

Minutes

Transport and Environment Committee

10.00am, Thursday 17 June 2021

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Bruce (substituting for Councillor Hutchison for the latter part of item 3 onwards), Child (substituting for Councillor Arthur for items 1 to 7), Corbett, Day (substituting for Councillor Arthur for items 12 onwards), Key, Lang, Miller, Perry (substituting for Councillor Arthur for items 8 to 11), Smith, Webber (substituting for Councillor Hutchison for the beginning of item 3 only), and Whyte.

1. A71 Dalmahoy Junction Improvements

a) Deputation – Ratho and District Community Council

Committee considered a deputation from Ratho and District Community Council. The deputation advised that the safety of the junction had been of concern to the Community Council for many years. The deputation asked Committee to note the deficiencies in the proposal and refer it back to officers to reconsider the introduction of a fully signalised junction.

b) Deputation – St Mary's Church, Dalmahoy Residents Association

Committee considered a deputation from St Mary's Church, Dalmahoy Residents Association. The deputation argued that the report put before Committee for consideration was asking for approval to do exactly the opposite of resident's requests for over 30 years, against what residents were promised, and against the recommendation of the 2016 Transport and Environment Committee. The deputation requested Committee defer making a decision and visit the site.

c) Report by the Executive Director of Place

An update was provided on the A71 Dalmahoy Junction Improvements project and a proposed way forward to deliver alternative road safety measures at this junction to improve road safety was set out.

Decision

To continue the report to a future meeting of the Transport and Environment Committee to allow for further engagement with local community groups and organisations.

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

2. Petitions for consideration - Pedestrianise Elm Row

A petition had been submitted calling on the Council to help local businesses by closing 'Elm Row' to traffic once a week, to allow outdoor seating.

The Committee heard the petitioner who had been invited to speak in support of his petition.

A report by the Chief Executive outlined the background to the issues highlighted by the petition and asked members to consider the course of action.

Decision

To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee.

(Reference – by the Chief Executive, submitted.)

3. Potential Retention of Spaces for People Measures

a) Deputation – Keep Edinburgh Moving

Committee considered a deputation from Keep Edinburgh Moving. The deputation advised they were an unincorporated voluntary association representing the views of individuals from across Edinburgh.

The deputation advised they were tabling their deputation in order to:

- Bring to the attention of the Committee fundamental issues present in the market research survey and presentation of its findings.
- Formally register their strong objection to the proposal that the consultation results be dismissed in favour of the much smaller market research survey.
- Highlight that the dismissal of the outcomes of the public consultation undermined any confidence in the Council's handling of legally statutory consultations associated with ETRO or TRO processes.
- Bring to the attention of the Committee the fact that most comments in the market research survey were not supportive of retaining Spaces for People measures.
- Provide a response to the report from a number of the most impacted communities across Edinburgh, particularly where proposals failed to take account of the clear will of the community expressed in the public consultation.
 - Present evidence from community-commissioned surveys and local / cross-city petitions that called into question the claims of broad support for Spaces for People measures across the city.
- Highlight safety issues with some schemes.
- Call on the Committee to reject proposals to extend Spaces for People schemes where there was no community support for doing so, which, based on Sustrans Places for People funding guidelines and Spaces for People Route Map to Permanence evidence of community support would appear to be a requirement for funding approval.
- To emphasise to the Committee that the recent data protection breach, where alongside their responses, the full postcodes of 1,200 respondents to the consultation were released along with their age bracket, gender and identifying

characteristics in terms of health and mobility, gave the public one more reason not to engage with future council consultations.

- And to raise awareness within the Committee that the situation with Spaces for People could signal the death of consultation within the whole of City of Edinburgh Council across all service areas.

b) Deputation – Whitehouse Loan Residents

Committee considered a deputation from Whitehouse Loan Residents. The deputation noted that the report recommended Spaces for People closure measures on Whitehouse Loan should be retained – and throughout the summer. The deputation advised that all three City of Edinburgh Council surveys said that all measures on Whitehouse Loan should be removed not retained and presented an extract of data to make their case. The deputation asked Committee to remove the measures on Whitehouse Loan.

c) Deputation – Sciennes School's parent council

Committee considered a deputation from Sciennes School's parent council. The deputation expressed support for making permanent the closure of Sciennes Road, support for the protected cycle lanes along Mayfield Road and Causewayside and concern about the impact of the planned construction work at Sciennes Primary School on pupils' access to its playground and proposed solutions interacting with the way Sciennes Road was closed.

d) Deputation – Edinburgh Access Panel, RNIB Scotland and Guide Dogs Scotland

Committee considered a deputation from Edinburgh Access Panel, RNIB Scotland and Guide Dogs Scotland. The deputation advised that any decisions taken by Committee would have serious and long-term implications for the citizens of Edinburgh in terms of how they accessed their city and its amenities.

The deputation urged the Committee to consider the following points before making final decisions:

- The City Mobility Plan rightly placed walking and wheeling at the top of the Council's Sustainable Transport Hierarchy. The needs of pedestrians were therefore paramount. Guaranteeing the safety of pedestrians, particularly the safety of more vulnerable pedestrians, must be the deciding factor when determining whether temporary measures were made permanent. The current wave of temporary measures showed a greater regard for the interests of cyclists than those of pedestrians.
- The needs of people with disabilities, including wheelchair users and blind/partially sighted people must be taken into consideration. The introduction of cycle lanes could have a negative impact on wheelchair users, whose access to the kerb (and the safety of the pavement) was limited by their introduction. They urged the Committee to engage closely with disabled pedestrians and drivers before making any final decision about making temporary measures permanent.

- The deputation remained concerned that momentous decisions about changing the way people walked, wheeled and cycled were being made before anyone knew what the future, post COVID, Edinburgh would look like. Many people were working from home and others were still wary about travel.
- To postpone making any decisions and to support having an independent third-party national review of Spaces for People.

e) Deputation – Duddingston Primary School Parents

Committee considered a deputation from Duddingston Primary School Parents. The deputation advised that they were pleased to see that the Report by the Executive Director of Place was recommending retaining all of the cycle lanes and the parents fully supported their retention. The deputation advised they would also welcome the opportunity for their school community to be involved in any future discussions about the cycle lanes or other improvements to encourage active travel.

f) Deputation – Better Edinburgh for Sustainable Travel

Committee considered a deputation from Better Edinburgh for Sustainable Travel. The deputation advised they wanted Edinburgh to be a city where every one of its residents and visitors could travel freely whoever they are and wherever they need to go. They should all be able to breathe clean air, should be able to choose active lifestyles, and should be able to support local businesses easily. The deputation wished to express their gratitude to the Councillors, officers and contractors who had worked so hard throughout the pandemic.

The deputation wanted to record their appreciation of the enormous progress Edinburgh had made during the pandemic to increase the opportunities for people to walk, wheel and cycle. Spaces for People had been a massive step in the right direction. The deputation asked Committee to retain the schemes post pandemic, and to build on the work achieved to date to create a travel and transport network that was genuinely inclusive and sustainable.

g) Deputation – Low Traffic Corstorphine

Committee considered a deputation from Low Traffic Corstorphine. The deputation stated that recognising the diversity within their community, they fully supported a more balanced choice of travel modes, strongly supporting active travel within that dynamic mix as a crucial way of getting around local communities. Empowering individuals to choose in a safe active way had benefits for personal health and was good for local business. The deputation asked Committee to support the recommendations of the officer's report whilst not rolling back any measures but to retain, to improve and to extend the current Spaces for People portfolio.

h) Deputation – Spokes

Committee considered a deputation from Spokes. The deputation advised they welcomed the report on Spaces for People and offered the following comments:

- Spaces for People was not an Edinburgh eccentricity, it was in line with national policy and parallels other capital cities worldwide.
- Spaces for People schemes in Edinburgh contributed to other policy goals, including Council priorities on net zero carbon and wellbeing, the City Mobility Plan, Active Travel Plan and City Centre Transformation programme.
- Whilst there was much to say about the volume and representativeness of the consultation responses, none of the feedback appeared to include the voices of any children who lived in the city.
- That consideration was given to further cargo bike schemes/support for businesses similar to the scheme currently operating on Leith Walk. This was particularly pertinent to the arrangement on George IV bridge where servicing difficulties had been noted.
- It was very disappointing that most of the shopping street measures were suggested for removal. Many footway widenings were well used, as were the few cycling measures in shopping streets, such as the uphill cycle lanes in Broughton St and Morningside Road. The deputation suggested giving officers flexibility to assess and retain those shopping street measures which were useful.
- The report noted some locations where there were practical challenges for wheelchair users parking or using taxis, for example where it was not possible to gain direct kerb access. The deputation stated they agreed that this was an important issue and supported some of the suggested mitigations, e.g. widening of the buffer/door zone between parking bays and cycle lane. The deputation suggested that the Council worked with relevant partners and considered best practice from other cities.
- Specifically on cycling, combined with other Council existing and planned cycle routes, the SfP main road cycle lanes formed the basis of a hugely valuable future network connecting local communities to the city centre and to other local centres by sustainable and active means.

i) Deputation – Blackford Safe Routes & Spokes South Edinburgh Joint Deputation

Committee considered a joint deputation from Blackford Safe Routes & Spokes South Edinburgh. The deputation shared a video of school children using the Spaces for People measures. The deputation requested Committee rejected the coalition amendment and supported the original proposals to turn Comiston Road, Braid Road and the Quiet Route in to ETROs. The deputation recommended Committee moved Braid Road, Comiston Road and the Greenbank to Meadows Quiet Route to ETROs whilst making it safer for vulnerable road users of all kinds.

j) Deputation – Edinburgh Bus Users Group

Committee considered a deputation from Edinburgh Bus Users Group. The deputation advised that when Spaces for People was first launched, they supported its broad principles. The deputation offered comments on issues directly affecting bus users both on route to and from bus stops and on board. The deputation suggested Spaces for People schemes impinging on them in three ways. On bus lanes that had been converted to cycle lanes predominantly, in alteration to bus stops and in a few cases by road closures or park closures.

k) Deputation – Edinburgh Living Streets

Committee considered a deputation from Edinburgh Living Streets. The deputation advised that the Council promised to place pedestrians at the highest level of the transport hierarchy pyramid with the car in the last place yet the strategy was not always reflected in many aspects of the proposals.

l) Written Deputation – Corstorphine Community Council

Committee considered a deputation from Corstorphine Community Council. Corstorphine Community Council was entirely supportive of the health and safety rationale behind Spaces for People measures in addressing the challenges of the Coronavirus (COVID-19) pandemic. The introduction of measures around local schools had been positively commented on and were widely appreciated.

m) Written Deputation – Juniper Green and Baberton Community Council

Committee considered a deputation from Juniper Green and Baberton Community Council. The deputation advised they supported efforts to increase active travel but remained concerned by the practical implementation of some of the Spaces for People measures, specifically those on Lanark Road.

n) Written Deputation – Corstorphine Primary School Parent Council - School Travel Action Group

Committee considered a deputation from Corstorphine Primary School Parent Council - School Travel Action Group. The deputation outlined the background to their School Travel Action Group, and School Travel Plan, Impact of Spaces for People measures and observations regarding potential Retention of Spaces for People Measures.

o) Report by the Executive Director of Place

Committee considered a report that set out the approach taken by the Council to consider the possible retention of Spaces for People (SfP) measures in the longer term to help meet Council priorities as set out in the recently approved Council Business Plan and City Mobility Plan.

Motion

- 1) To note that the measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTRs), remained in place whilst the public health advice required physical distancing measures to manage the

spread and impact of COVID-19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.

- 2) To note the update in Appendix 1 of the report on the existing schemes.
- 3) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
- 4) To note the recommendations for each scheme, based on the categories set out in paragraphs 4.75 – 4.113 and individual schemes (as set out in Appendix 2) of the report.
- 5) To note that work would be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate.
- 6) To refer the report to the City of Edinburgh Council meeting on 24 June 2021 for approval of the recommendations on both the categories and individual schemes set out in the report, and commencement of necessary statutory processes for the schemes which were approved for retention.
- 7) To welcome the high level of public engagement through the consultation and to recognise the complexity of competing needs expressed around road space allocation, particularly in ensuring accessibility.
- 8) To note that officer recommendations were based on:
 - Public consultation
 - Market Research
 - Stakeholder surveys
 - Assessment against previously agreed criteria
 - Assessment in light of existing transport policy and direction
- 9) To better reflect the consultation responses of residents and businesses, in particular where feedback had been fairly definitive in the views of respondents, Committee agreed to:
 - Remove the scheme at Lanark Road, as one of this scheme's main purposes was to relieve lockdown pressure on the water of Leith paths. However, to request that officers retained the speed limit at 30mph which had improved safety for all residents and considered any actions to minimise conflict for all Water of Leith path-users at this section and to improve winter travelling conditions in this location.
 - Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor.
 - Bring a report to the September 2021 Transport and Environment Committee on options for modifications to Silverknowes Road South, including possible removal of the scheme.

- Bring a report to the August 2021 Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents.
 - Bring a report to the August 2021 Transport and Environment Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement.
 - Bring a report to the September 2021 Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented - including options to accelerate the delivery of those schemes.
 - Bring a report to the August 2021 Transport and Environment Committee on Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling.
 - Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and increase disabled parking bays at the closed point to improve disabled access.
- 10) To approve the remaining recommendations for schemes as set out in the report. However, to also agree to:
- Continue to work with Living Streets, local businesses and the access panel to explore long term replacements for the Shopping Streets schemes being removed to give adequate safe space for pedestrians.
 - Continue to make any changes required to improve safety and accessibility for residents and disabled people for all other schemes progressing to an ETRO through those statutory processes.
 - Recognise the importance of engagement in communities as schemes go through the ETRO, particularly in protecting vulnerable road users.
- 11) To request that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures.
- 12) To note that Edinburgh had an opportunity after the pandemic to lead a green recovery, as was being seen in capitals across Europe. The measures introduced by Spaces for People were one element of our opportunity, giving Edinburgh a chance to re-think the way public spaces were allocated and utilised, experimenting with change, and working collaboratively and inclusively with all members of society to improve our city whilst responding to the climate crisis. Taking Spaces for People measures as a starting point, embracing the feedback and engagement from our residents and stakeholders, and using this

moment as a chance to innovate and recover from the pandemic, would make Edinburgh a stronger, more prosperous, and greener capital city.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note it was the intention that the measures introduced under the existing Spaces for People Programme, under Temporary Traffic Regulation Orders (TTROs) be retained while public health advice continued to advocate maintaining physical distancing measures.
- 2) To request that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures.
- 3) To note the update in Appendix 1 of the report on the existing schemes.
- 4) To note the concerns raised by the deputations drawing our attention to the flaws in both the citywide consultation and the City of Edinburgh Council commissioned market research.
- 5) To agree that the outcome of the city-wide consultation, which contained the clearly stated views of Edinburgh residents and businesses with over 17,600 responses, (and NOT the market research), formed the basis of the decision making on the retention or removal of the current Spaces for People Schemes as was agreed at Committee in January 2021 as noted in the Annex to this motion.
- 6) To note that to date any work to minimise the impact on people with limited mobility and other disabilities, including sensory impairments, had fallen short of what was required, and had led to incidences of isolation, loneliness and mental health issues.
- 7) To refer the report to the City of Edinburgh Council meeting on 24th June 2021 for approval of the revised recommendations as per 1.1.5 and for commencement of the statutory processes and the localised development of the necessary school schemes that gained public support.
- 8) To consider that any individual measures that officers sought to adapt or partly implement that were previously Spaces for People schemes should be brought forward through a full Traffic Regulation Order process (as opposed to further experimentation) with an assessment of impact on the overall transport network and a full equalities impact assessment.

- moved by Councillor Whyte, seconded by Councillor Smith

In accordance with Standing Order 22(12), paragraph 2 of Amendment 1 was accepted as an addendum to the motion.

Amendment 2

- 1) To note that the measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remained in place whilst the public health advice required physical distancing measures to manage the

spread and impact of COVID-19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.

- 2) To note the update in Appendix 1 of the report on the existing schemes.
 - 3) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
 - 4) To note the recommendations for each scheme, based on the categories set out in paragraphs 4.75 – 4.113 and individual schemes (as set out in Appendix 2) of the report.
 - 5) To agree to refer the report and the proposed recommendations to the 24 June 2021 meeting of the Council for decision.
- moved by Councillor Lang, seconded by Councillor Child

Amendment 3

- 1) To note that Edinburgh had an opportunity after the pandemic to lead a green recovery, as was being seen in capitals across Europe. The measures introduced by Spaces for People were one element of our opportunity, giving Edinburgh a chance to re-think the way public spaces were allocated and utilised, experimenting with change, and working collaboratively and inclusively with all members of society to improve our city whilst responding to the climate crisis. Taking Spaces for People measures as a starting point, embracing the feedback and engagement from our residents and stakeholders, and using this moment as a chance to innovate and recover from the pandemic, would make Edinburgh a stronger, more prosperous, and greener capital city.
- 2) To note that the measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remained in place whilst the public health advice required physical distancing measures to manage the spread and impact of COVID-19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.
- 3) To note the update in Appendix 1 of the report on the existing schemes.
- 4) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
- 5) To agree, in response to officer recommendations on schemes by category (report paragraphs 4.75-4.113):
 - Retain schools measures during the summer in locations where schools would be the venue for activities for children and young people

- Identify solutions in collaboration with Sciennes Primary School to use Sciennes Road as per the specific issues raised by the deputation
 - Regarding city centre, in dialogue with relevant authorities, identify ways to bridge between the SFP measures and the final Meadows-George Street scheme to avoid removal of measures on George IV Bridge and Forrest Road
 - Retain shopping streets and protected cycle lanes and to commit to co-production of improvements and changes that mitigate the issues raised, prioritising accessibility and improvements benefiting disabled people
 - Retain leisure and quiet connections including Links Gardens and two-way closure of Braid Road by taking additional measures and actions to mitigate displacement
 - Retain measures that were recently implemented and scheduled for assessment, to enable complete consideration of the benefits or disbenefits
- 6) To note that work would be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate.
- 7) To refer the report to the City of Edinburgh Council meeting on 24 June 2021 for approval of the recommendations on both the categories and individual schemes set out in the report, and commencement of necessary statutory processes for the schemes which were approved for retention.
- 8) To thank organisations representing disabled people for engaging with the Council, to note the issues raised, to call for officers to implement the feedback, including but not limited to Guide Dogs Scotland Covid-19 street design guidance and RNIB Coronavirus Courtesy Code with a special emphasis on the routine use of tactile paving and fully accessible consultations.
- 9) To note the previous decision to provide more pedestrian priority at signalled crossings and removal of pavement clutter, and to undertake to implement both at pace.
- 10) To agree that dedicated spaces for walking, wheeling and cycling were a priority for surface improvements and to agree regular clearing to keep free of leaves, grit and snow/ice; and for sustained enforcement to ensure vehicles were not encroaching on dedicated space.
- moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12), paragraph 1 of Amendment 3 was accepted as an addendum to the motion.

Voting

First Vote

The voting was as follows:

For the motion (as adjusted) - 5 votes
For Amendment 1 - 3 votes
For Amendment 2 - 1 vote
For Amendment 3 - 2 votes

(For the motion (as adjusted) – Councillors Bird, Child, Doran, Key and Macinnes,
For Amendment 1 (as adjusted) – Councillors Bruce, Smith and Whyte
For Amendment 2 – Councillor Lang
For Amendment 3 – Councillors Corbett and Miller)

There being no overall majority, Amendment 2 fell and a second vote was taken between the Motion, Amendment 1 and Amendment 3

Second Vote

The voting was as follows:

For the motion (as adjusted) - 5 votes
For Amendment 1 - 3 votes
For Amendment 3 - 2 votes

(For the motion (as adjusted) – Councillors Bird, Child, Doran, Key, and Macinnes.
For Amendment 1 – Councillors Bruce, Smith and Whyte
For Amendment 3 – Councillors Corbett and Miller
Abstention - Councillor Lang)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note that the measures introduced Note that measures introduced under the Spaces for People programme, using Temporary Traffic Regulation Orders (TTROs), remained in place whilst the public health advice required physical distancing measures to manage the spread and impact of COVID-19. TTROs were kept under review in accordance with the legislation and there was ongoing liaison with Transport Scotland about the likely duration of the current measures and guidance.
- 2) To note the update in Appendix 1 of the report on the existing schemes.
- 3) To note the background to retaining some Spaces for People measures, the feedback received through the Market Research, Consultation and Stakeholder surveys carried out and the officer assessment of the existing Schemes.
- 4) To note the recommendations for each scheme, based on the categories set out in paragraphs 4.75 – 4.113 and individual schemes (as set out in Appendix 2) of the report.
- 5) To note that work would be undertaken to minimise those negative impacts on people with limited mobility, and to mitigate other impacts of schemes as appropriate.

- 6) To refer the report to the City of Edinburgh Council meeting on 24 June 2021 for approval of the recommendations on both the categories and individual schemes set out in the report, and commencement of necessary statutory processes for the schemes which were approved for retention.
- 7) To welcome the high level of public engagement through the consultation and to recognise the complexity of competing needs expressed around road space allocation, particularly in ensuring accessibility.
- 8) To note that officer recommendations were based on:
 - Public consultation
 - Market Research
 - Stakeholder surveys
 - Assessment against previously agreed criteria
 - Assessment in light of existing transport policy and direction
- 9) To better reflect the consultation responses of residents and businesses, in particular where feedback had been fairly definitive in the views of respondents, Committee agreed to:
 - Remove the scheme at Lanark Road, as one of this scheme's main purposes was to relieve lockdown pressure on the water of Leith paths. However requests that officers retained the speed limit at 30mph which had improved safety for all residents and considered any actions to minimise conflict for all Water of Leith path-users at this section and to improve winter travelling conditions in this location.
 - Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor.
 - Bring a report to the September 2021 Transport and Environment Committee on options for modifications to Silverknowes Road South, including possible removal of the scheme.
 - Bring a report to the August 2021 Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents.
 - Bring a report to the August 2021 Transport and Environment Committee on options for modifications to Drum Brae North based on the concerns expressed through the public engagement.
 - Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented- including options to accelerate the delivery of those schemes.
 - Bring a report to the August 2021 Transport and Environment Committee on Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels,

resident connectivity and vulnerable road users walking, wheeling and cycling.

- Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and increase disabled parking bays at the closed point to improve disabled access.

10) To approve the remaining recommendations for schemes as set out in the report however to also agree to:

- Continue to work with Living Streets, local businesses and the access panel to explore long term replacements for the Shopping Streets schemes being removed to give adequate safe space for pedestrians.
- Continue to make any changes required to improve safety and accessibility for residents and disabled people for all other schemes progressing to an ETRO through those statutory processes.
- Recognise the importance of engagement in communities as schemes go through the ETRO, particularly in protecting vulnerable road users.

11) To request that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures.

12) To note that Edinburgh had an opportunity after the pandemic to lead a green recovery, as was being seen in capitals across Europe. The measures introduced by Spaces for People were one element of our opportunity, giving Edinburgh a chance to re-think the way public spaces were allocated and utilised, experimenting with change, and working collaboratively and inclusively with all members of society to improve our city whilst responding to the climate crisis. Taking Spaces for People measures as a starting point, embracing the feedback and engagement from our residents and stakeholders, and using this moment as a chance to innovate and recover from the pandemic, would make Edinburgh a stronger, more prosperous, and greener capital city.

(References – Transport and Environment Committee, 22 April 2021 (item 2); report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Miller declared a non-financial interest in the above item as she lived in the vicinity of the infrastructure works.

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 22 April 2021 as a correct record.

5. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

6. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for April 2021 was presented.

Decision

1) To agree to close the following actions:

Action 17 (3&4) – Edinburgh’s Low Emission Zones – update

Action 29 (2) – Transport and Environment Committee Business Bulletin

Action 32 (1) – Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area

Action 33 (2) – Waste and Cleansing Services Performance Update

Action 35 – Internal Audit: Overdue Findings and Key Performance Indicators at 30 October 2020 – referral from the Governance, Risk and Best Value Committee

Action 36 (2) – 2020 Air Quality Annual Progress Report

Action 39 – Motion by Councillor Lang – Cammo Road trial closure

Action 40 (1) – City Mobility Plan

Action 41 (1&7) – Business Bulletin

Action 42 (1&3) – Spaces for People – April 2021 Update

Action 46 (1-8 and 12) – Future Provision of Public Conveniences

2) To otherwise note the Rolling Actions Log.

(Reference – Rolling Actions Log, submitted.)

7. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for April 2021 was presented.

Decision

1) To agree that officers would circulate a briefing note to all members of Transport and Environment Committee that would respond to the query from Cllr Miller on whether Ward Councillors would be pre-briefed ahead of stakeholders on the George Street and First New Town project.

2) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

8. East Craigs – Proposed Low Traffic Neighbourhood

a) Written Deputation – Corstorphine Community Council

Committee considered a deputation from Corstorphine Community Council. Individual Corstorphine Community Council colleagues wished to make the following comments: “I am disappointed to see this project completely shelved, as there are some busy streets in the area that could benefit from targeted interventions to help reduce traffic domination. I do not live in the area but do walk/cycle into it regularly to visit the doctors on behalf of my Mum and have friends that live in the scheme. The decision not to progress any intervention at all also ignores the significant development to the west, which is likely to create traffic intrusion once completed.”

b) Report by the Executive Director of Place

An update was provided on the early engagement carried out in advance of the introduction of a Low Traffic Neighbourhood (LTN) in East Craigs and it was recommended not progressing with further engagement at this time.

An update on the early engagement on LTNs for Corstorphine and Leith was also provided.

Motion

- 1) To note the feedback received to early engagement on the proposal to develop a Low Traffic Neighbourhood (LTN) in East Craigs.
 - 2) To agree not to progress with plans for an East Craigs LTN at this time.
 - 3) To note that, in recognition of the areas for improvement highlighted in the engagement to date, officers would consider if other measures could be appropriate for this area.
 - 4) To note the engagement on Concept Designs for Corstorphine and Leith commenced on 4 June 2021 and would run until 4 July 2021.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the feedback received to early engagement on the proposal to develop a Low Traffic Neighbourhood (LTN) in East Craigs.
- 2) To agree not to progress with plans for an East Craigs LTN.
- 3) To note that, in recognition of the areas for improvement highlighted in the engagement to date, officers would consider if other measures could be appropriate for this area.
- 4) To note the engagement on Concept Designs for Corstorphine and Leith commenced on 4 June 2021 and would run until 4 July 2021.
- 5) To further note that, once again, reporting on these matters had been subsumed within a report that was titled East Craigs which limited transparency and failed to alert the public and consultation bodies such as Community Councils to its

existence. Therefore, to agree that any future reports on these proposals should be a stand-alone report for each area.

- moved by Councillor Whyte, seconded by Councillor Smith

Voting

The voting was as follows:

For the motion - 7 votes

For the Amendment - 4 votes

(For the motion – Councillors Bird, Corbett, Doran, Key, Macinnes, Miller and Perry)

For the Amendment – Councillors Bruce, Lang, Smith and Whyte)

Decision

To approve the motion by Councillor Macinnes.

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

9. Low Emission Zone - Preferred Scheme for Consultation

a) Written Deputation – Corstorphine Community Council

A written deputation was presented on behalf of Corstorphine Community Council. The deputation advised that the Corstorphine CC hosted the Convener and Deputy Convener of the Transport and Environment Committee with relevant City Council officers at one of their meetings to discuss this issue. They were grateful to all concerned for their consideration and being generous with their time to address residents' concerns. The position of the Community Council was that having two of the most polluted streets in Scotland within and adjacent to the Community Council area it was incongruous that the proposed LTN did not extend to cover West Edinburgh. This position was supported by most of their Elected Representatives.

b) Written Deputation – New Town and Broughton Community Council

A written deputation was presented on behalf of New Town and Broughton Community Council. The deputation advised that they welcomed the Council's plans to move forward with introducing a Low Emission Zone (LEZ) in Edinburgh but were concerned that the current proposals were not sufficiently ambitious and would have serious detrimental impact for some residents.

c) Written Deputation – Car Free Holyrood Park

A written deputation was presented on behalf of Car Free Holyrood Park. The deputation advised they had concerns about the modelling contained in the LEZ Preferred Scheme report. The deputation suggested the Committee and Council took the following actions to mitigate negative impacts on Holyrood Park due to the preferred LEZ boundary:

- If available, more detailed modelling for Holyrood Park's private road network should be published. If not already available, new modelling should be completed of the impact of the preferred LEZ boundary on fleet traffic and traffic

volumes for the scenario in which motorised through-traffic was not permitted on Holyrood Park's private road network (with the exception of the Holyrood Road/Holyrood Gait/Horse Wynd route, as previously described). The Council's future transport policies, including the LEZ, should be viable without relying on a private road network, and modelling should be completed accordingly in order to inform this decision on the preferred LEZ boundary.

- The Committee should consider expanding the LEZ boundary to include Holyrood Park to protect this vital greenspace from traffic volume increases of the most-polluting vehicles, including from non-compliant commercial vehicles that were not allowed inside the LEZ nor on Holyrood Park's private road network.

- Regardless of changes to the LEZ boundary, but especially within this context, the Council and HES should work together to close Holyrood Park to motorised through-traffic. This would protect against traffic increases in a vital greenspace, encourage behavioural modal shift changes, and end an inequitable and undesirable status quo.

d) Report by the Executive Director of Place

Approval was sought for the Preferred Low Emission Zone Scheme (LEZ) for consultation over the summer 2021. Subject to Committee approval, a public consultation on the Preferred LEZ Scheme would be undertaken for a period of 12 weeks. As part of this process, further engagement would be held with key stakeholders who may be affected to ensure the success of the LEZ Scheme going forward. The results of the consultation and stakeholder engagement would inform a report to Committee in the autumn, prior to commencement of the statutory processing to create a Low Emission Zone.

Motion

- 1) To approve the Preferred Low Emission Zone Scheme (LEZ) for consultation over the summer.
- 2) To acknowledge that the Preferred LEZ Scheme had been defined using an evidence-based approach, as required by the National Low Emission Framework.
- 3) To agree the objectives set out for the Preferred LEZ Scheme for Edinburgh (in section 4.17 of the report).
- 4) To agree to develop a local LEZ campaign, as part of the communications and engagement process which linked to the national campaign 'Get Ready' for LEZs.
- 5) To note that the findings from the consultation on the Preferred LEZ Scheme to be held over summer would be brought back to Committee for consideration in autumn.
- 6) To agree to progress work on the design and development of an enforcement system for the Preferred LEZ Scheme, and to capitalise on available funding from Transport Scotland.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the potential conflict between the Scottish Government insistence on mandating Low Emission Zones in the four major Scottish Cities whilst also requiring an evidence led approach when other changes may quickly make the scheme redundant in evidence terms – these included but were not limited to dramatic reductions in traffic in the zone as proposed by the current Council Administration, continuing air quality improvements in the City, the ever cleaner nature of modern vehicles with internal combustion engines and the expected wholesale introduction of electric vehicles.
- 2) To note with concern the Scottish Government’s decision to implement a penalty charge regime that was dramatically more punitive than elsewhere in the UK with the result that the scheme would not raise any funds to cover operating costs and would have an ongoing revenue deficit of £400k per annum.
- 3) To therefore agree to request that, should the scheme be imposed, additional funding support was provided by the Scottish Government to cover this cost for so long as the scheme was operational given the decision making had been by the Scottish Government
- 4) To note with concern that the scheme would limit access to important “park and walk” sites providing off street car parking for visitors to City Centre businesses such as at the Omni Centre, the new St James Centre and Castle Terrace along with limiting access to the designated drop off area for Waverley Station, used by many with mobility difficulties, and to agree that an alternative option be developed to allow access to these sites.
- 5) To nevertheless agree to approve the “Preferred” Low Emission Zone Scheme for consultation over the Summer in order that the views of the Edinburgh public could be sought and that this was undertaken in line with the Council’s approved and updated public consultation policy.

- moved by Councillor Whyte, seconded by Councillor Smith

Amendment 2

Add to existing recommendations:

- 1) To thank officers and partner organisations for the extensive and detailed analysis enabling Edinburgh to create a Low Emission Zone so that everyone benefited from clean air in our city.
- 2) To voice the strong commitment of this Council to improving health outcomes for all, particularly noting the current serious mortality impacts of air pollution.
- 3) To welcome the objective of greenhouse gas emission reduction which was now built into the LEZ programme and the alignment this had with our climate strategy.
- 4) To note that there were areas of poor air quality in central Edinburgh which fell outside the city centre LEZ boundary options presented in the report, and to

instruct officers to model a larger central LEZ boundary which included these known areas of low air quality, using an evidence-based approach as required by the National Low Emission Framework.

- 5) To approve the Low Emission Zone (LEZ) scheme option 3 for consultation over the summer, with adjustment to the city centre boundary as described.
 - 6) To agree the objectives set out for the Preferred LEZ Scheme for Edinburgh (in section 4.17 of the report).
 - 7) To agree to develop a local LEZ campaign, as part of the communications and engagement process which linked to the national campaign 'Get Ready' for LEZs.
 - 8) To note that the findings from the consultation on the Preferred LEZ Scheme to be held over summer would be brought back to Committee for consideration in autumn.
 - 9) To agree to progress work on the design and development of an enforcement system for the Preferred LEZ Scheme, and to capitalise on available funding from Transport Scotland.
 - 10) To agree to work in partnership with Police Scotland to ensure enforcement of vehicle restrictions in Holyrood Park; to publish detailed modelling of the impact of LEZ on the private roads within Holyrood Park; and to engage again with Historic Environment Scotland to take forward the community request for the park roads to be closed to through traffic
- moved by Councillor Miller, seconded by Councillor Corbett

Amendment 3

- 1) To note the findings of the Council's 2019 Low Emission Zone (LEZ) consultation in which:
 - 78% of respondents supported the proposed city-wide LEZ applying to buses and coaches, with 81% support for the city-wide LEZ applying to HGVs, LGVs and vans.
 - 54% of respondents supported the proposed city centre LEZ boundary compared to 62% support for the city-wide LEZ boundary.
- 2) To note that the proposals contained in the report for a city centre only LEZ represented a substantially scaled back proposal compared to that set out in 2019, a change which risked leaving too many residents across the city exposed to unacceptably low levels of air quality.
- 3) To recognise that, whilst general improvements in air quality were expected, a city-wide LEZ covering goods vehicles, coaches and buses could accelerate that change.
- 4) To recognise that, without a city-wide LEZ zone, there remained a significant risk that some communities close to but out with the city centre zone would see increased levels of pollution as non-compliant vehicles sought to avoid the restricted area.

5) To therefore agree that officers should revise their proposals and return to Committee within one cycle with a more ambitious scheme, which included a city-wide LEZ for goods vehicles, coaches and buses

- moved by Councillor Lang, seconded by Councillor Bird

In accordance with Standing Order 22(12), paragraphs 1, 2, 3 and 4 were accepted as an addendum to Amendment 2.

Voting

First Vote

The voting was as follows:

For the motion - 5 votes

For Amendment 1 - 3 votes

For Amendment 2 (as adjusted) - 3 vote

(For the motion – Councillors Bird, Doran, Key, Macinnes and Perry,

For Amendment 1– Councillors Bruce, Smith and Whyte

For Amendment 2 (as adjusted) – Councillor Corbett, Lang and Miller)

In the division, 3 members having voted for the Amendment 1 and 3 members for Amendment 2, the Convener gave her casting vote for Amendment 2 and a second vote was taken between the Motion and Amendment 2.

Second Vote

The voting was as follows:

For the motion - 5 votes

For Amendment 2 (as adjusted) - 3 vote

(For the motion – Councillors Bird, Doran, Key, Macinnes and Perry,

For Amendment 2 (as adjusted) – Councillor Corbett, Lang and Miller

Abstentions– Councillors Bruce, Smith and Whyte)

Decision

To approve the motion by Councillor Macinnes.

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

10. Winter Maintenance Review – 2020/21

The Winter Maintenance Review for 2020/21 was presented. The review made several observations for implementation for future seasons, many of which were at a minor operational level. The primary focus of the report was on the coverage and delivery of footpath gritting across that city and a recommendation was made for a more concise Priority 1 definition, along with an outline proposal for increased route coverage and resource requirements to give an increased priority and coverage to footpath gritting in seasons to come.

Decision

- 1) To note the information provided in the report.
- 2) To approve to take forward the detailed design and implementation of proposed increased city-wide Priority 1 footpath coverage.
- 3) To agree that officers would work with members of the Transport and Environment Committee on the content of the generic letter that would be sent to developers on winter maintenance.

(References – Transport and Environment Committee, 17 May 2018 (item 17); report by the Executive Director of Place, submitted.)

11. Transport Infrastructure Investment – Capital Delivery Priorities for 2021/22

Approval was sought for the allocation of the Transport Infrastructure Capital budgets and programme of works for 2021/22. This included carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in the report included the 2021/22 Council approved budget and an additional £4m capital investment in carriageway and footway renewals.

Decision

- 1) To note the breakdown of the allocation of the capital budget for 2021/22 shown in Appendix 1 of the report.
- 2) To approve the programme of proposed works for 2021/22, as detailed in section three of the report, and in Appendices 1 and 2.
- 3) To approve the Neighbourhood Environment Programme (NEPs) funding proposals for 2021/22, as detailed in paragraphs 4.36 – 4.38 of the report.
- 4) To note the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in paragraphs 4.39 - 4.46 of the report.
- 5) To agree that if there were any changes to the delivery priorities that officers would inform Ward Councillors.

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

12. City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update

a) Ward Councillors

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillor Frank Ross in relation to the City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update. Councillor Ross advised that the City Centre West to East Cycle Link had been under active debate in the Roseburn/Murrayfield area for several years and on both sides of the debate there had been very strong views expressed. After much community consultation and input, and with the guidance of officers, a package of investment that would

generally be welcomed by all sides of the debate and by the wider community in Roseburn/Murrayfield. Cllr Ross advised there was now genuine concerns following a recent officer briefing that which preceded the paper that the investment in Roseburn rejuvenation element of this agreed package was now under threat. The community had already suffered from recent delay in the project as it had to go back out for value engineering in that the decision was taken not to implement the Spaces for People safety measures around Roseburn Primary as a direct result of that delay. Cllr Ross advised that the community council were clear that this was a package of investment, rejuvenating Roseburn and dedicating cycle way improvements - not two separate elements. Cllr Ross asked Committee to ensure the community were not let down by the removal of the investment in the rejuvenating Roseburn element of this project.

b) Report by the Executive Director of Place

An update was provided on the City Centre West to East Cycle Link (CCWEL) and Street Improvements project. The outcome of design review, the funding strategy and next steps were set out, following statutory orders, to construction.

Motion

- 1) To note the project progress and proposed revisions to the City Centre West to East Link and Street Improvements (CCWEL) project designs as a result of two rounds of value engineering, which had reduced the overall estimated project costs by £4,695,000 and to approve these changes.
 - 2) To note the financial arrangements for the project and to approve an additional funding allocation of £1,937,548 from the Active Travel Investment Programme budget towards the delivery of this scheme.
 - 3) To note that the revised Redetermination Order for Section 2 of the plan could be made and to give approval for officers to proceed with this.
 - 4) To note the completed Baseline Report which constituted the first part of the Monitoring and Evaluation for the CCWEL project and the results within.
 - 5) To agree that a briefing would be given to members on value engineering and the parking issues on Melville Crescent and Melville Street before the summer recess and that any issues not covered by the briefing would be raised by members to officers.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the project progress and proposed revisions to the City Centre West to East Link and Street Improvements (CCWEL) project designs as a result of two rounds of value engineering, which had reduced the overall estimated project costs by £4,695,000, and to approve these changes.

- 2) To note the financial arrangements for the project and to approve an additional funding allocation of £1,937,548 from the Active Travel Investment Programme budget towards the delivery of this scheme.
- 3) To note that the value engineering had removed the changes to Melville Crescent and submissions to the advertised RSO 18/21 expressed concern about the significant loss of parking in Melville Street in a very oversubscribed residents' parking zone and called for a report to respond to these concerns to detail;
 - how Melville Crescent would be laid out
 - what materials would be used as a result of the value engineering
 - and to consider whether additional residents' parking could be found as part of the revised, value engineered scheme
- 4) To note the completed Baseline Report which constituted the first part of the Monitoring and Evaluation for the CCWEL project and the results within.

- moved by Councillor Whyte, seconded by Councillor Smith

Amendment 2

- 1) To note the project progress and proposed revisions to the City Centre West to East Link and Street Improvements (CCWEL) project designs as a result of two rounds of value engineering, which had reduced the overall estimated project costs by £4,695,000 and to approve these changes.
- 2) To note the financial arrangements for the project and to approve an additional funding allocation of £1,937,548 from the Active Travel Investment Programme budget towards the delivery of this scheme.
- 3) To note that the revised Redetermination Order for Section 2 of the plan could be made and to give approval for officers to proceed with this.
- 4) To note the completed Baseline Report which constituted the first part of the Monitoring and Evaluation for the CCWEL project and the results within.
- 5) To note the progress to date on the Walker Street to Rutland Square spur and to instruct officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel programme.

- moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12), Amendment 2 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the project progress and proposed revisions to the City Centre West to East Link and Street Improvements (CCWEL) project designs as a result of two rounds of value engineering, which had reduced the overall estimated project costs by £4,695,000 and to approve these changes.

- 2) To note the financial arrangements for the project and to approve an additional funding allocation of £1,937,548 from the Active Travel Investment Programme budget towards the delivery of this scheme.
- 3) To note that the revised Redetermination Order for Section 2 of the plan could be made and to give approval for officers to proceed with this.
- 4) To note the completed Baseline Report which constituted the first part of the Monitoring and Evaluation for the CCWEL project and the results within.
- 5) To agree that a briefing would be given to members on value engineering and the parking issues on Melville Crescent and Melville Street before the summer recess and that any issues not covered by the briefing would be raised by members to officers.
- 6) To note the progress to date on the Walker Street to Rutland Square spur and to instruct officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel programme.

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

13. Garden Waste Registration 2021/22

Changes proposed to the garden waste registration process for the upcoming collection year running, November 2021 until November 2022 were outlined.

Motion

- 1) To approve the extension of the mid-year registration window to run from the beginning of December 2021 until the end of May 2022, with registrations made during this period processed in batches monthly as outlined in section 4.5 of the report.
 - 2) To note that an update report on the performance of the expanded registration windows, the rate change and progress made towards further process and system developments would be reported to Committee in four cycles (31 March 2022).
 - 3) To approve the updated Garden Waste Collection Policy in Appendix 1 of the report.
 - 4) To note the activities planned to further investigate system improvements and developments (including direct debit/recurring payment options) for future years.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To approve that from 1 December 2021 onwards residents would be able to sign up during an expanded registration window and that, with a target of 31 May 2022 the aim would be to extend that window to be continuously open in addition to the main summer period sign-up/renewal period; noting that residents would still have an incentive to register during the main period to receive a full year service for the charge and to receive a service without time-lags at the point of introduction.

- 2) To note that an update report on the performance of the expanded registration windows, the rate change and progress made towards further process and system developments would be reported to Committee in four cycles (31 March 2022).
 - 3) To approve the updated Garden Waste Collection Policy in Appendix 1 of the report.
 - 4) To note the activities planned to further investigate system improvements and developments (including direct debit/recurring payment options) for future years.
- moved by Councillor Corbett, seconded by Councillor Miller

In accordance with Standing Order 22(12), Paragraph 1 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To approve that from 1 December 2021 onwards residents would be able to sign up during an expanded registration window and that, with a target of 31 May 2022 the aim would be to extend that window to be continuously open in addition to the main summer period sign-up/renewal period; noting that residents would still have an incentive to register during the main period to receive a full year service for the charge and to receive a service without time-lags at the point of introduction.
- 2) To note that an update report on the performance of the expanded registration windows, the rate change and progress made towards further process and system developments would be reported to Committee in four cycles (31 March 2022).
- 3) To approve the updated Garden Waste Collection Policy in Appendix 1 of the report.
- 4) To note the activities planned to further investigate system improvements and developments (including direct debit/recurring payment options) for future years.

(References – Act of Council (No.5), 18 February 2021; report by the Executive Director of Place, submitted.)

14. Cammo Road – Trial Vehicle Prohibition (Road Closure)

a) Written Deputation – Corstorphine Community Council

A written deputation was presented on behalf of Corstorphine Community Council. The deputation advised that Corstorphine CC had been liaising with their colleagues in Cramond and Barnton CC about residents' issues concerning Cammo.

b) Report by the Executive Director of Place

In response to a motion by Councillor Lang, approved by Committee on 28 January 2021, an update on discussions regarding a proposed trial vehicle

prohibition to be located on Cammo Road was provided and feedback from stakeholders and suggested options going forward were noted.

Motion

- 1) To agree that outline designs were developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road.
- 2) To note that, if recommendation 1 was agreed, an ETRO would be promoted for a period up to 18 months.
- 3) To note that after implementation, the ETRO would be monitored for a period of six months and, alongside consideration of feedback received, recommendations on next steps would be presented to Committee.
- 4) To agree that a broader notification exercise should be undertaken in advance to ensure that all residents and businesses in the affected area were aware of the proposed ETRO.
- 5) To discharge the Motion agreed at the Transport and Environment Committee on 28 January 2021 regarding a trial road closure on Cammo Road
 - moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To agree that outline designs were developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.
- 2) To note that, if recommendation 1 was agreed, an ETRO would be promoted for a period up to 18 months.
- 3) To note that after implementation, the ETRO would be monitored for a period of six months and, alongside consideration of feedback received, recommendations on next steps would be presented to Committee.
- 4) To agree that a broader notification exercise should be undertaken in advance to ensure that all residents and businesses in the affected area were aware of the proposed ETRO.
- 5) To discharge the Motion agreed at the Transport and Environment Committee on 28 January 2021 regarding a trial road closure on Cammo Road
 - moved by Councillor Lang, seconded by Councillor Bird

In accordance with Standing Order 22(12), Paragraph 1 was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To agree that outline designs were developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.

- 2) To note that, if recommendation 1 was agreed, an ETRO would be promoted for a period up to 18 months.
- 3) To note that after implementation, the ETRO would be monitored for a period of six months and, alongside consideration of feedback received, recommendations on next steps would be presented to Committee.
- 4) To agree that a broader notification exercise should be undertaken in advance to ensure that all residents and businesses in the affected area were aware of the proposed ETRO.
- 5) To discharge the Motion agreed at the Transport and Environment Committee on 28 January 2021 regarding a trial road closure on Cammo Road

(References – Transport and Environment Committee, 28 January 2021 (item 21); report by the Executive Director of Place, submitted.)

15. Funding Third Sector Delivery Partner: Changeworks Resources for Life

Changeworks Resources for Life (Changeworks) provided bespoke support to the Council with pupil, resident and community engagement on waste prevention and recycling. Approval was sought for a two-year grant funding arrangement of £90,000 for 2021-22, decreasing by 5% the following year.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To approve grant funding to Changeworks Resources for Life (Changeworks) for the next two years to deliver bespoke support with pupil, resident and community engagement on waste prevention and recycling.
- 2) To note Changeworks long-established relationship with the City of Edinburgh Council and that it was uniquely placed to provide waste engagement and community empowerment which aligned the Council's net zero carbon commitments.
- 3) To agree officers would share the Key Performance Indicators (KPIs) with members of the Committee.
- 4) To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out.

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

Declaration of Interests

Councillor Bird declared a non-financial interest as a Board Member of Changeworks and left the meeting during the Committee's consideration of the above item.

16. Internal Audit: Overdue Findings and Key Performance Indicators as at 10 February 2021- referral from the Governance, Risk and Best Value Committee

The Governance, Risk and Best Value Committee had referred a report which provided an overview of the status of the overdue Internal Audit (IA) findings as at 10 February 2021. A total of 115 open IA findings remained to be addressed across the Council as at 10 February 2021. This included the one remaining historic finding and excluded open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.

Decision

To note the report.

(References – Governance, Risk and Best Value Committee, 23 March 2021; referral from the Governance, Risk and Best Value Committee, submitted.)

17. Internal Audit: Overdue Findings and Key Performance Indicators as at 27 April 2021- referral from the Governance, Risk and Best Value Committee

The Governance, Risk and Best Value Committee had referred a report which provided an overview of the status of the overdue Internal Audit (IA) findings as at 27 April 2021. A total of 100 open IA findings remained to be addressed across the Council as at 27 April 2021. This excluded open and overdue Internal Audit findings for the Edinburgh Integration Joint Board and the Lothian Pension Fund.

Decision

To note the report.

(References – Governance, Risk and Best Value Committee, 8 June 2021; referral from the Governance, Risk and Best Value Committee, submitted.)

18. Place Services Internal Audit - Actions Update

An update was provided on progress on management actions that arose from Internal Audits which specifically related to services which fell within the remit of the Committee.

Decision

- 1) To note the progress made on recommendations made on Internal Audit actions relating to the services within the remit of the Committee.
- 2) To recognise the complexities and issues which have delayed progress and have led to revised implementation dates for some management actions.
- 3) To note that there were audit actions which had been agreed corporately and that services which sat within the remit of this Committee were working on.

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

19. Waste and Cleansing Service Performance Update

An update was provided on the Waste and Cleansing Services performance for the second two quarters of 2020/21 (October 2020 - March 2021), noting in particular the impact of COVID-19 on the service.

Decision

To note the contents of the report; including the activities, dependencies, and the progress made.

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

20. Motion by Councillor Miller – Vision Zero

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

“Committee:

- 1) Notes that there have been 74 fatalities and 1,433 serious injuries within this authority area due to collisions during the last decade.
- 2) Notes the decision agreed unanimously at a meeting of Full Council on 25 August 2020:

“requests that all reasonable action is taken to continue to improve road safety for cyclists including that a new Edinburgh 'Vision Zero' Road Safety Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads - is developed to replace the existing plan and is reported to the Transport & Environment Committee.”
3. Calls for the above Edinburgh 'Vision Zero' Road Safety Plan to be finalised and reported within two cycles to this Committee”

- moved by Councillor Miller, seconded by Councillor Corbett

Amendment

Replace paragraph 3 with:

Recognises that there should be a two-step process to creating a new Vision Zero Road Safety Plan for Edinburgh and requests that officers return to the November Transport and Environment Committee with an updated draft plan or overview following partnership working with stakeholders and elected members. This to be followed by the finalised Road Safety Plan in spring 2022.

Adds paragraph

- 4) Welcomes the opportunity that this process would give to reaffirm Edinburgh's commitment to making our roads a safer environment for all those who use them, irrespective of how they get around our city.

Decision

To approve the following adjusted motion by Councillor Miller:

Committee:

- 1) Notes that there have been 74 fatalities and 1,433 serious injuries within this authority area due to collisions during the last decade
- 2) Notes the decision agreed unanimously at a meeting of full council on 25 August 2020:

“requests that all reasonable action is taken to continue to improve road safety for cyclists including that a new Edinburgh 'Vision Zero' Road Safety Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads - is developed to replace the existing plan and is reported to the Transport & Environment Committee.”
- 3) Recognises that there should be a two-step process to creating a new Vision Zero Road Safety Plan for Edinburgh and requests that officers return to the November Transport and Environment Committee with an updated draft plan or overview following partnership working with stakeholders and elected members. This to be followed by the finalised Road Safety Plan in spring 2022.
- 4) Welcomes the opportunity that this process would give to reaffirm Edinburgh's commitment to making our roads a safer environment for all those who use them, irrespective of how they get around our city.