

## Transport and Environment Committee

**10.00am, Thursday 12 September 2024**

### Present

Councillors Jenkinson (Convener), Aston, Booth, Lezley Marion Cameron (substituting for Councillor Faccenda), Campbell (substituting for Councillor Glasgow items 7-9), Dijkstra-Downie, Hyslop, Lang, Mattos Coelho (substituting for Councillor Glasgow items 1-6), Munro, O'Neill, and Whyte

### In attendance

Councillor Beal, Bennet and Davidson (as a ward members in respect of item 5 – Business Bulletin - Corstorphine Connections)

## 1. Deputations

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### a) Accessible Corstorphine for Everyone

#### (in relation to item 5 - Business Bulletin (Corstorphine Connection))

The deputation expressed that the Corstorphine LTN is not working, not wanted and not democratic. It was noted that since the introduction of the LTN many streets had seen an increase in traffic including Corstorphine High Street where children enter the Primary School. The deputation raised the issue of increased street clutter and that there had been multiple incidents of pedestrians tripping and falling, resulting in injuries. The deputation further raised that there had been objections to the introduction of the bus gate and highlighted that many residents felt their view were not represented in the market research conducted.

### b) Neilsons Solicitor & Estate Agents

#### (in relation to item 5 - Business Bulletin (Corstorphine Connection))

The deputation advised that they had not be consulted on the LTN and had been expecting to be invited to engage with the consultation process. The deputation raised that they had conducted an anonymous survey of their staff earlier in the year and 92% of those who responded where against the LTN. It was highlighted that staff who were required to travel by car to meet clients in their homes were often stuck in congestion and what was once a 10-minute journey had now doubled. The deputation noted that clients regularly expressed frustration with the impact the LTN is having on the area. It was reaffirmed that the deputation felt the LTN was damaging to their business, their staff and their clients.

### c) Oswald Terrace Community Group

**(in relation to item 5 - Business Bulletin (Corstorphine Connection))**

The deputation expressed frustration due to the introduction of the bus gate and LTN. It was noted that since the introduction roads had become more dangerous with increased traffic on roads where there are preschools, schools and parks. The deputation further raised that travel times have increased significantly. It was noted that there are residents such as pensioners or those with disabilities who are not able to walk or cycle and are now forced to drive on roads with blind corners causing a risk to those driving and pedestrians. The deputation called for the LTN to be removed.

**d) George Street Association**

**(in relation to item 7 – George Street and Fife New Town Operational Plan Update)**

The deputation raised three points, the first being that George Street should look and operate better than it currently is, secondly that there needs to be clarity over how the project will be funded before any contracts are awarded and finally, that the George Street Association does not think that this the time to abort the project due to the uncertainty over funding. The deputation further elaborated that the planning of the transformation of George Street in a way which will deliver the changes needed while addressing the challenges of creating a net zero city is an excellent example of how the City Council has worked constructively with a wide range of stakeholders. In relation to contractual set funding, the deputation noted that there is an opportunity to assemble funding packages. Regarding the third point, the deputation requested the work not be prematurely aborted to avoid the embarrassment of significant abortive costs. The deputation further noted that there was ambiguity within the report from officers and requested that the committee does not approve the recommendation for officers to investigate options for removal of private vehicle parking from George Street

**e) GMB Union Scotland**

**(in relation to item 7 – George Street and Fife New Town Operational Plan Update)**

The deputation raised concerns that restricting 24/7 access to George Street to those with a Blue Badge or Taxi Card holders fails to consider visitors and residents with temporary or unregistered disabilities. It was noted that international visitors as well as those from other parts of the UK may not hold Blue Badges but may still require special access to George Street. The deputation noted that as Edinburgh is a global tourist hub, policies must accommodate the needs of diverse groups and limiting access to only Blue Badge holders creates barriers for many, including those who rely on private hire vehicles to navigate the city.

## **2. Minutes**

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### **Decision**

- 1) To approve the minute of the Transport and Environment Committee of 20 June 2024 as a correct record.

- 2) To approve the minute of the Transport and Environment Committee of 15 August 2024 as a correct record.

### 3. Work Programme

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The Transport and Environment Committee Work Programme was presented.

#### Decision

To note the work programme

(Reference – Work Programme 12 September 2024, submitted.)

### 4. Rolling Actions Log

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The Transport and Environment Committee Rolling Actions Log was presented.

#### Decision

- 1) To agree to close the following actions:
  - Action 5 – Cammo Road – Trial Vehicle Prohibition (Road Closure)
  - Action 6 – Funding Third Sector Delivery Partner, Changeworks Resources for Life
  - Action 15 – Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)
  - Action 38 – Strategic Review of Parking: Progress Update
  - Action 48 (2) – Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps
  - Action 54 (6a) – Business Bulletin – Road Closure of Cammo Road
  - Action 56 (1) – Electric Vehicle Charging – Programme Update
  - Action 65 (2) – Business Bulletin – Circulation Plan – Our Future Streets
  - Action 68 (1&2) – George Street and First New Town – Operational Plan
  - Action 69 (1&4) – Supported Bus Services – West Edinburgh
  - Action 72 (2) – Motion by Councillor McKenzie – Roseburn to Union Canal
  - Action 75 – Rolling Actions Log – Motion by Councillor Munro – New Style Bus Trackers
  - Action 76 (1, 2&3) – Business Bulletin – Supported Bus Service
  - Action 83 (1, 2 &3) – Motion by Councillor Bandel – Table and Chairs Permits – minimum clear zones
  - Action 95 – Business Bulletin – Weed Treatment
  - Action 97 – Low Emission Zone – Summer 2024 update
- 2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log, 12 September 2024, submitted)

## 5. Business Bulletin

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The Transport and Environment Committee Business Bulletin was submitted.

**(a) Councillor Beal (Ward Councillor) in relation to Corstorphine Connection Update**

Councillor Beal noted that the LTN is not fulfilling its purpose, and that traffic is being diverted with vehicles using shortcuts on Station Road. Councillor Beal highlighted that that has been only one road that has shown a significant reduction in traffic which is Manes Road and a small reduction of traffic on Ladywell Avenue whereas there has been increased traffic on several streets. Councillor Beal referenced the residents calling for the LTN to be stopped and highlighted the dissatisfaction being expressed. Councillor Beal raised a concern that as the LTN will be determined by a quasi-judicial committee there will be no further opportunities for a local elected member or organisation to make a deputation to oppose or support any part of the LTN scheme.

**(b) Councillor Bennet (Ward Councillor) in relation to Corstorphine Connection Update**

Councillor Bennet noted the volume of correspondence Councillors have received objecting to the LTN and that objections have been raised for over a year. Councillor Bennet noted that the bus gate is causing significant challenges, particularly for the elderly, people with disabilities, young families and those who rely on regular access to essential services. It was noted that the bus gate is cutting off a key route resulting in longer journeys on congested roads which limits independence and is making life harder for people. Councillor Bennett relayed correspondence from a resident highlighting the difficulties they as a family now experience due to the LTN.

**(c) Councillor Davidson (Ward Councillor) in relation to Corstorphine Connection Update**

Councillor Davidson raised an issue with the market research that was conducted and how those housebound were not given the opportunity to contribute. It was noted that the market research was entirely done by speaking with pedestrians and therefore may have excluded many elderly people, many disabled people and carers within the community. Councillor Davidson further noted that the market research did not consult those who drive to work in the community and didn't consult with small business or go door to door. Councillor Davidson highlighted the issues with displaced traffic resulting in risk to safety for those walking and cycling to schools.

### **Decision**

To note the business bulletin.

(Reference – Business Bulletin, 12 September 2024, submitted.)

### **Transparency Statement**

Councillor Jenkinson made a transparency statement in relation to Support Bus Service as an employee of the Royal Bank of Scotland, Gogarburn HQ Campus.

Councillor Hyslop made a financial declaration of interest in relation to Corstorphine Connections as he owns a business in the affected area.

Councillor Lang made a transparency in relation to Corstorphine Connections as a Director of the Law Society of Scotland

## **6. Draft Princes Street and Waverley Valley Strategy – Referral from Planning Committee**

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The report by the Interim Director of Place, sought approval to undertake public and stakeholder consultation on the draft Princes Street and Waverley Valley Strategy – the Council’s plan for the ongoing regeneration of Princes Street’s buildings, the transformation of its public realm and strategic management of the Waverley Valley (including the planning and placemaking considerations for the future of the Ross Pavilion and Waverley Station Masterplan).

### **Motion**

- 1) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
  - 2) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
  - 3) To approve the draft Princes Street and Waverley Valley Strategy (Appendix 1) for consultation with regard to Transport and Environment matters set out in Appendix 3.
  - 4) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.
- moved by Councillor Jenkinson, seconded by Councillor Lezley Marion Cameron

### **Amendment 1**

- 1) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
- 2) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
- 3) To approve the draft Princes Street and Waverley Valley Strategy (Appendix 1) for consultation with regard to Transport and Environment matters set out in Appendix 3.
- 4) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.

- 5) To note the issue of the part-closure of the West Princes Street Gardens due to rockfall which has an impact on event access to/from the gardens, public access to green space and cuts off additional offroad active travel route
  - 6) To therefore agree the matter of the part-closure of West Princes Street Gardens be referred to the Transport and Local Access Forum to allow consideration of how to mitigate the impact on event access to/from the gardens, and public access to green space, and the fact that an additional offroad active travel route is cut off; and to allow engagement with Historic Environment Scotland regarding progress towards full safe reopening.
- moved by Councillor Aston, seconded by Councillor Hyslop

### **Amendment 2**

- 1) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
  - 2) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
  - 3) To approve the draft Princes Street and Waverley Valley Strategy (Appendix 1) for consultation with regard to Transport and Environment matters set out in Appendix 3.
  - 4) To request that the consultation clearly states how this document constitutes a vision that provides guidance for future improvements, rather than a plan to which funding is currently allocated.
  - 5) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.
- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

### **Amendment 3**

- 1) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
- 2) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
- 3) To agree that as part of the consultation on this strategy, and the council's consideration of the responses to that consultation, consideration will be given to including segregated cycling facilities along the length of Princes Street, and installation of safe cycling facilities at the West End and East End junction.
- 4) Welcomed proposals in Stage 2 – West Garden Links for replacement of the two existing steep ramped paths and agreed that the replacement ramps will have resting or landing point thus adhering the regulations that require safe inclines and sufficient space. Notes that ramps without landing points don't comply, and that irrespective of consultation responses on this point, this issue must be addressed.

- 5) Welcomed the Waverley Station Masterplan – Proposed Place Brief highlighting the priority to ‘maximise the contribution to the Council’s net zero 2030 and car kilometre reduction targets’, therefore, as part of the consultation, considers the possibility of reducing car parking spaces and enforcement on idling (6.5.3) to accommodate proposed new realm civic spaces, public gardens, street trees and rain gardens.
  - 6) Otherwise approved the draft Princes Street and Waverley Valley Strategy for consultation with regard to Transport and Environment matters set out in appendix 3.
  - 7) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.
- moved by Councillor Booth, seconded by Councillor O’Neill

#### **Amendment 4**

- 1) Council presents the following report which has interactions with a number of Council strategies as enumerated in Appendix 3 and notes that these interactions complicate the consultation and make any changes reliant on other council policies; equally should there be changes to other Council policies which interact with this Strategy, the implications on any changes on this strategy need to be clarified.
- 2) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
- 3) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
- 4) To approve the draft Princes Street and Waverley Valley Strategy (Appendix 1) for consultation with regard to Transport and Environment matters set out in Appendix 3.
- 5) To agree that the consultation should ask about the order of the three phases detailed at paragraphs 4.14.1 – 3 to determine whether the public order the priorities as proposed in the paper given that recent responses to budget consultations would suggest these should prioritise footway improvements first.
- 6) To note the linkages to the City Centre Transformation at section 5.3.5 of the Strategy but considers that the suggestion to create an “arrival plaza” on Waverley Bridge has been rejected in previous public consultations on Waverley Bridge closure through Spaces for People; that Waverley Bridge has been successfully reinstated as a transport interchange for the Airport bus service combining with the station as a wide transport hub under the currently pertaining arrangements; and agrees that the option of retaining this important transport hub be explicitly consulted upon as part of this process.
- 7) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.

- moved by Councillor Whyte, seconded by Councillor Munro

In accordance with Standing Order 22.13, Amendment 1, Amendment 2 and Amendment 3 were accepted as addenda to the motion, Amendment 4 was adjusted and accepted as an addendum to the motion.

### **Voting**

The voting was as follows:

For the motion (as adjusted)	–	8 votes
For Amendment 4	–	2 votes

(For the motion (as adjusted) – Councillors Aston, Booth, Lezley Marion Cameron, Dijkstra-Downie, Hyslop, Jenkinson, Mattos Coelho and O'Neill

For Amendment 4 – Councillors Munro and Whyte)

### **Decision**

To approve the following adjusted motion by Councillor Jenkinson

- 1) To note the development of the Draft Princes Street and Waverley Valley Strategy as non-statutory, place-based guidance under City Plan 2030.
- 2) To acknowledge that the approach of the Draft Strategy brings together Council service remits, which would be considered by this committee, Planning Committee and Culture and Communities Committee, for approval for consultation.
- 3) To request that the consultation clearly states how this document constitutes a vision that provides guidance for future improvements, rather than a plan to which funding is currently allocated.
- 4) To note the issue of the part-closure of the West Princes Street Gardens due to rockfall which has an impact on event access to/from the gardens, public access to green space and cuts off additional offroad active travel route
- 5) To therefore agree the matter of the part-closure of West Princes Street Gardens be referred to the Transport and Local Access Forum to allow consideration of how to mitigate the impact on event access to/from the gardens, and public access to green space, and the fact that an additional offroad active travel route is cut off; and to allow engagement with Historic Environment Scotland regarding progress towards full safe reopening.
- 6) To agree that as part of the consultation on this strategy, and the council's consideration of the responses to that consultation, consideration will be given to including segregated cycling facilities along the length of Princes Street, and installation of safe cycling facilities at the West End and East End junction.
- 7) Welcomed proposals in Stage 2 – West Garden Links for replacement of the two existing steep ramped paths and agreed that the replacement ramps would have resting or landing point thus adhering the regulations that require safe inclines and sufficient space. Notes that ramps without landing points don't comply, and that irrespective of consultation responses on this point, this issue must be addressed.



- 8) Welcomed the Waverley Station Masterplan – Proposed Place Brief highlighting the priority to ‘maximise the contribution to the Council’s net zero 2030 and car kilometre reduction targets’, therefore, as part of the consultation, considers the possibility of reducing car parking spaces and enforcement on idling (6.5.3) to accommodate proposed new realm civic spaces, public gardens, street trees and rain gardens.
- 9) Otherwise approved the draft Princes Street and Waverley Valley Strategy for consultation with regard to Transport and Environment matters set out in appendix 3.
- 10) To agree that the consultation should ask about the order of the three phases detailed at paragraphs 4.14.1 – 3 to determine whether the public order the priorities as proposed in the paper given that recent responses to budget consultations would suggest these should prioritise footway improvements first.
- 11) To delegate authority to the Executive Director of Place to action minor editorial changes to the Draft Strategy prior to consultation.

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

## **7. George Street and First New Town – Operational Plan and Project Update**

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The report by the Interim Director of Place, responded to a request from Committee to provide analysis of the operational plan, financial breakdown, funding and grant options and benefits.

### **Motion**

- 1) To note the update on the actions agreed by Committee in May 2024 and the on-going work to prioritise all current and future transport investment proposals with an analysis of associated costs aligned to the contribution they will made in delivering the aims of the City Mobility Plan.
  - 2) To agree to proceed with an investigation of options to remove private vehicle parking from George Street, with a report to Committee on the options in early 2025.
- moved by Councillor Jenkinson, seconded by Councillor Lezley Marion Cameron

### **Amendment 1**

- 1) To note the update on the actions agreed by Committee in May 2024 and the on-going work to prioritise all current and future transport investment proposals with an analysis of associated costs aligned to the contribution they will made in delivering the aims of the City Mobility Plan.
- 2) To note paragraph 4.8 of the report which highlights the considerable uncertainty around the future Scottish Government funding for active travel projects.
- 3) To recognise the importance of the forthcoming report on prioritisation of Council projects given i) the substantial concern which exists over the estimated £39.5 million total cost for the George Street project, ii) the impact of this investment on

the funding and deliverability of other important active travel projects across the city.

- 4) To agree to proceed with an investigation of options to remove private vehicle parking from George Street, with a report to Committee on the options in early 2025.

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

### **Amendment 2**

- 1) To note the update on the actions agreed by Committee in May 2024 and the on-going work to prioritise all current and future transport investment proposals with an analysis of associated costs aligned to the contribution they will make in delivering the aims of the City Mobility Plan.
- 2) To note Committee welcomes work that gives better weight to the transport hierarchy but acknowledges the proposals are a compromise between competing pressures; notes that more can be done to support walking, wheeling and cycling and that as the project progresses, asks officers to look for any opportunity to support the transport hierarchy.
- 3) To request officers consider introducing an interim safe cycling route on Queen Street or one of the parallel streets, delivered through an ETRO or similar mechanism and using temporary or semi-permanent infrastructure while the George Street works are progressing, and to report back to committee within three cycles on the feasibility of this.
- 4) To agree to proceed with an investigation of options to remove private vehicle parking from George Street, with a report to Committee on the options in early 2025.
- 5) To request that ahead of the report to Committee in 2025 a business bulletin update comes back addressing what can be done on the following issues;
  - a) commercial pavement parkers
  - b) ensuring taxis, PHCs, coaches and other necessary vehicles understand the rules of the upcoming changes
  - c) Maintenance and upkeep of electric/automated bollards

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

### **Amendment 3**

- 1) To note the update on the actions agreed by Committee in May 2024 and the on-going work to prioritise all current and future transport investment proposals with an analysis of associated costs aligned to the contribution they will make in delivering the aims of the City Mobility Plan.

- moved by Councillor Whyte, seconded by Councillor Munro

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

### **Voting**

The voting was as follows:

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

(For the motion (as adjusted) – Councillors Aston, Booth, Lezley Marion Cameron, Campbell, Dijkstra-Downie, Hyslop, Jenkinson, Lang and O'Neill  
For Amendment 3 – Councillors Munro and Whyte)

## **Decision**

To approve the following adjusted motion by Councillor Jenkinson

- 1) To note the update on the actions agreed by Committee in May 2024 and the on-going work to prioritise all current and future transport investment proposals with an analysis of associated costs aligned to the contribution they will make in delivering the aims of the City Mobility Plan.
- 2) To note paragraph 4.8 of the report which highlights the considerable uncertainty around the future Scottish Government funding for active travel projects.
- 3) To recognise the importance of the forthcoming report on prioritisation of Council projects given i) the substantial concern which exists over the estimated £39.5 million total cost for the George Street project, ii) the impact of this investment on the funding and deliverability of other important active travel projects across the city.
- 4) To note Committee welcomes work that gives better weight to the transport hierarchy but acknowledges the proposals are a compromise between competing pressures; notes that more can be done to support walking, wheeling and cycling and that as the project progresses, asks officers to look for any opportunity to support the transport hierarchy.
- 5) To request officers consider introducing an interim safe cycling route on Queen Street or one of the parallel streets, delivered through an ETRO or similar mechanism and using temporary or semi-permanent infrastructure while the George Street works are progressing, and to report back to committee within three cycles on the feasibility of this.
- 6) To agree to proceed with an investigation of options to remove private vehicle parking from George Street, with a report to Committee on the options in early 2025.
- 7) To request that ahead of the report to Committee in 2025 a business bulletin update comes back addressing what can be done on the following issues;
  - a) commercial pavement parkers
  - b) ensuring taxis, PHCs, coaches and other necessary vehicles understand the rules of the upcoming changes
  - c) Maintenance and upkeep of electric/automated bollards

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

## **8. Tables and Chairs Permits – minimum clear distance**

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The report by the Interim Director of Place, responded to an adjusted motion approved by Transport and Environment Committee on 20 June 2024 and considers the implications of the Edinburgh Street Design Guidance on the implementation of tables and chairs permits.

### **Motion**

- 1) To note the update on the table and chairs permits
- moved by Councillor Jenkinson, seconded by Councillor Lezley Marion Cameron

### **Amendment 1**

- 1) To note the update on the table and chairs permits
- 2) To note that sections of the approved adjusted motion 3.3.5 and 3.3.6 (relating to street clutter caused by retail display) have not been action in this report and therefore requests a further report to this committee in three cycles addressing these matters.
- moved by Councillor Aston, seconded by Councillor Campbell

### **Amendment 2**

- 1) To note Committee welcomed this update on tables and chairs permits
- 2) To regret that permits were previously issued which did not comply with guidance on minimum clear distance, which has a negative impact on pedestrian experience, especially that of wheelchair users, those with reduced mobility and people with visual impairments and/or assistance dogs.
- 3) To agree that, for all new and renewal applications, in addition to ensuring a minimum clear distance of 1.5m as set out in paragraph 5.1, that officers will in each case also record the clear distance to a) the kerb, and b) any other barriers such as street furniture;
- 4) To request a report to Committee in 3 cycles that sets out:
  - a) When an issue is raised, by the business or a member of the public, regarding minimum clearance that a review of existing premises is carried out;
  - b) Data which will allow the council to identify, and go to public consultation on, 'high pedestrian flow' streets, as noted in street design guidance factsheet P3, where in future the council will expect a clear width of 3m or more.
- moved by Councillor O'Neill, seconded by Councillor Booth

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

### **Decision**

To approve the following adjusted motion by Councillor Jenkinson

- 1) To note Committee welcomed this update on tables and chairs permits

- 2) To note that sections of the approved adjusted motion 3.3.5 and 3.3.6 (relating to street clutter caused by retail display) have not been action in this report and therefore requests a further report to this committee in three cycles addressing these matters.
- 2) To regret that permits were previously issued which did not comply with guidance on minimum clear distance, which has a negative impact on pedestrian experience, especially that of wheelchair users, those with reduced mobility and people with visual impairments and/or assistance dogs.
- 3) To agree that, for all new and renewal applications, in addition to ensuring a minimum clear distance of 1.5m as set out in paragraph 5.1, that officers will in each case also record the clear distance to a) the kerb, and b) any other barriers such as street furniture;
- 4) To request a report to Committee in 3 cycles that sets out:
  - a) Data which will allow the council to identify, and go to public consultation on, 'high pedestrian flow' streets, as noted in street design guidance factsheet P3, where in future the council will expect a clear width of 3m or more.

(References –Transport and Environment Committee on 20 June 2024 item 13; report by the Interim Executive Director of Place, submitted.)

## **9. Draft Climate Ready Edinburgh Plan – referral from the Policy and Sustainability Committee**

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The Policy and Sustainability Committee had referred the Draft Climate Ready Edinburgh Plan for consideration, particularly in relation to the actions in the Plan concerned with transport, flooding issues and the public realm.

### **Motion**

- 1) To note the Draft Climate Ready Edinburgh Plan in relation to the action in the Plan concerned with Transport, Flooding issues and the public realm.
- moved by Councillor Jenkinson, seconded by Councillor Lezley Marion Cameron

### **Amendment 1**

- 1) To note the Draft Climate Ready Edinburgh Plan in relation to the action in the Plan concerned with Transport, Flooding issues and the public realm.
  - 2) Notes the significant areas of crossover between the Climate Ready Edinburgh plan and the work of committee
  - 2) Requests that officers engage with committee members and officers from across the council (including members of CLT, if required) to bring a proposal within three cycles about how Transport and Environment committee papers can better reflect considerations from within the Climate Ready Edinburgh plan and build adaptation governance into routine committee decision making.
- moved by Councillor Booth, seconded by Councillor O'Neill

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 Jenkinson

- 1) To note the Draft Climate Ready Edinburgh Plan in relation to the action in the Plan concerned with Transport, Flooding issues and the public realm.
- 2) Notes the significant areas of crossover between the Climate Ready Edinburgh plan and the work of committee
- 2) Requests that officers engage with committee members and officers from across the council (including members of CLT, if required) to bring a proposal within three cycles about how Transport and Environment committee papers can better reflect considerations from within the Climate Ready Edinburgh plan and build adaptation governance into routine committee decision making.

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