

Minutes

Transport and Environment Committee

10.00am, Friday 11 October 2019

Present

Councillors Macinnes (Convener), Arthur, Corbett, Douglas, Lang, McNeese-Mechan (substituting for Councillor Bird), McVey (substituting for Councillor Key), Miller, Mowat (substituting for Councillor Cook), Munro (substituting for Councillor Doran) and Smith.

1. Motion by Councillor Miller – Safe Cycle Journeys to School

(a) Deputation by Duddingston Parent Council

The Committee agreed to hear a deputation from Jocelyn Dellar on behalf of Duddingston Parent Council in relation to the Motion by Councillor Miller on Safe Cycle Journeys to School. Four children from Duddingston Primary School were also in attendance.

The deputation highlighted the following issues:

- That parents and pupils who commuted to Duddingston Primary along Duddingston Road had concerns regarding the safety of children walking, cycling and scooting to school.
- That there were problems with the concentration of drivers on Duddingston Road and double parking.
- That two primary schools and several nurseries were located along Duddingston Road and therefore many children commuted to school along this route.
- That children wanted to be able to cycle to school safely.
- That there had already been a hit and run incident on Duddingston Road.
- That there was a pinch point for traffic at St John's Road that caused congestion and poor visibility.
- That drivers on the road were frequently idling their engines when dropping off or picking up children which was resulting in greater pollution along the route.

The deputation requested that the Committee considered:

- The implementation of double yellow lines to address immediate safety concerns.
- A segregated cycle path on Duddingston Road.
- A joined up cycle network between Duddingston Primary and feeder schools Portobello High and Holyrood High.

- A portion of the budget to be set aside for active school travel.

(b) Motion by Councillor Miller – Safe Cycle Journeys to School

The following motion by Councillor Miller was submitted in terms of Standing Order 16:

“Committee

Notes calls from parents and young people for safe cycle routes to school, coming from a range of schools across Edinburgh including but not limited to Duddingston PS, Tollcross PS and St John’s RC PS

Agrees that all young people should have the opportunity to cycle to school

Calls for the upcoming refreshed Active Travel Action Plan to include a review and implementation plan for safe cycling routes to all primary schools

Additionally, requests officers work with the School Estates team to ensure all future new build schools specifically include arriving safely by bike into designs for school grounds”

Motion

To approve the motion by Councillor Miller.

- moved by Councillor Miller, seconded by Councillor Corbett

Amendment

- 1) To remove the paragraphs 3 and 4 of the motion by Councillor Miller and replace with:

“Notes that the upcoming refreshed Active Travel Action Plan will include actions to address safe cycling and walking to primary and secondary schools.

Additionally, requests that all future new build schools specifically include measures to ensure safe and convenient pupil access on foot and by bike, including on the road network in the vicinity of the school as well as within school grounds.”

- 2) To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision.
- 3) To agree that a written update which would clearly set out how the deputation’s concerns could be addressed would be circulated to the deputation, the Committee and the local ward councillors.

- moved by Councillor Macinnes, seconded by Councillor Arthur

In terms of Standing Order 21(11), the amendment was accepted as an addendum to the motion by Councillor Miller.

Decision

- 1) To approve the following adjusted motion by Councillor Miller:

“Committee

Notes calls from parents and young people for safe cycle routes to school, coming from a range of schools across Edinburgh including but not limited to Duddingston PS, Tollcross PS and St John's RC PS

Agrees that all young people should have the opportunity to cycle to school

Notes that the upcoming refreshed Active Travel Action Plan will include actions to address safe cycling and walking to primary and secondary schools.

Additionally, requests that all future new build schools specifically include measures to ensure safe and convenient pupil access on foot and by bike, including on the road network in the vicinity of the school as well as within school grounds."

- 2) To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision.
- 3) To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the Committee and the local ward councillors.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 12 September 2019 as a correct record.

3. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) To note that Item 6 – Single Use Plastics had been deferred to Spring 2020.
- 2) To note that Item 7 – Marchmont to Kings Buildings Cycle Route – Objections to Traffic Regulation Order and Redetermination Order had been deferred to the February 2020 Committee.
- 3) To note that Item 18 - Smarter Choices Smarter Places update and 20/21 bid had been deferred to the February 2020 Committee
- 4) To otherwise note the Work Programme.

(Reference – Work Programme, submitted.)

4. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for September 2019 was presented.

Decision

- 1) To agree to close the following actions:

- Action 17(2) – Rolling Actions Log
 - Action 21 – Business Bulletin
 - Action 33 – Petitions for Consideration: Parking Issues in Shandon
 - Action 40 – Emergency Motion by Councillor Macinnes – Deposit Return Scheme
 - Action 42 – Motion by Councillor Webber - Waste Collection Service
 - Action 43 – Strategic Review of Parking – Review Results for Areas 2 and 3 and South Morningside Consultation Results
 - Action 44 – Petition for Consideration – Reinstate the Bus Stop at North Mid Liberton
 - Action 46 – Public Transport Priority Action Plan Update
 - Action 52(3) – Motion by Councillor Mowat – Summertime Streets Programme
 - Action 54 – Bus Stop Removal, Liberton Road at Goods Corner
- 2) To agree not to close Action 46 - Public Transport Priority Action Plan Update to allow officers to consult with ward Councillors and to note this would be raised in the forthcoming City Mobility Plan report.
 - 3) To agree that officers would check if the briefing note on Action 14(4) – Electric Vehicle Infrastructure: Business Case had been circulated and if not, to agree that the briefing note would be circulated.
 - 4) To agree that officers would check if a briefing to members on Action 15(1) – Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking had been carried out and if not, to agree that a briefing would be provided.
 - 5) To agree that officers would check if the update had been provided in the Business Bulletin for Action 18(1) - Transport Asset Management Plan (TAMP) and if not to bring an update to the next Business Bulletin.
 - 6) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

5. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for October 2019 was presented.

Decision

- 1) To note that the Proposal for a Conscientious Objectors Memorial in West Princes Street Gardens was now under the remit of the Culture and Communities Committee.
- 2) To agree to incorporate the analysis on Granton Square into the Granton Waterfront Project.

- 3) To agree to update Colinton Community Councillors on closures to public conveniences.
- 4) To agree that officers would consult with Committee Services about ward callings for items contained within the business bulletin.
- 5) To otherwise note the business bulletin.

(Reference – Business Bulletin, submitted.)

6. National Transport Strategy 2 – Response to Consultation

The 'National Transport Strategy 2 – Draft for Consultation' was summarised and the Council's formal response to the consultation was provided. Opportunities were identified for how the National Transport Strategy could better support Edinburgh's developing City Mobility Plan (a strategic framework for the effective movement of people and goods around Edinburgh) and the future Edinburgh and South East Scotland Region Growth Framework (aimed at delivering a joined up approach to regional economic growth, planning, transport, infrastructure and housing).

Motion

- 1) To note the findings from a coordinated review of the 'National Transport Strategy 2 – Draft for Consultation' contained within this report.
 - 2) To authorise the submission of the responses appended to this report on behalf of the Council.
- moved by Councillor Macinnes, seconded by Councillor Munro

Amendment 1

- 1) To agree that in addition to the answer drafted at Q1, to expand the answer to also explain that "sustainability" should be clarified as being environmental sustainability in order to clear up any ambiguity in the vision.
- 2) To agree that in addition to the answer drafted at Q2b, to expand the answer to explain that CEC considered action on climate change to be urgent, and that therefore "Takes Climate Action" should be the highest priority; to recognise that all four priorities were interlinked, and that prioritisation of "Takes Climate Action" would support the other priorities of equality, prosperity and health and wellbeing.
- 3) To agree that in addition to the answer drafted at Q3, to expand the answer to describe the increase in pressure on cities such as Edinburgh as a result of investment in expansion of the trunk road network and that mitigation of this effect was currently very costly to cities.
- 4) To agree that in addition to the answer drafted at Q5a, to expand the answer to include cross-boundary cycle routes in the examples of cross-boundary transport requirements.
- 5) To agree that in addition to the answer drafted at Q5b, to expand the comments about citizens being unable to easily relate to Edinburgh on the whole when providing feedback and views, to explain that the traditional forms of consultation

did not always successfully enable and empower citizens to express their views, and that by employing more modern methods and channels to consult citizens we would anticipate a greater degree of informed engagement, and as such we would welcome more participatory models of citizen engagement and consultation in the locations and settings where citizens were best able to provide their views.

- 6) To agree that in the answer drafted at Q7a, insert the word “some” into paragraph 4 so that the phrase read “while Edinburgh was well connected to some cities across the UK by rail”.
- 7) To agree that in addition to the answer drafted at Q8a, to expand the answer to include mention of poor links to some cities which have had longer journey times from Edinburgh by rail than by car (for example Perth); the lack of international travel options from the east coast of Scotland across the North Sea to Europe; and the barriers to local authorities in implementing segregated cycling infrastructure that would allow all those who wish to travel by bike to do so safely
- 8) To agree that in addition to the answer drafted at Q8b, to expand the answer to highlight the need for active travel and public transport to become the most affordable, most convenient and most attractive options, which would increase demand for these modes; also expand to explore a vehicle scrappage scheme for those who choose to change to electric bike; also expand to explore investment in enablers of modern working practices (for example internet connectivity, more flexibility in working hours, patterns and contracts) to reduce the requirement to travel or make single-purpose journeys; also expand to call for local authorities to have the power to implement segregated cycling infrastructure in a timely way.
- 9) To agree that in addition to the answer drafted at Q9, to expand the answer regarding “increasing accountability” to recognise all forms of cross-boundary travel in addition to commuting such as freight and business service related travel.
- 10) To agree that in addition to the answer drafted at Q10, expand the theme of concessionary travel to also highlight the benefits of possible expansion of the current successful scheme to include additional groups and demographics, as this would fit with the Vision and fulfil the “Promotes Equality” and “Takes Climate Action” priorities in particular.

- moved by Councillor Miller, seconded by Councillor Corbett

Amendment 2

- 1) To note the findings from a coordinated review of the ‘National Transport Strategy 2 – Draft for Consultation’ contained within the report.
- 2) To authorise the submission of the responses appended to the report on behalf of the Council.

- moved by Councillor Mowat, seconded by Councillor Smith

In terms of Standing Order 21(11), Amendment 1 was accepted as an addendum to the motion by Councillor Macinnes.

Voting

For the motion - 8 votes

For amendment - 3 votes

(For the motion – Councillors Arthur, Corbett, Lang, Macinnes, McNeese-Mechan, MacVey, Miller and Munro

For the amendment – Councillors Douglas, Mowat and Smith.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the findings from a coordinated review of the ‘National Transport Strategy 2 – Draft for Consultation’ contained within the report.
- 2) To authorise the submission of the responses appended to the report on behalf of the Council.
- 3) To agree that in addition to the answer drafted at Q1, to expand the answer to also explain that “sustainability” should be clarified as being environmental sustainability in order to clear up any ambiguity in the vision.
- 4) To agree that in addition to the answer drafted at Q2b, to expand the answer to explain that CEC considered action on climate change to be urgent, and that therefore “Takes Climate Action” should be the highest priority; to recognise that all four priorities were interlinked, and that prioritisation of “Takes Climate Action” would support the other priorities of equality, prosperity and health and wellbeing.
- 5) To agree that in addition to the answer drafted at Q3, to expand the answer to describe the increase in pressure on cities such as Edinburgh as a result of investment in expansion of the trunk road network and that mitigation of this effect was currently very costly to cities.
- 6) To agree that in addition to the answer drafted at Q5a, to expand the answer to include cross-boundary cycle routes in the examples of cross-boundary transport requirements.
- 7) To agree that in addition to the answer drafted at Q5b, to expand the comments about citizens being unable to easily relate to Edinburgh on the whole when providing feedback and views, to explain that the traditional forms of consultation did not always successfully enable and empower citizens to express their views, and that by employing more modern methods and channels to consult citizens we would anticipate a greater degree of informed engagement, and as such we would welcome more participatory models of citizen engagement and consultation in the locations and settings where citizens were best able to provide their views.

- 8) To agree that in the answer drafted at Q7a, insert the word “some” into paragraph 4 so that the phrase read “while Edinburgh was well connected to some cities across the UK by rail”.
- 9) To agree in addition to the answer drafted at Q8a, to expand the answer to include mention of poor links to some cities which have had longer journey times from Edinburgh by rail than by car (for example Perth); the lack of international travel options from the east coast of Scotland across the North Sea to Europe; and the barriers to local authorities in implementing segregated cycling infrastructure that would allow all those who wish to travel by bike to do so safely
- 10) To agree that in addition to the answer drafted at Q8b, to expand the answer to highlight the need for active travel and public transport to become the most affordable, most convenient and most attractive options, which would increase demand for these modes; also expand to explore a vehicle scrappage scheme for those who choose to change to electric bike; also expand to explore investment in enablers of modern working practices (for example internet connectivity, more flexibility in working hours, patterns and contracts) to reduce the requirement to travel or make single-purpose journeys; also expand to call for local authorities to have the power to implement segregated cycling infrastructure in a timely way.
- 11) To agree that in addition to the answer drafted at Q9, to expand the answer regarding “increasing accountability” to recognise all forms of cross-boundary travel in addition to commuting such as freight and business service related travel.
- 12) To agree that in addition to the answer drafted at Q10, expand the theme of concessionary travel to also highlight the benefits of possible expansion of the current successful scheme to include additional groups and demographics, as this would fit with the Vision and fulfil the “Promotes Equality” and “Takes Climate Action” priorities in particular.

(References – Transport and Environment Committee on 16 May 2019 (item 12); report by the Executive Director of Place, submitted)

7. Parking in Carnegie Court

The Council had received several complaints from Carnegie Court residents regarding inconsiderate commuter parking in their parking area (See Appendix 1 of the report for the map of the area). Residents had reported that such parking prevented them parking near to their homes, increased traffic in the area, had a negative impact on road safety and restricted access for refuse collection vehicles. It was requested that the Council acted to tackle these issues and an used an approach that would address residents’ concerns was proposed.

Decision

- 1) To approve the start of the necessary Traffic Regulation Order (TRO) process to introduce parking controls in Carnegie Court.

- 2) To approve, as part of the same process above, the transfer of properties 178 to 186 Pleasance from Zone 3 to Zone 7.

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

8. Evaluation of the 20mph Speed Limit Roll Out

An evaluation of the roll out of 20mph speed limits in Edinburgh was presented. The evaluation examined changes to traffic speeds and volumes, public perceptions and behaviour, and air quality before and after the 20mph rollout. It also briefly considered initial indications in relation to changes in collisions and casualties.

A strategy of further actions the Council might wish to consider on streets where there might be continuing non-compliance with the new limits was included. Furthermore, a number of requests for streets to be added to the 20mph network were reviewed and preliminary consideration of further pro-active expansion of the network was included.

Motion

- 1) To note the results of the Council's initial 20mph monitoring programme, as detailed in the report.
 - 2) To note the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team.
 - 3) To approve commencing the statutory process to add the additional streets, as detailed in table 3 of the report, to the 20mph network.
 - 4) To approve the strategy for further actions the Council might wish to consider in streets where there might be continuing non-compliance with the new limits as set out in the report.
 - 5) To note that consideration was being given to the potential for further extension of the 20mph network and that a report on this subject would be brought to first meeting of the Transport and Environment Committee in 2020.
 - 6) To note that a further report on the analysis of road casualties would be presented to the Transport and Environment Committee in 2021, three years after completion of the final phase of the 20mph network.
 - 7) To agree that of the 66 streets surveyed, the percentage that this was of the entire network would be provided to Councillor Douglas
 - 8) To agree to circulate the data that had been collected on all streets to Councillors and to publish the data with an explanation to accompany the data.
 - 9) To agree that Councillor Lang would write to the Convener on the areas he felt the report could expand upon.
- moved by Councillor Macinnes, seconded by Councillor Munro

Amendment

- 1) To note the results of the Council's initial 20mph monitoring programme, as detailed in the report.

- 2) To note the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team.
 - 3) To approve commencing the statutory process to add the additional streets, as detailed in table 3 of the report, to the 20mph network.
 - 4) To approve the strategy for further actions the Council might wish to consider in streets where there might be continuing non-compliance with the new limits as set out in the report.
 - 5) To note that consideration was being given to the potential for further extension of the 20mph network and that a report on this subject would be brought to first meeting of the Transport and Environment Committee in 2020.
 - 6) To note that a further report on the analysis of road casualties and vehicle speeds would be presented to the Transport and Environment Committee in 2021, three years after completion of the final phase of the 20mph network.
 - 7) To agree that appendix 3 of the report should be shared with all elected members and feedback sought on whether this represented a complete list of roads where concerns had been raised in terms of compliance.
 - 8) To agree that the February 2020 report to the Transport and Environment Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures.
 - 9) To agree that of the 66 streets surveyed, the percentage that this was of the entire network would be provided to Councillor Douglas
 - 10) To agree to circulate the data that had been collected on all streets to Councillors and to publish the data with an explanation to accompany the data.
 - 11) To agree that Councillor Lang would write to the Convener on the areas he felt the report could expand upon.
- moved by Councillor Lang, seconded by Councillor Mowat

In terms of Standing Order 21(11), the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

- 1) To note the results of the Council's initial 20mph monitoring programme, as detailed in the report.
- 2) To note the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team.
- 3) To approve commencing the statutory process to add the additional streets, as detailed in table 3 of the report, to the 20mph network.
- 4) To approve the strategy for further actions the Council might wish to consider in streets where there might be continuing non-compliance with the new limits as set out in the report.

- 5) To note that consideration was being given to the potential for further extension of the 20mph network and that a report on this subject would be brought to first meeting of the Transport and Environment Committee in 2020.
- 6) To note that a further report on the analysis of road casualties and vehicle speeds would be presented to the Transport and Environment Committee in 2021, three years after completion of the final phase of the 20mph network.
- 7) To agree that appendix 3 of the report should be shared with all elected members and feedback sought on whether this represented a complete list of roads where concerns had been raised in terms of compliance.
- 8) To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures.
- 9) To agree that of the 66 streets surveyed, the percentage that this was of the entire network would be provided to Councillor Douglas
- 10) To agree to circulate the data that had been collected on all streets to Councillors and to publish the data with an explanation to accompany the data.
- 11) To agree that Councillor Lang would write to the Convener on the areas he felt the report could expand upon.

(References – Transport and Environment Committee on 12 January 2016 (item 17); report by the Executive Director of Place, submitted)

9. Household Waste Recycling Centres - Update

An update was provided on the Household Waste Recycling Centres (HWRCs) following the revision to opening hours which took effect on 1 April 2019.

Decision

- 1) To note the report.
- 2) To agree to receive an updated Household Waste Recycling Centre Access Policy within two cycles.
- 3) To circulate a briefing note to members on the closures of household waste recycling centre closures, including information on the baseline of closures and the effect of closures on fly-tipping.
- 4) To note that that there would be an update in the Business Bulletin in December 2019 on performance targets.

(References – Transport and Environment Committee on 5 March 2019 (item 10); report by the Executive Director of Place, submitted)

10. Edinburgh's Low Emission Zones – update

The City of Edinburgh Council (CEC) was working with the Scottish Government to develop and implement Low Emission Zones (LEZ). LEZs were being progressed in Edinburgh, Glasgow, Dundee, and Aberdeen as a tool to address longstanding non-compliance with nitrogen dioxide legal objectives.

LEZs in Edinburgh had been progressed alongside the development of the local transport strategy, City Mobility Plan (CMP), and Edinburgh City Centre Transformation (CCT). Together these projects aimed to improve placemaking and connectivity in Edinburgh and had a key focus on prioritising sustainable choices and reducing the need for private car use.

Between May and July 2019, the Council publicly consulted on proposals for a LEZ including a city centre zone boundary applying to all vehicle types and a city-wide boundary applying to commercial vehicles (buses, coaches, taxi and private hire, light and heavy goods vehicles). The consultation also set out proposals for when enforcement would start.

Motion

- 1) To note that the report set out the main findings following consultation on a proposed LEZ scheme held between May and July 2019.
 - 2) To note that the report provided a draft Integrated Impact Assessment, a summary report on LEZ impacts on commercial fleets in operation in Edinburgh, and an update on transport modelling work.
 - 3) To note that there was ongoing assessment work as part of the Cleaner Air for Scotland, National Modelling Framework, including analysis of traffic modelling and air quality modelling.
 - 4) To note that as a result of 1 – 3 above, additional work was required to develop the proposed scheme.
 - 5) To note that a further report would be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).
 - 6) To agree to have an update in the Business Bulletin in December 2019 on an overview of the legislative options.
 - 7) To agree to arrange a briefing for members on the overview.
 - 8) To agree that supplementary reports and modelling work would be made public once available.
- moved by Councillor Macinnes, seconded by Councillor Munro

Amendment

- 1) To note that the report set out the main findings following consultation on a proposed LEZ scheme held between May and July 2019.
- 2) To note that the report provided a draft Integrated Impact Assessment, a summary report on LEZ impacts on commercial fleets in operation in Edinburgh, and an update on transport modelling work.
- 3) To note that there was ongoing assessment work as part of the Cleaner Air for Scotland, National Modelling Framework, including analysis of traffic modelling and air quality modelling.

- 4) To note that as a result of 1 – 3 above, additional work was required to develop the proposed scheme.
 - 5) To note that a further report would be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).
 - 6) To thank external partners such as British Heart Foundation for their offers to support the Council's continuing work on the LEZ scheme, and to agree to collaborative work to make best use of partners research resource and expertise where appropriate during the period running up to the report in February 2020.
 - 7) To agree to have an update in the Business Bulletin in December 2019 on an overview of the legislative options.
 - 8) To agree to a briefing for members on the overview.
 - 9) To agree that supplementary reports and modelling work would be made public once available.
- moved by Councillor Miller, seconded by Councillor Corbett

In terms of Standing Order 21(11), the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

- 1) To note that the report set out the main findings following consultation on a proposed LEZ scheme held between May and July 2019.
- 2) To note that the report provided a draft Integrated Impact Assessment, a summary report on LEZ impacts on commercial fleets in operation in Edinburgh, and an update on transport modelling work.
- 3) To note that there was ongoing assessment work as part of the Cleaner Air for Scotland, National Modelling Framework, including analysis of traffic modelling and air quality modelling.
- 4) To note that as a result of 1 – 3 above, additional work was required to develop the proposed scheme.
- 5) To note that a further report would be prepared for Transport and Environment Committee in February 2020 on the key workstreams underway (including refined impact assessments, transport and air quality modelling and a revised LEZ scheme).
- 6) To thank external partners such as British Heart Foundation for their offers to support the council's continuing work on the LEZ scheme, and to agree to collaborative work to make best use of partners research resource and expertise where appropriate during the period running up to the report in February 2020.
- 7) To agree to have an update in the Business Bulletin in December 2019 on an overview of the legislative options.
- 8) To agree to arrange a briefing for members on the overview.

- 9) To agree that supplementary reports and modelling work would be made public once available.

(References – Transport and Environment Committee on 16 May 2019 (item 11); report by the Executive Director of Place, submitted)

11. Open Streets Programme Progress Report

On 28 February 2019, the Transport and Environment Committee approved the scale and delivery process for an 18-month Open Streets Programme. The public engagement in August 2018 was focussed around 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. Edinburgh was the first city in the United Kingdom to implement an Open Streets Programme with an inaugural event on the 5 May 2019.

Open Streets was supported in its delivery by funding partners including Sustrans through the “Places for Everyone” programme. The early evidence and feedback from business as well as residents had broadly been positive and indicated a preference for early consultation and consistency in the implementation of Open Street initiatives.

The progress in delivering the first three Open Streets days was summarised. There had been considerable interest from other cities in the United Kingdom as well as international interest in Edinburgh’s approach and there was scope for “best practice” models of engagement to be shared as part of the Open Streets movement.

Decision

- 1) To note the progress of the implementation of the Open Streets Programme.
- 2) To note the Evaluation and Monitoring Plan.
- 3) To note the Programme Plan, budget, and model for community engagement.
- 4) To agree that officers would share the final list of consultees that notices were given to with ward councillors.

(References – Transport and Environment Committee on 28 February 2019 (item 6); report by the Executive Director of Place, submitted)

12. Place Directorate – Financial Monitoring 2019/20 – Month Three Position

As at month three, a residual pressure of £1.236m remained in the Place General Fund (GF) revenue budget. Place Directorate remained fully committed to taking the necessary actions to deliver approved savings and address identified operational cost pressures and were actively developing their budget management strategy and framework to bring the Place revenue budget towards balance.

Decision

- 1) To note the position in respect of the General Fund (GF) revenue budget.
- 2) To agree that officers would provide a briefing to Councillor Miller on the reason for the delay of the TRO for the Parking Action Plan phase 2.

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

13. Roads Infrastructure Capital Investment Update

Details were provided on Roads Infrastructure capital delivery in 2018/19. This included carriageway and footway investment, bus stop improvements, drainage and surface enhancements.

The total investment in carriageways and footways in 2018/19 was £15.487m. This included the approved 2018/19 budget and budget carried forward from previous financial years. A breakdown of the spend was provided.

The details of the key capital investment areas to date in 2019/20 were also provided.

Motion

- 1) To note the report.
 - 2) To note the progress in delivering the 2019/20 capital programme as detailed in section 4 of the report.
 - 3) To agree that an updated profile of resurfacing schemes would be circulated to members.
- moved by Councillor Macinnes, seconded by Councillor Munro

Amendment

- 1) To note the report.
 - 2) To note the progress in delivering the 2019/20 capital programme as detailed in section 4 of the report.
 - 3) To seek an update on progress against delivery of the 2019/20 capital investment plan at the end of month 9 and to agree this information should be provided by way of a members' briefing as soon as practicable.
 - 4) To agree that an updated profile of resurfacing schemes would be circulated to members.
- moved by Councillor Lang, seconded by Councillor Mowat

In terms of Standing Order 21(11), the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

- 1) To note the report.
- 2) To note the progress in delivering the 2019/20 capital programme as detailed in section 4 of the report.
- 3) To seek an update on progress against delivery of the 2019/20 capital investment plan at the end of month 9 and agree this information should be provided by way of a members' briefing as soon as practicable.
- 4) To agree that an updated profile of resurfacing schemes would be circulated to members.

(References – Transport and Environment Committee on 5 March 2019 (item 6); report by the Executive Director of Place, submitted)

14. Roads Services Improvement Plan Update

The progress that had been made in delivering the outstanding actions contained within the Roads Services Improvement Plan was set out. An update was provided on changes that had been made to organisational structures and the intention was set out to use the new management team to re-design an updated Improvement Plan to further drive performance.

Decision

- 1) To note the report and the positive progress made to date.
- 2) To agree that a new redesigned improvement plan would be drafted to take account of the progress made to date and the realigned service structure and responsibilities. This new plan would be submitted to Committee for approval by March 2020.

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