive an update via the Business Bulletin in two cycles regarding the progress in developing the suggested LTI scheme.

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

13. Edinburgh Tram York Place to Newhaven Project Delivery

(a) Councillor Mowat (ward councillor)

Councillor Mowat noted that it was disappointing that there remains a number of outstanding issues that had not yet been resolved and that there was a lack of clarity on when issues would be resolved. It was noted that there are planned future projects that would result in restrictions to the roadway, this would have an increased impact on residents that are already experiencing disruptions due to the sound caused by lorries, buses and larger vehicles driving over pothole cover, it was noted that this is particularly disruptive during the night and that future traffic disruptions would increase traffic being displaced. It was noted that the sounds caused by traffic traveling over the pothole covers is a design flaw of the pothole covers as traffic is required to use these streets. Councillor Mowat further called for continuous visibility on how outstanding issues are being resolved and requested that the displacement of traffic and infrastructure learnings be taken seriously.

(b) Councillor Caldwell (ward councillor)

Councillor Caldwell highlighted the impact that this project has had on the community, noting that he has had contact with a number of groups and individuals who have raised their concerns regarding ongoing issues, including quiet road signs, cycle lanes, displacement of traffic and pavement faults in addition to the concerns raised by the deputation. The concerns are focused on how the identified defects are being addressed and rectified and the anticipated timeline for the outstanding rectification.

(c) Report by the Executive Director of Place

The Edinburgh Tram York Place to Newhaven project was commissioned by the City of Edinburgh Council in 2019 to complete a tramline from the Airport to Newhaven. The report submitted set out the position of the project as it approached final close out, what additional actions were to be taken, handover plans and recommendations for learning.

Motion

- 1) To note the contents of the report and the lessons learned.
 - 2) To note that APOG and Ward member briefing groups disbanded.
 - 3) To note that the project will update Committee by exception from this point forward.
 - 4) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
 - 5) To agree to add “Landscaping along the route from Picardy Place to Newhaven - Specifically from The Shore stop to Ocean Terminal where greenspace and turfed areas have not been fully restored, and any works will be undertaken in consultation with local Councillors.” To the list of ongoing issues being monitored at 4.40.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the contents of the report and the lessons learned.
- 2) To note that APOG and Ward member briefing groups disbanded.
- 3) To note that the project will update Committee by exception from this point forward.
- 4) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
- 5) To note that several locations along Leith Walk and Elm Row have had reduced pavement widths, under typical ESDG minimum requirements and desired widths.
- 6) To note that various residential side streets to the east of Leith Walk, as well as Easter Road, have undergone a change in traffic patterns and notes anecdotal increases in traffic at some locations since the project started.
- 7) To identify locations of note where the new streetscape does not conform to 2022 Edinburgh Street Design Guidance, as requested by committee in January 2024, are included in the ‘Circulation’ report mentioned in 4.41, including a full re-assessment of pavements under 2.5m width (minimum “High Density Residential Strategic Streets” under ESDG P3), engaging with the Edinburgh Access Panel where appropriate.
- 8) To agree that Members on the Transport and Environment committee and Local Members are briefed on the completed Road Safety Audit, including on side streets.

- 9) To agree that Trams to Newhaven, the new Local Transport Improvement Team / Road Safety (as appropriate) and Road Operations liaise to assess and report traffic changes between Leith Walk and Easter Road as well as mitigations. Assessment of traffic changes should include;
 - 10) The impact on implementation of School Active Travel Plans for Leith Walk Primary (complete) and Lorne Primary.
 - 11) Consideration of the maintenance and upgrade of non-TTN assets impacted by the Project, such as the pavement and road surface at the end of Montgomery Street and refreshed lining of side-street loading bays.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 2

- 1) To note the report and lessons learned; thanks officers for their work on the project.
 - 2) To notes the decision of committee in January 2024 to approve a motion by Cllr Caldwell on Public Realm (scrutiny) along Trams Phase 2, and that this report responds to that motion.
 - 3) To note that APOG and Ward member briefing groups have been disbanded;
 - 4) To notes the ongoing snagging issues, design/implementation issues and outstanding landscaping issues outlined in paragraphs 4.36 to 4.43 of the report, further notes comments from Community Councils Together on Trams (CCTT) that some outstanding snagging issues have not been captured in the report.
 - 5) To note that further reports to committee will be received to address some of these outstanding snagging issues;
 - 6) To agree to hold a meeting with ward councillors and (either together or separately) a meeting of Community Councils Together on Trams (CCTT) prior to those reports being presented to committee, to discuss resolution of outstanding snagging and landscaping issues.
 - 7) To agree that, with the exception of the reports mentioned above, the project will update committee by exception from this point forward.
 - 8) To agree that the handover plan and ongoing oversight of the project will be progressed by the Head of Major Projects and Commissioning
- moved by Councillor Bandel, seconded by Councillor Parker

Amendment 3

- 1) To note the contents of the report and the lessons learned.
- 2) To note that APOG and Ward member briefing groups disbanded.
- 3) To agree that the project will report six monthly to TEC Committee on the progress of the handover plan and to address issues raised by deputations on the street design in June and at today's Committee;

- 4) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
 - 5) To agree that future major infrastructure projects will ensure consistency of street design with Council design and technical documents agreed by the Planning or Transport and Environment Committees or their successors.
- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment 4

- 1) To note the report and lessons learned; thanks officers for their work on the project.
- 2) To notes the decision of committee in January 2024 to approve a motion by Cllr Caldwell on Public Realm (scrutiny) along Trams Phase 2, and that this report responds to that motion.
- 3) To note that APOG and Ward member briefing groups have been disbanded.
- 4) To notes the ongoing snagging issues, design/implementation issues and outstanding landscaping issues outlined in paragraphs 4.36 to 4.43 of the report, further notes comments from Community Councils Together on Trams (CCTT) that some outstanding snagging issues have not been captured in the report.
- 5) To note that further reports to committee will be received to address some of these outstanding snagging issues.
- 6) To agree to hold a meeting with ward councillors and (either together or separately) a meeting of Community Councils Together on Trams (CCTT) prior to those reports being presented to committee, to discuss resolution of outstanding snagging and landscaping issues.
- 7) To agrees that the handover plan and ongoing oversight of the project will be progressed by the Head of Major Projects and Commissioning.
- 8) To agree to add “Landscaping along the route from Picardy Place to Newhaven - Specifically from The Shore stop to Ocean Terminal where greenspace and turfed areas have not been fully restored, and any works will be undertaken in consultation with local Councillors.” To the list of ongoing issues being monitored at 4.40.
- 9) To note that several locations along Leith Walk and Elm Row have had reduced pavement widths, under typical ESDG minimum requirements and desired widths.
- 10) To note that various residential side streets to the east of Leith Walk, as well as Easter Road, have undergone a change in traffic patterns and notes anecdotal increases in traffic at some locations since the project started.
- 11) To agree that locations of note where the new streetscape does not conform to 2022 Edinburgh Street Design Guidance, as requested by committee in January 2024, are included in the ‘Circulation’ report mentioned in 4.41, including a full re-assessment of pavements under 2.5m width (minimum “High Density Residential Strategic Streets” under ESDG P3), engaging with the Edinburgh Access Panel where appropriate.

- 12) To agree that Members on the Transport and Environment committee and Local Members are briefed on the completed Road Safety Audit, including on side streets.
 - 13) To agree that Trams to Newhaven, the new Local Transport Improvement Team / Road Safety (as appropriate) and Road Operations liaise to assess and report traffic changes between Leith Walk and Easter Road as well as mitigations including (but not limited to).
 - 14) To note the impact on implementation of School Active Travel Plans for Leith Walk Primary (complete) and Lorne Primary.
 - 15) To agree to the maintenance and upgrade of non-TTN assets impacted by the Project, such as the pavement and road surface at the end of Montgomery Street and refreshed lining of side-street loading bays.
 - 16) To agree that the project will report six monthly to TEC Committee on the progress of the handover plan and to address issues raised by deputations on the street design in June and at today's Committee.
 - 17) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
 - 18) To agree that future major infrastructure projects will ensure consistency of street design with Council design and technical documents agreed by the Planning or Transport and Environment Committees or their successors.
- moved by Councillor Aston, seconded by Councillor McFarlane

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

Decision

- 1) To note the contents of the report and the lessons learned.
- 2) To note that APOG and Ward member briefing groups disbanded.
- 3) To note that the project will update Committee by exception from this point forward
- 4) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
- 5) To agree to add "Landscaping along the route from Picardy Place to Newhaven - Specifically from The Shore stop to Ocean Terminal where greenspace and turfed areas have not been fully restored, and any works will be undertaken in consultation with local Councillors." To the list of ongoing issues being monitored at 4.40.
- 6) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.
- 7) To note that several locations along Leith Walk and Elm Row have had reduced pavement widths, under typical ESDG minimum requirements and desired widths.

- 8) To note that various residential side streets to the east of Leith Walk, as well as Easter Road, have undergone a change in traffic patterns and notes anecdotal increases in traffic at some locations since the project started.
- 9) To identify locations of note where the new streetscape does not conform to 2022 Edinburgh Street Design Guidance, as requested by committee in January 2024, are included in the 'Circulation' report mentioned in 4.41, including a full re-assessment of pavements under 2.5m width (minimum "High Density Residential Strategic Streets" under ESDG P3), engaging with the Edinburgh Access Panel where appropriate.
- 10) To agree that Members on the Transport and Environment committee and Local Members are briefed on the completed Road Safety Audit, including on side streets.
- 11) To agree that Trams to Newhaven, the new Local Transport Improvement Team / Road Safety (as appropriate) and Road Operations liaise to assess and report traffic changes between Leith Walk and Easter Road as well as mitigations. Assessment of traffic changes should include;
- 12) The impact on implementation of School Active Travel Plans for Leith Walk Primary (complete) and Lorne Primary.
- 13) Consideration of the maintenance and upgrade of non-TTN assets impacted by the Project, such as the pavement and road surface at the end of Montgomery Street and refreshed lining of side-street loading bays.
- 14) To note the decision of committee in January 2024 to approve a motion by Cllr Caldwell on Public Realm (scrutiny) along Trams Phase 2, and that this report responds to that motion.
- 15) To note the ongoing snagging issues, design/implementation issues and outstanding landscaping issues outlined in paragraphs 4.36 to 4.43 of the report, further notes comments from Community Councils Together on Trams (CCTT) that some outstanding snagging issues have not been captured in the report.
- 16) To note that further reports to committee will be received to address some of these outstanding snagging issues;
- 17) To agree to hold a meeting with ward councillors and (either together or separately) a meeting of Community Councils Together on Trams (CCTT) prior to those reports being presented to committee, to discuss resolution of outstanding snagging and landscaping issues.
- 18) To agree that the handover plan and ongoing oversight of the project will be progressed by the Head of Major Projects and Commissioning
- 19) To agree that the project will report six monthly to TEC Committee on the progress of the handover plan and to address issues raised by deputations on the street design in June and at today's Committee;
- 20) To note that the handover plan and ongoing oversight of project would be progressed by the Head of Major Projects and Commissioning.

- 21) To agree that future major infrastructure projects will ensure consistency of street design with Council design and technical documents agreed by the Planning or Transport and Environment Committees or their successors.

14. Motion by Councillor Parker – Extended Producer Responsibility for Packaging

The following motion by Councillor Parker was submitted in terms of Standing Order 32:

- 1) To note several reforms progressing through the UK and Scottish Governments to support zero waste and the circular economy, including Extended Producer Responsibility (EPR) for packaging which will see producers made responsible for payment for the collection of packaging in waste and recycling streams.
- 2) To note that EPR therefore has the potential to have a positive impact on Council finances, subject to the details of the scheme
- 3) To note that Committee celebrates the large number of waste reduction projects which exist across the city, including SHRUB and the Remakery, and their work to reduce waste and deliver a circular economy.
- 4) To note priorities of the Council to support net zero communities across the city as set out in the 2030 Climate Strategy and believes that community-based waste reduction initiatives such as those listed in 3) have a key role to play in delivering this.
- 5) To agree to receive a report in 2 cycles to outline:
 - a. An update on the latest information relating to EPR, including about estimates for how much funding the Council can expect through this (or information about when this will be known).
 - b. Options for how EPR funds could facilitate spending to support community-based waste and/or carbon reduction projects across the city, in line with the Council's 2030 Climate Strategy and support for net zero communities, either directly or through diversion of existing resources, realised as savings once EPR is in place.

Motion

To approve the motion by Councillor Parker.

- moved by Councillor Parker, seconded by Councillor Bandel

Amendment 1

To add 5b:

“Options for how EPR funds could both offset Council’s costs of processing increased packaging and facilitate spending to support community-based waste and/or carbon reduction projects.... ”.

- moved by Councillor Dobbin, seconded by Councillor Aston

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

Decision

To approve the following adjusted motion by Councillor Parker:

- 1) To note several reforms progressing through the UK and Scottish Governments to support zero waste and the circular economy, including Extended Producer Responsibility (EPR) for packaging which will see producers made responsible for payment for the collection of packaging in waste and recycling streams.
- 2) To note that EPR therefore has the potential to have a positive impact on Council finances, subject to the details of the scheme
- 3) To note that Committee celebrates the large number of waste reduction projects which exist across the city, including SHRUB and the Remakery, and their work to reduce waste and deliver a circular economy.
- 4) To note priorities of the Council to support net zero communities across the city as set out in the 2030 Climate Strategy and believes that community-based waste reduction initiatives such as those listed in 3) have a key role to play in delivering this.
- 5) To agree to receive a report in 2 cycles to outline:
 - a. An update on the latest information relating to EPR, including about estimates for how much funding the Council can expect through this (or information about when this will be known).
 - b. Options for how EPR funds could both offset Council's costs of processing increased packaging and facilitate spending to support community-based waste and/or carbon reduction projects across the city, in line with the Council's 2030 Climate Strategy and support for net zero communities, either directly or through diversion of existing resources, realised as savings once EPR is in place.

14. Motion by Councillor Bandel – Zero Waste Hierarchy

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

- 1) To note that as part of its 2030 Climate Strategy, the Council seeks to "ensure citizens have opportunities to reduce, re-use and recycle to help reduce consumer waste".
- 2) To note the Zero Waste Hierarchy's prioritisation of the reduction of waste, for example by reuse and repair, over recycling.
- 3) To note that some items collected through the Council's uplift service or brought to Household Waste Recycling Centres (HWRC) for recycling are in good or repairable condition.
- 4) To note and celebrate the existence of several reuse and repair hubs, upcycling facilities, and other projects supporting zero waste in Edinburgh.
- 5) To note that officers are already working on improving signposting to reuse and repair projects and thanks them for this work.
- 6) To agree officers explore how HWRCs may promote and advance the Zero Waste Hierarchy, including but not limited to diverting reusable and/or repairable items to

reuse and repair projects, and report back in the next appropriate report on Waste and Cleansing.

- moved by Councillor Bandel, seconded by Councillor Parker

Decision

To approve the motion by Councillor Bandel