

Minutes

Policy and Sustainability Committee

10.00 am, Thursday 14 May 2020

Present

Councillors McVey (Convener), Day (Vice-Convener), Aldridge, Jim Campbell, Kate Campbell, Cook (substituting for Councillor McLellan), Gardiner, Gloyer, Hutchison, Lang (substituting for Councillor Gloyer for items 6.7 and 6.8), Macinnes, Main, Miller (substituting for Councillor Staniforth for items 6.7 and 6.8), Perry, Rankin, Staniforth, Webber, Whyte and Wilson.

1. Minutes

Decision

- a) To approve the minute of the Policy and Sustainability Committee of 25 February 2020 as a correct record.
- b) To approve the minute of the Leadership Advisory Panel of 23 April 2020 as a correct record.

2. Policy and Sustainability Committee Work Programme May 2020

The Policy and Sustainability Committee Work Programme for May 2020 was presented.

Decision

- 1) To note that the Winter Festivals Consultation Update had been delayed to 25 June 2020 and the Consultant Appointment for the Edinburgh Street Design Guidance had been delayed (with no rescheduled date) as the procurement was not yet complete.
- 2) To note that the actions in relation to Low Emissions Zones which were not being progressed as approved by Committee would be submitted to Committee as part of a work programme report on 28 May 2020.
- 3) To note the work programme.

(Reference – Work Programme February 2020, submitted.)

3. Policy and Sustainability Committee Rolling Actions Log

Details were provided of the outstanding actions arising from decisions taken by the Committee.

Decision

- 1) To agree to close the following actions:
 - Action 3** – Sustainable Energy Action Plan Annual Progress Report 2017/18 –
 - Action 7(1)** – City Strategic Investment Fund
 - Action 9** - City of Edinburgh Council – Motion by Councillor Main – Council Welfare Accreditation
 - Action 11** – Achieving Net Zero in the City of Edinburgh
 - Action 12** – Update on Short Window Improvement Plan
 - Action 18** – City Strategic Investment Fund - Powderhall Stables
 - Action 20** – Edinburgh's Christmas – Motion by Councillor Mowat
 - Action 24** – Haulage of Waste to Disposal Outlets – (From Leadership Advisory Panel)
 - Action 26** - Decisions Taken Under Urgency Provisions – (From Leadership Advisory Panel) - Delegated Functions of the Development Management Sub-Committee and the Licensing Sub-Committee
 - Action 27** – COVID-19 Verbal Update by the Chief Executive – (From Leadership Advisory Panel)
 - Action 30** – Decisions Taken Under Emergency Powers – (From Leadership Advisory Panel) - Closure of Nicolson Square and St Patrick's Square Gardens
- 2) To note that the report referenced in Action 1 would be submitted to this committee in mid-June 2020.
- 3) To agree that revised expected completion dates would be added to the Rolling Actions Log for any actions that were overdue.
- 4) To agree that the research referenced as part of Action 8 would be broadened to include challenges as a result of the Covid-19 pandemic and that this would be submitted to the Policy and Sustainability Committee.
- 5) To note that committee would accept a delay for Action 14 but that an update would be provided on when the audit would be completed.
- 6) To otherwise note the Rolling Actions Log.
(Reference – Rolling Actions Log, submitted.)

4. Local Police Plan 2020-2023

The Local Police Plan 202-2023, which outlined the priorities of Edinburgh City Division and aimed to reflect local community concerns and Police Scotland's commitment to ensuring the safety and wellbeing of all citizens was presented.

Motion

To approve the Local Police Plan 2020-2023.

- moved by Councillor McVey, seconded by Councillor Day

Amendment 1

Committee:

Thanks the Divisional Commander, Edinburgh City Division for his Plan. Notes the Plan was written following public consultation in November 2019 and therefore does not address the threats, risks, public restrictions and altered policing situation of the current Covid-19 pandemic which is likely to be relatively long lasting in some form.

Therefore, deletes Recommendation 1.1 and replaces with

- 1.1 Agrees to defer approval the Plan until such time as the following information is provided:
 - a) A full assessment is made of the implications of the Covid-19 emergency addressing the risks and mitigation identified for Edinburgh, any public feedback that might alter priorities and any altered national Police priorities and that these are worked into an updated, dynamic plan;
 - b) Details of the management of Police officer numbers in the City of Edinburgh is given noting the reduction in numbers in recent years and detailing the continued partnership with the Council and any budget implications of Community Officers provision;
 - c) Details of specific measures linking the Strategic Outcomes and Objectives to the Performance Framework in order that the "Why, what, how, and so what?" of the plan can be better understood and measured by the public and elected members and in line with the references to the Police and Fire Reform (Scotland) Act 2012 as set out in paragraph 3.1 of the report by the Chief Executive.

- moved by Councillor Whyte, seconded by Councillor Jim Campbell

Amendment 2

To approve the Local Police Plan 2020-2023 and to add:

- 1.2 Notes that the Covid-19 emergency has changed policing in the city and is likely to continue to do so in the short to medium term.

1.3 therefore requests a further report detailing how Covid-19 has affected and will affect the local police plan 2020-23

- moved by Councillor Staniforth, seconded by Councillor Main

In accordance with Standing Order 19(12), Amendment 1 was adjusted and accepted as an addendum to the motion and all of Amendment 2 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor McVey:

- 1) To approve the Local Police Plan 2020-2023.
- 2) To thank the Divisional Commander, Edinburgh City Division for his Plan and to note that the Plan was written following public consultation in November 2019 and therefore did not address the threats, risks, public restrictions and altered policing situation of the current Covid-19 pandemic which was likely to be relatively long lasting in some form.
- 3) To note that the Covid-19 emergency had changed policing in the city and was likely to continue to do so in the short to medium term
- 4) To request an update report in 6 months' time on a full assessment being made of the implications of the Covid-19 emergency addressing the risks and mitigation identified for Edinburgh, any public feedback that might alter priorities and any altered national Police priorities and that these be worked into an updated, dynamic plan;
- 5) To call for a further report giving details of the management of Police officer numbers in the City of Edinburgh, noting the reduction in numbers in recent years and detailing the continued partnership with the Council and any budget implications of Community Officers provision.

(Reference – report by the Chief Executive, submitted.)

5. Covid 19 – Update

a) Deputation – Edinburgh Trade Union Council

A written deputation was presented on behalf of Edinburgh Trade Union Council.

The deputation expressed concern about the democratic deficit of the Council in dealing with a range of crises produced by the Covid 19 pandemic. They felt that the Council was failing to inform the public of these crises and consult with the public about how these crises were being managed, and would be managed over the coming months.

The deputation indicated that the 3 particular crises of concern were:

- Poverty/Child Poverty in Edinburgh
- The Future of Lothian Buses
- The future of Social Care Provision

The deputation urged the Council to resolve its democratic deficit by, as a matter of urgency, fully informing the public of how it was dealing with the many aspects of the pandemic crisis that were affecting Edinburgh and that, where it did not have the resources to deal with a crisis, to make a case, on behalf of the people of Edinburgh, for support from the Scottish Government.

b) Update by the Chief Executive

The Chief Executive gave a presentation on the Council's response to the Covid-19 pandemic. Details were provided of the plans the Council put in place at the outbreak of Covid-19 in Edinburgh and that the Council had followed Government guidance as the situation evolved, including governance arrangements within the Council and with partners.

Details were given on the supply of Personal Protective Equipment to front line staff and testing for key workers within the Council. A summary of the Council's communication messages was also provided.

Motion

Committee:

- 1) Thanks the Chief Executive for his presentation and requests that this item is continued as a standing item for the Committee at future meetings so long as the Covid-19 emergency situation endures;
- 2) Agrees that future reports should provide a written summary of measures to assess progress in containing the virus, protecting public health and maintaining Council services along with updates on actions/emergency decisions taken between meetings and the tracking of expenditure;
- 3) That part of this update should include the fortnightly dashboard (previously presented at the weekly Group Leaders meeting) and that the dashboard should be expanded to include details of traffic/travel levels in the City, progress with support for businesses and an assessment of Covid-19 presence and safety in Care Homes in Edinburgh.

- moved by Councillor Whyte, seconded by Councillor Hutchison

Amendment

- 1) To note the motion by Councillor Whyte.
- 2) To agree that an emergency decisions report would be on the agenda detailing any decisions taken under urgency.
- 3) To note that a dashboard would be on the agenda of the next committee and sent out along with the committee papers.
- 4) To agree to delegate to the Chief Executive in consultation with the Leader and Deputy Leader to explore what measures could be added to the dashboard based on officer capacity and available data.

- moved by Councillor McVey, seconded by Councillor Day

Voting

The voting was as follows:

For the motion - 7 votes
For the amendment - 10 votes

(For the motion: Councillors Aldridge, Jim Campbell, Cook, Gloyer, Hutchison, Webber and Whyte.

For the amendment; Councillors McVey (Convener), Kate Campbell, Day, Gardiner, Macinnes, Main, Perry, Rankin, Staniforth and Wilson.)

Decision

To approve the amendment by Councillor McVey.

(Reference – presentation by the Chief Executive, submitted.)

6. Community Asset Transfer – Former Public Convenience, 531 Lanark Road, Juniper Green, EH14 5DJ

Authority was sought for the disposal of the Former Public Convenience located at 531 Lanark Road, Juniper Green to Pentland Community Space. The proposed sale was a Community Asset Transfer under Part Five of the Community Empowerment (Scotland) Act 2015.

Decision

To approve the disposal of the Former Public Conveniences located at 531 Lanark Road, Juniper Green to Pentland Community Space Scottish Charitable Incorporated Organisation (SCIO) on the terms outlined in the report by the Executive Director of Resources and on such other terms and conditions to be agreed by Executive Director.

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

Declaration of Interests

Councillor Webber declared a non-financial interest in the above item as a member of Pentland Community Space.

7. Extension to Construction Professional Services Framework

Approval was sought for the extension of the Construction Professional Services Framework, by a waiver of the Council's Contract Standing Orders, for a period of up to 12 months, being up to 2nd March 2021. The extension would be terminated once the tendering exercise to replace this framework had been completed.

Decision

- 1) To approve the proposed extension to the Construction Professional Services Framework, by way of a waiver to the Council's Contract Standing Orders, for a period of up to 12 months, being up to 2 March 2021, which framework consisted of the following Lots:

- a) Project Management Services, with the suppliers being Doig and Smith Ltd, Sweett (UK) Ltd and Thomas and Adamson Ltd, at an estimated contract value of £2,000,000 per annum;
 - b) Building Surveying Services, with the suppliers being Faithful and Gould, Hardies and Summers Inman, at an estimated contract value of £2,000,000 per annum;
 - c) Quantity Surveying Services, with the suppliers being Doig & Smith Ltd, Gardiner & Theobald Ltd and Sweett (UK) Ltd, at an estimated contract value of £3,000,000 per annum;
 - d) Architectural Services, with the suppliers being Anderson Bell Christie Ltd, Collective Architecture and Holmes Miller Ltd, at an estimated contract value of £3,000,000 per annum;
 - e) Structural Engineering Services, with the suppliers being Aecom Ltd, David Narro Associates and Will Rudd Davidson Ltd, at an estimated contract value of £2,250,000 per annum;
 - f) Mechanical & Electrical Engineering Services, with the suppliers being Blackwood Partnership Ltd, Cundall Johnston and RSP Consulting, at an estimated contract value of £2,000,000 per annum;
 - g) Fire Engineering Services, with the suppliers being Aecom Ltd and Ramboll Ltd, at an estimated contract value of £500,000 per annum;
 - h) Interior Design, Space Planning and Move Management Services, with the suppliers being Holmes Miller Ltd, Smith Scott Mullan Architects Ltd and Space Solutions Ltd, at an estimated contract value of £500,000 per annum;
 - i) Multi-Discipline Design Team Services, with the suppliers being AHR Architects, Capita Property and Infrastructure Ltd and Gardiner & Theobald, at an estimated contract value of £2,500,000 per annum;
- 2) To note that the current COVID-19 outbreak would delay the next stage of the ongoing tender exercise to replace this framework. Given this, and other revisions to the procurement timeline, this extension was necessary to enable the Council to still use this framework, where required during this intervening period.

(Reference – report by the Executive Director of Resources, circulated.)

8. Housing Options Protocol for Care Leavers

The Scottish Government and its partners on the Homeless Prevention and Strategy Group had asked all 32 Scottish local authorities to implement a Housing Options Protocol for Care Leavers (the protocol). The protocol's aim was to avoid care leavers having to go through the homeless route to secure accommodation, instead they would be supported and awarded Exceptional Housing Need priority, which would give them a reasonable preference when bidding for social rented accommodation.

Motion

To agree the proposed Housing Options Protocol for Care Leavers as detailed in the report by the Executive Director for Communities and Families.

- moved by Councillor McVey, seconded by Councillor Day

Amendment 1

To add to the recommendation:

To agree that Exceptional Housing Need priority should remain for as long as a young person is eligible for Through Care and After Care services.

- moved by Councillor Main, seconded by Councillor Staniforth

Amendment 2

To add to the recommendation:

To note the requirement for a 3 yearly review of the protocol and agree in addition to an annual report to the appropriate committee to enable early scrutiny of the effectiveness of the operation of the protocol and to allow for any adjustments which may be required.

- moved by Councillor Main, seconded by Councillor Staniforth

In accordance with Standing Order 21(12)), Amendments 1 and 2 were accepted as addendums to the motion.

Decision

To approve the following adjusted motion by Councillor McVey:

- 1) To agree the proposed Housing Options Protocol for Care Leavers.as detailed in the report by the Executive Director for Communities and Families.
- 2) To agree that Exceptional Housing Need priority should remain for as long as a young person is eligible for Through Care and After Care services.
- 3) To note the requirement for a 3-yearly review of the protocol and agree in addition to an annual report to the appropriate committee to enable early scrutiny of the effectiveness of the operation of the protocol and to allow for any adjustments which may be required.

(Reference – report by the Executive Director for Communities and Families, circulated.)

9. Domestic Abuse Housing Policy

Details were provided on the rationale for a Domestic Abuse Housing Policy, the process used to agree on the draft policy and recommendations for its implementation.

Motion

To agree to adopt the Domestic Abuse Housing Policy to ensure a sensitive and equitable approach to finding suitable housing solutions for victims of domestic abuse.

- moved by Councillor McVey, seconded by Councillor Day

Amendment

To agree the recommendation and add:

To agree that the Council make representation to the Scottish Government in support of amending the Housing (Scotland) Act to grant councils the ability to evict perpetrators of domestic abuse from tenancies, as advocated by Women's Aid.

- moved by Councillor Staniforth, seconded by Councillor Aldridge

In accordance with Standing Order 19(12), the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor McVey:

- 1) To agree to adopt the Domestic Abuse Housing Policy to ensure a sensitive and equitable approach to finding suitable housing solutions for victims of domestic abuse.
- 2) To agree that the Council make representation to the Scottish Government in support of amending the Housing (Scotland) Act to grant councils the ability to evict perpetrators of domestic abuse from tenancies, as advocated by Women's Aid.

(Reference – report by the Executive Director for Communities and Families, circulated.)

10. City Centre West to East Cycle Link and Street Improvements Project – Statutory Orders and Progress Update

The Council had promoted a a Traffic Regulation Order (TRO) and Redetermination Order (RSO) for Section One of the City Centre West to East Link and Street Improvements (CCWEL) project which were subject to a statutory consultation in April and May 2018.

An update was provided on the decision on the TRO which confirmed that the decision on the RSO remained outstanding. Several proposed minor changes within Section One, which had emerged since the original TRO was promoted were detailed together with a brief update on project progress and the next steps for this project which would include consultation with ward councillors and key stakeholders for the designs on South Charlotte Street, the east side of Charlotte Square and North Charlotte Street and North and South St David Street, proposed as part of Section Three in advance of statutory procedures.

Decision

- 1) To note that the Reporter's recommendation on the Traffic Regulation Order (TRO) for City Centre West East cycle link (CCWEL) Section One had now been received but decisions from the Scottish Ministers on confirmation of the Redetermination Orders (RSO) for Sections One and Two were still awaited.
- 2) To accept the Reporter's recommendation and give approval to make those parts of the TRO that remained outstanding, subject to the Scottish Ministers decision on the associated RSO for Section One.
- 3) To note that the appropriate Committee would be informed of the Scottish Ministers' decisions on confirmation of the RSOs after these were received.
- 4) To note that design proposals for South St David Street, the west side of St Andrew Square and North St David Street and South Charlotte Street, the east side of Charlotte Square and North Charlotte Street had been developed and would be subject to consultation with ward councillors and key stakeholders before commencing with relevant Statutory Orders.
- 5) To approve the commencement of the statutory procedures to make the additional TRO and RSO necessary to implement several minor changes within Section One and Section Two, that had been proposed since the original orders for these sections was promoted, as detailed within the report by the Executive Director of Place.
- 6) To note the update on project progress regarding the completion of design and appointment of a contractor.
- 7) To note that the anticipated increase in costs noted did not reflect a June 2019 Transport and Environment Committee report. This contained a revised cost estimate of £11.5m, with reasons provided for the change to the 2015 original estimate.
- 8) To note that the £17.7m figure contained a significant contingency fund and that ongoing design work was reasonably expected to reduce the total figure significantly.
- 9) To note that a further report for approval of costs and the next project stage was expected at committee before the end of 2020.
- 10) To instruct officers to keep to the project budget previously agreed in June 2019. Should any additional resources be required, these should be detailed in the above forthcoming report for explicit approval in the context of the point below.

- 11) To note that there would be no additional funding for this project from the Council's capital programme but that any required Council additional resource would be contained within the existing Active Travel budget programme. To also note the external funding contributions as outlined at paragraph 6.4 of the report by the Executive Director of Place.

(References – Transport and Environment Committee of 9 March 2018 (item 8); report by the Executive Director of Place, circulated).

11. Creating Safe Spaces for Walking and Cycling

a) Deputation – Edinburgh Private Hire Association

A written deputation was presented on behalf of Edinburgh Private hire Association.

The deputation asked that consideration be made at this stage to amend the proposal to allow Private Hire Cars the same access as the Taxi trade. They stressed that they were not against the principles of the proposed changes, and what they represented, which was for a better environment for the public at large, but were against the decision of not being allowed equal access to the Bus Gates in exactly the same way as colleagues in the Hackney Trade.

The deputation indicated that they felt that the Private Hire Car was an integral part of the city's public transport network, in exactly the same way that the Hackney Trade was, and should be treated in a fair and equal way to those in the Hackney Trade and asked for an amendment to be made to the proposals and going forward to ensure the city had a public transport network that reflected the travelling needs of the Edinburgh public.

b) Deputation – Edinburgh Cab Branch, Unite the Union

A written deputation was presented on behalf of Edinburgh Cab Branch, Unite the Union.

The deputation expressed concern for members of the public being able to gain access to residential, commercial and medical premises, as well as the transport hubs. They stressed that they required access to all areas of the city, without being forced to take paying customers on longer than required routes to their chosen destinations. They asked the Committee to consider guaranteed access by licensed taxis to all existing and planned bus gates.

The also raised concerns about the proposed closure of main arterial roads in the city which they felt would redirect traffic onto residential streets.

The deputation was in support of the ideas of making social distancing easier on the public but questioned some of the streets chosen. They had further concerns on other areas of social distancing as they felt it was in every citizen's best interest to reduce the spread of the virus, and enable the return to working, social and domestic lives without the fear of contracting it.

c) Report by the Executive Director of Place

Details were provided on some early action which had been taken by the Council to create safer spaces for walking and cycling, together with proposed criteria which would be used to develop further schemes (including changes to support the efficient operation of the city's bus network), and schemes that were now under development.

Approval was sought to extend the current PMO contract which supported the Council's active travel programme to March 2021 and proposed changes to the processes for consulting upon, and advertising, traffic and other Orders promoted by the Council.

Motion

- 1) To recognise the changes which COVID 19 had made to people's everyday lives and that many of the changes would remain in place for the foreseeable future.
- 2) To recognise the importance of transport to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enabled people to be physically distant and safe when walking and cycling in the city would be central to this response.
- 3) To note the schemes which had been implemented in the city since 30 April 2020 including on Silverknowes Road, Braid Road, Links Gardens, Cammo Walk and Braidburn Terrace.
- 4) To note that the Scottish Government had announced £10m 'Spaces for People' funding for local authorities to deliver temporary improvements for walking and cycling, and agree to submit an application from City of Edinburgh Council for funding to support the delivery of local schemes in the city.
- 5) To approve the criteria to be used to create temporary walking and cycling infrastructure schemes (as set out in paragraphs 3.7, 4.4 and Appendix 1 of the report by the Executive Director of Place) and note the intention to continue to discuss approaches and policies with Group Transport and Environment Spokespeople.
- 6) To agree that following notification to local ward Councillors on specific schemes, to delegate authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes based on the criteria approved at 5) above and note that these would be reported to Policy and Sustainability Committee regularly.
- 7) To approve the extension of the contract for Programme Management Office (PMO) support for the delivery of the Council's active travel programme. The maximum value would be £374,925 until the end of March 2021.
- 8) To approve the measures detailed in Appendix 3 in the report on how traffic orders would be communicated to stakeholders during the ongoing COVID19 lockdown.

- 9) To welcome the wide-ranging positive response to this report from active and sustainable travel organisations: Living Streets, Transform Scotland, Sustrans & Spokes as well as others and many residents groups from across the City, all recognising the need for specific measures on space allocation for different modes of travel around the city during this period of restriction and in the transition to recovery for the city.
- 10) To note the ongoing dialogue with Sustrans and Scottish Ministers on improving TRO processes to enable more active travel projects to be delivered on the ground in more efficient timescales than is currently the case and that meet local expectations. To agree that Council should continue these efforts, separately from this report, directly with Ministers, Sustrans and through COSLA to seek changes to allow Councils to implement road space proposals on a more permanent basis across the Capital for the benefit of our communities. Notes that this has been a long term, pre-crisis concern reflected in our active travel delivery processes.
- 11) To note the reference to bus stop rationalisation in appendix 2 to the report by the Executive Director of Place and replaces with 'bus stop realignment' which is contained only to actions related to the vehicle restriction measures contained in this paper.
- 12) To agree that previous policy proposals for a city-wide approach on bus stop rationalisation are not part of this response to COVID 19.
- 12) To welcome the content of recommendation 1.1.6 and the commitment to further reporting of actions arising and agree member briefings to be issued periodically detailing actions taken, rationale and impact.

- moved by Councillor McVey, seconded by Councillor Day

Amendment 1

Delete all and replace with

Committee:

Recognises the changes which COVID 19 has made to people's everyday lives and that many of the changes, or aspects of them, will remain in place for the foreseeable future. In this context changes to transport to allow social distancing will be vital to the recovery from the crisis both for maintaining public health and rebuilding the City economy. The work done by officers to develop active travel to assist with this adaptation is welcome but does not yet fully address social distancing on public transport or give the full assessment necessary of how many people will require to travel for work in the short or medium term and what methods can be employed to assist this. It is also important to the development of transport plans, and we continue to learn about the virus and its' behaviour, that our plans remain adaptable and appropriate to facilitate the adoption of new guidance as it emerges. Additionally, any plan for change, especially any permanent change, must seek widespread public

support and approval and should maintain public scrutiny and opportunities for public and business input to consultations

As the situation develops the measures should focus on assisting people with essential living and then gradually focus on allowing normal economic activity to return. This should assist all groups in society and should not be limited to short term assistance for the young and physically able. In addition to the Council's general travel hierarchy, which places pedestrians first, a new hierarchy of measures should therefore be developed that has the following priority order:

- 1) Making space in local High Streets and then, as the economy returns, the City Centre
- 2) Helping people to travel safely around the City
- 3) Reducing risk to pedestrians and cyclists who use the carriageway
- 4) Making additional space for people to exercise.

Committee therefore agrees recommendations 1.1.1, 1.1.2, 1.1.4, 1.1.7 in the report and in addition that:

- 1.1.1 Instructs the Executive Director of Place report, in one P&S cycle (i.e. two weeks) outlining which employers have been contacted across the city to assess the changes they are planning regarding the share of their workforce to continue to work from home. The report should also be carried out for the Council's workforce and further outline what the Council is planning in terms of home-based working going forward. This will help estimate the number returning to work in the city centre and other major employment/journey generators. The report should assess the numbers of people who are likely to have to or want to travel and the road/pavement space required for each mode, and for a mix, given the socially distanced spaces required when stationary or queuing for each of the modes.
- 1.1.2 Note the schemes which have already been implemented would have benefited from timeous involvement of all local ward councillors to validate and ensure wider community awareness.
- 1.1.3 Regrets that there is no explanation why some schemes have been introduced and other suggestions have been ignored given that the explanation that it was on Police advice seems not to be the case.
- 1.1.4 Approves the criteria to be used to create temporary schemes (as set out in paragraphs 3.8, 4.4 and Appendix 1) as broad headlines but requests that the criteria are developed further to create temporary walking and cycling infrastructure to facilitate decision making when choices between particular schemes have to be made. This should be carried out prior to the approval of any of the schemes outlined in this report. Plans for temporary schemes must transparent and put pedestrian safety at the heart of all decision making and will include the following principles in line with the hierarchy above:

- a) Temporary pavement widening, focused on local shopping streets in neighbourhoods across the city.
- b) Removal of pavement guardrails.
- c) Removal of street clutter to aid walking and social distancing.
- d) Traffic signals should be reconfigured to give pedestrian priority to aid walking movement and reduce the risk of pedestrian congestion at crossing points.
- e) Improve the surface condition of all paths, pavements, and roads.
- f) Devote more resources to enforcing restrictions and current rules and regulations.
- g) Promote measures so that (adult) cyclists use the roadway rather than shared paths and are suitably socially distanced from each other and pedestrians.
- h) Maintain a city that residents can move around using all modes, and, avoid creating a divide between the north and south of Edinburgh.
- i) Ensures our public transport network is able to travel through and not just to the city centre.
- j) And supports the movement of goods around the city.

All individual schemes proposed to be discussed with all local ward councillors and Group Transport spokesman.

Where there is a proposal to close any road, this should remain a decision for P&S committee after consultation with appropriate local councillors and Community Councils. Alternatives should also be considered before such a decision is presented to P&S and maintaining access for residents and those with mobility issues must also be given due consideration.

- 1.1.5 Recognises that carrying out any bus stop review at this time would be inappropriate. Reducing the number of stops will lead to larger passenger groups at the reduced stops creating issues for social distancing and will provide difficulties for those with mobility issues if they have to travel further to get on public transport.
- 1.1.6 Recognises that we must involve Lothian Buses and other transport operators in all decision-making, get their perspective on the impact on service provision prior to agreement and to furnish all decision-makers with the appropriate information to make an informed choice on the impact of closing a road or expanding pavements and cycleways.
- 1.1.7 Instructs that the report referenced above should include a map of proposed interventions so that these plans can be reviewed to ensure they support local neighbourhoods and their ability to adopt more active travel for local trips, those short journeys where we should now be encouraging people to walk or cycle and

the linkages across the city for bike, public transport and car can also be reviewed.

- 1.1.8 The report should provide an update on the status with the “Ride to Work Scheme” which was under review to make the scheme less restrictive and open to more suppliers.
- 1.1.9 Rejects the proposal for blanket reductions of traffic speeds without enforcement and considers that without physical speed reduction measures they are unenforceable – a speed reduction measure may be the introduction of a segregated cycle lane, change in parking layout to narrow road or using planters to narrow the carriageway as they create a less safe environment for road users in non-motorised vehicles.
- 1.1.10 In relation to Appendix 3 - Legal duties and required mitigation in response to COVID-19 makes the following changes to the advertising of public orders;
 - 1) Agree the removal of the requirement to post site notices on street but to increase awareness of TTROs the following measures to advise the public should be undertaken;
 - 2) All TTROs to be advertised online;
 - 3) Increases advertisement of the orders to the newspapers most frequently read in Edinburgh; Evening News, Daily Record and Scottish Sun; use local radio, community notice boards and shops and Post Offices to advertise changes and direct people to refer to council website and sign up to TellmeScotland.gov.uk;
 - 4) Agrees to suspend the public deposit element of the advertising to comply with Government guidelines.

- moved by Councillor Webber, seconded by Councillor Whyte

Amendment 2

To add the following recommendations in addition to those in the report:

- 1) Notes the “£2 billion package to create new era for cycling and walking” announced by the UK government will come from existing DfT budgets and therefore there is no consequential increase in funding for Scotland; and therefore agrees that in submitting a bid to the Spaces for People Programme, the council should encourage the Scottish Government to increase the size of the fund to meet demand.
- 2) Supports the measures to protect and enable bus travel including creation of bus gates, the strengthening of bus lanes and addition of new bus lanes, however rejects citywide rationalisation of bus stops (p12 of Appendix 2).
- 3) Supports the criteria in the report, and in addition agrees to evaluate: joining up existing greenspaces and traffic-free routes; introducing a suite of measures, where required, to protect neighbourhood streets and create low traffic

neighbourhoods, especially where there is a perceived risk of traffic displacement.

- 4) Calls for additional measures to be added to the list of schemes in order to create increased space and protection for pedestrians, including: removal of pavement obstructions and clutter, carrying out hedge cutting & pavement scraping, and action on pavement obstructions such as pavement parking.
- 5) Notes the increased need for considerate and respectful behaviour in order to maintain physical distancing and calls for promotion of relevant existing guidance such as Sustrans advice on using shared-use paths¹, and calls for the development of a travel code to enable everyone to travel safely while applying physical distancing, in partnership with Edinburgh Access Panel, active travel groups and Sustrans
- 6) Notes and reaffirms this Council's position of support for streamlining the processes to make redetermination and traffic orders and in its submission to the Spaces for People programme asks officers to seek reassurances from ministers on early action to improve those processes.

¹ <https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/advice-on-using-shared-use-paths/>

- moved by Councillor Miller, seconded by Councillor Main

Amendment 3

In 1.1.6, delete “notification to local ward Councillors” and insert “consultation with local ward councillors, community councils and Living Streets”.

In 1.1.8, add at end “with the addition of a page on the Council website for listing temporary traffic regulation orders made in response to this report”.

Add the following:

- 1.1.9 agrees that the completed criteria assessment for each scheme should be published on the Council's website.
- 1.1.10 agrees that all schemes approved by a TTRO under delegated authority should be reported to the committee on a two-monthly cycle or in the event of a significant change in national movement restrictions or social distancing guidance, with a recommendation to continue or discontinue each scheme.
- 1.1.11 agrees that, under section 2 of appendix 1, the assessment of the long term viability of the public transport network should consider potential growth routes as well as existing services.
- 1.1.12 agrees to establish a defined process for community councils, traders' associations and the public to suggest additional schemes to be assessed against the criteria, such as a dedicated email account and/or adapting the 'report it' section of the website.

- 1.1.13 agrees that the outcome of the planned review into the existing active travel programme under paragraph 4.32 should be reported to the committee in June.
- 1.1.14 agrees to proceed with the plans listed in paragraph 4.31 to move identified 30mph roads to 20mph and 40mph roads to 30mph and that a consultation should be initiated by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh.
- 1.1.15 recognises that, in most cases, cyclists will continue to travel on the city's road network and therefore agrees that a road resurfacing and treatment plan for 2020-21 should be presented to the committee for approval at the earliest opportunity and work commenced when national construction guidance allows.
- 1.1.16 agrees that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee for approval as soon as possible with work commenced when national construction guidance allows.
- 1.1.17 agrees to delete the bus stop rationalisation programme from appendix 2.

- moved by Councillor Lang, seconded by Councillor Aldridge

At this stage in the meeting, the following Composite motion by the Coalition, Green and Liberal Democrat Groups was submitted.

Composite Motion

- 1) To recognise the changes which COVID 19 had made to people's everyday lives and that many of the changes would remain in place for the foreseeable future.
- 2) To recognise the importance of transport to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enabled people to be physically distant and safe when walking and cycling in the city would be central to this response.
- 3) To note the schemes which had been implemented in the city since 30 April 2020 including on Silverknowes Road, Braid Road, Links Gardens, Cammo Walk and Braidburn Terrace.
- 4) To note that the Scottish Government had announced £10m 'Spaces for People' funding for local authorities to deliver temporary improvements for walking and cycling, and agree to submit an application from City of Edinburgh Council for funding to support the delivery of local schemes in the city.
- 5) To approve the criteria to be used to create temporary walking and cycling infrastructure schemes (as set out in paragraphs 3.7, 4.4 and Appendix 1 of the report by the Executive Director of Place) and note the intention to continue to discuss approaches and policies with Group Transport and Environment Spokespeople.
- 6) To agree that following notification to local ward Councillors on specific schemes, to delegate authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes

based on the criteria approved at 5) above and note that these would be reported to Policy and Sustainability Committee regularly.

- 7) To approve the extension of the contract for Programme Management Office (PMO) support for the delivery of the Council's active travel programme. The maximum value would be £374,925 until the end of March 2021.
- 8) To approve the measures detailed in Appendix 3 in the report on how traffic orders would be communicated to stakeholders during the ongoing COVID19 lockdown.
- 9) To welcome the wide-ranging positive response to this report from active and sustainable travel organisations: Living Streets, Transform Scotland, Sustrans & Spokes as well as others and many residents groups from across the City, all recognising the need for specific measures on space allocation for different modes of travel around the city during this period of restriction and in the transition to recovery for the city.
- 10) To note the ongoing dialogue with Sustrans and Scottish Ministers on improving TRO processes to enable more active travel projects to be delivered on the ground in more efficient timescales than was currently the case and that meet local expectations.
- 11) To agree that Council should continue these efforts, separately from this report, directly with Ministers, Sustrans and through COSLA to seek changes to allow Councils to implement road space proposals on a more permanent basis across the Capital for the benefit of communities. T
- 12) To note that this had been a long term, pre-crisis concern reflected in our active travel delivery processes.
- 13) To note the reference to bus stop rationalisation in appendix 2 to the report by the Executive Director of Place and replace with 'bus stop realignment' which was contained only to actions related to the vehicle restriction measures contained in this paper.
- 14) To agree that previous policy proposals for a city-wide approach on bus stop rationalisation were not part of this response to COVID 19.
- 15) To welcome the content of 1.1.6 in the report and the commitment to further reporting of actions arising and agree to member briefings being issued periodically detailing actions taken, rationale and impact.
- 16) To note that the "£2 billion package to create new era for cycling and walking" announced by the UK government would come from existing DfT budgets and therefore there was no consequential increase in funding for Scotland; and therefore to agree that in submitting a bid to the Spaces for People Programme, the council should encourage the Scottish Government to increase the size of the fund to meet demand.

- 17) To agree the measures to protect and enable bus travel including creation of bus gates, the strengthening of bus lanes and addition of new bus lanes.
- 18) To agree the criteria in the report, and in addition agree to evaluate: joining up existing greenspaces and traffic-free routes; introducing a suite of measures, where required, to protect neighbourhood streets and create low traffic neighbourhoods, especially where there is a perceived risk of traffic displacement.
- 19) To call for additional measures to be added to the list of schemes in order to create increased space and protection for pedestrians, including: removal of pavement obstructions and clutter, carrying out hedge cutting and pavement scraping, and action on pavement obstructions such as pavement parking.
- 20) To note the increased need for considerate and respectful behaviour in order to maintain physical distancing and call for promotion of relevant existing guidance such as Sustrans advice on using shared-use paths, and call for the development of a travel code to enable everyone to travel safely while applying physical distancing, in partnership with Edinburgh Access Panel, active travel groups and Sustrans.
- 21) In recommendation 1.1.6, delete “notification to local ward Councillors” and insert “consultation over a short period of time (no more than 5 working days) with local ward councillors, community councils and Living Streets and other stakeholders”.
- 22) In recommendation 1.1.8, add at end “with the addition of a page on the Council website for listing temporary traffic regulation orders made in response to this report”.
- 23) Add the following:
 - 1.1.9 agrees that the completed criteria assessment for each scheme should be published on the Council’s website.
 - 1.1.10 agrees that all schemes approved by a TTRO under delegated authority should be reported to the committee on a two-monthly cycle or in the event of a significant change in national movement restrictions or social distancing guidance, with a recommendation to continue or discontinue each scheme.
 - 1.1.11 agrees that, under section 2 of appendix 1, the assessment of the long term viability of the public transport network should consider potential growth routes as well as existing services.
 - 1.1.12 Notes a defined process has been established for community councils, traders’ associations and the public to suggest additional schemes to be assessed against the criteria in the form of a webpage and dedicated email, spaceforeveryone@edinburgh.gov.uk

1.1.13 agrees that the outcome of the planned review into the existing active travel programme under paragraph 4.32 should be reported to the committee as scheduled.

1.1.14 agrees to proceed with the plans listed in paragraph 4.31 to move identified 30mph roads to 20mph and 40mph roads to 30mph and that a consultation should be initiated by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh. Page 19 Committee name – Date Page 2 of 2

1.1.15 recognises that, in most cases, cyclists will continue to travel on the city's road network and therefore agrees that the road resurfacing and treatment plan for 2020-21 should be presented to the committee as scheduled and the road investment programme continues when national construction guidance allows.

1.1.16 agrees that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee as scheduled and work continued when national construction guidance allows.

- moved by Councillor McVey, seconded by Councillor Day

Voting

The voting was as follows:

For the Composite Motion	-	12 votes
For Amendment 1	-	5 votes

(For the Composite motion: Councillors McVey (Convener), Aldridge, Kate Campbell, Day, Gardiner, Lang, Macinnes, Main, Miller, Perry, Rankin and Wilson.

For the amendment: Councillors Jim Campbell, Cook, Hutchison, Webber and Whyte.)

Decision

To approve the following Composite motion by Councillor McVey:

- 1) To recognise the changes which COVID 19 had made to people's everyday lives and that many of the changes would remain in place for the foreseeable future.
- 2) To recognise the importance of transport to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enabled people to be physically distant and safe when walking and cycling in the city would be central to this response.
- 3) To note the schemes which had been implemented in the city since 30 April 2020 including on Silverknowes Road, Braid Road, Links Gardens, Cammo Walk and Braidburn Terrace.
- 4) To note that the Scottish Government had announced £10m 'Spaces for People' funding for local authorities to deliver temporary improvements for walking and cycling, and agree to submit an application from City of Edinburgh Council for funding to support the delivery of local schemes in the city.

- 5) To approve the criteria to be used to create temporary walking and cycling infrastructure schemes (as set out in paragraphs 3.7, 4.4 and Appendix 1 of the report by the Executive Director of Place) and note the intention to continue to discuss approaches and policies with Group Transport and Environment Spokespeople.
- 6) To agree that following consultation over a short period of time (no more than 5 working days) with local ward councillors, community councils and Living Streets and other stakeholders on specific schemes, to delegate authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes based on the criteria approved at 5) above and note that these would be reported to Policy and Sustainability Committee regularly.
- 7) To approve the extension of the contract for Programme Management Office (PMO) support for the delivery of the Council's active travel programme. The maximum value would be £374,925 until the end of March 2021.
- 8) To approve the measures detailed in Appendix 3 in the report on how traffic orders would be communicated to stakeholders during the ongoing COVID19 lockdown with the addition of a page on the Council website for listing temporary traffic regulation orders made in response to this report.
- 9) To welcome the wide-ranging positive response to this report from active and sustainable travel organisations: Living Streets, Transform Scotland, Sustrans & Spokes as well as others and many residents groups from across the City, all recognising the need for specific measures on space allocation for different modes of travel around the city during this period of restriction and in the transition to recovery for the city.
- 10) To note the ongoing dialogue with Sustrans and Scottish Ministers on improving TRO processes to enable more active travel projects to be delivered on the ground in more efficient timescales than was currently the case and that meet local expectations.
- 11) To agree that Council should continue these efforts, separately from this report, directly with Ministers, Sustrans and through COSLA to seek changes to allow Councils to implement road space proposals on a more permanent basis across the Capital for the benefit of communities. T
- 12) To note that this had been a long term, pre-crisis concern reflected in our active travel delivery processes.
- 13) To note the reference to bus stop rationalisation in appendix 2 to the report by the Executive Director of Place and replace with 'bus stop realignment' which was contained only to actions related to the vehicle restriction measures contained in this paper.
- 14) To agree that previous policy proposals for a city-wide approach on bus stop rationalisation were not part of this response to COVID 19.

- 15) To welcome the content of 1.1.6 in the report and the commitment to further reporting of actions arising and agree to member briefings being issued periodically detailing actions taken, rationale and impact.
- 16) To note that the “£2 billion package to create new era for cycling and walking” announced by the UK government would come from existing DfT budgets and therefore there was no consequential increase in funding for Scotland; and therefore to agree that in submitting a bid to the Spaces for People Programme, the council should encourage the Scottish Government to increase the size of the fund to meet demand.
- 17) To agree the measures to protect and enable bus travel including creation of bus gates, the strengthening of bus lanes and addition of new bus lanes.
- 18) To agree the criteria in the report, and in addition agree to evaluate: joining up existing greenspaces and traffic-free routes; introducing a suite of measures, where required, to protect neighbourhood streets and create low traffic neighbourhoods, especially where there is a perceived risk of traffic displacement.
- 19) To call for additional measures to be added to the list of schemes in order to create increased space and protection for pedestrians, including: removal of pavement obstructions and clutter, carrying out hedge cutting and pavement scraping, and action on pavement obstructions such as pavement parking.
- 20) To note the increased need for considerate and respectful behaviour in order to maintain physical distancing and call for promotion of relevant existing guidance such as Sustrans advice on using shared-use paths, and call for the development of a travel code to enable everyone to travel safely while applying physical distancing, in partnership with Edinburgh Access Panel, active travel groups and Sustrans.
- 21) To agree that the completed criteria assessment for each scheme should be published on the Council’s website.
- 22) To agree that all schemes approved by a TTRO under delegated authority should be reported to the committee on a two-monthly cycle or in the event of a significant change in national movement restrictions or social distancing guidance, with a recommendation to continue or discontinue each scheme.
- 23) To agree that, under section 2 of appendix 1, the assessment of the long term viability of the public transport network should consider potential growth routes as well as existing services.
- 24) To note a defined process had been established for community councils, traders’ associations and the public to suggest additional schemes to be assessed against the criteria in the form of a webpage and dedicated email, spaceforeveryone@edinburgh.gov.uk

- 25) To agree that the outcome of the planned review into the existing active travel programme under paragraph 4.32 should be reported to the committee as scheduled.
- 26) To agree to proceed with the plans listed in paragraph 4.31 of the report to move identified 30mph roads to 20mph and 40mph roads to 30mph and that a consultation should be initiated by the end of 2020 on speed limits on rural roads in the west and south west of Edinburgh.
- 27) To recognise that, in most cases, cyclists would continue to travel on the city's road network and therefore agree that the road resurfacing and treatment plan for 2020-21 should be presented to the committee as scheduled and the road investment programme continue when national construction guidance allowed.
- 28) To agree that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee as scheduled and work continue when national construction guidance allowed.

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