

Addendum by the Administration

Transport and Environment Committee

3 November 2022

Item 7.1 - George Street and First New Town - RIBA Stage 3 Design and Operational Plan update

Committee:

Welcomes progress to date, and notes that the collaborative approach has been key to this success.

Adds

1.1.5 Notes the operational plan is to be further developed and agrees that this will be undertaken in partnership with the George Street community.

1.1.6 Notes that the design continues to evolve and agrees that a briefing should be prepared for TEC members detailing:

1. How the landscape plan for George Street integrates with wider plans to enhance biodiversity and climate resilience in central Edinburgh.
2. The barriers and opportunities associated with introducing street trees to the design. This should make reference to costs, design principles, planning considerations and Edinburgh's New and Old Towns being UNESCO world heritage sites.

1.1.7 Agrees that the next George Street update should include an outline programme for the construction phase, and that this should be designed to manage any disruption to the George Street community.

Moved by Councillor S Arthur

Seconded by Councillor

Addendum by the SNP Group

Transport & Environment Committee

3 November 2022

Item 7.1 - George Street and First New Town - RIBA Stage 3 Design and Operational Plan update – Report by the Executive Director of Place

Adds:

1.1.5 Notes that the inclusion of trees in proposals for George Street has been overwhelmingly supported by the public at every stage of consultation on the project.

Notes the challenges presented on George Street by underground services and cellars in the inclusion of street trees.

Notes that The Cockburn Association stated that the important consideration of trees on George St is not their absence but their placement in not restricting the intervisibility of Charlotte Square to St Andrew's Square and this key feature must be respected.

Notes that climate change and increasing temperatures mean that provision of shade and efforts to cool the temperature of the street is integral to achieving the economic goals of increased footfall and future proofing public enjoyment of George Street.

Agrees to re-engage with Placemaking and Mobility Officers, Planning Officers, horticultural specialists, and heritage to identify possible locations and recommended species with a view to adopting the inclusion of street trees in the landscaping on George Street.

Moved by Councillor Finlay McFarlane

Seconded by Councillor Danny Aston

Amendment by the Liberal Democrat Group

Transport & Environment

3rd November 2022

Item 7.1 - George Street and First New Town - RIBA Stage 3 Design and Operational Plan update

Committee agrees to continue the report until its December meeting so concerns around the interaction between cyclists and pedestrians can be addressed, particularly within the proposed central squares.

Moved by: Councillor Sanne Dijkstra-Downie

Seconded by: Councillor Kevin Lang

Amendment by the Green Group

Transport and Environment Committee

03 November 2022

Item 7.1 – George Street and First New Town – RIBA Stage 3 Design and Operational Plan Update

Amend 1.1.1: “Notes a set of final Royal Institute of British Architects (RIBA) Stage 3 fundamental design and reporting elements (Appendix 1).

Insert after 1.1.1:

1.1.2 “Notes that responses to the 2019 consultation on the George Street and First New Town (GNT) Concept Design showed high support for tree planting, with 56 % of respondents strongly agreeing and 21% agreeing to the introduction of street trees.

1.1.3 Reaffirms Edinburgh’s ambition to become a ‘Million Tree City’ by 2030.

1.1.4 Recognises the need to futureproof our built environment against the effects of the climate emergency, particularly the increased frequency and severity of extreme temperature and flooding events.

1.1.5 Notes the many benefits of street trees, including but not limited to:

- a) Alleviating surface flooding by storing excess water in their roots.
- b) Mitigating against the effects of extreme weather by providing shelter in the winter and shade on hot days as well as reducing temperatures by limiting the ‘urban heat island’ effect.
- c) Improving biodiversity and creating habitats for birds, insects, and other wildlife.
- d) Improving air quality by removing harmful pollutants such as particle matter (PM).
- e) Having positive effects on physical and mental health and wellbeing.
- f) Creating an attractive streetscape which has been shown to increase shopper spending and restaurant patronage.

1.1.6 Agrees to continue the conversation regarding the inclusion of street trees on George Street and facilitate discussions between Historic Environment Scotland, Edinburgh residents, and other stakeholders.

1.1.7 Agrees to progress the project to RIBA Stage 4 – Technical Design.

Renumber accordingly.”

Moved by: Cllr Jule Bandel
Seconded by: Cllr Claire Miller

Amendment by the Conservative Group

Transport and Environment Committee

3rd November 2022

Item 7.1 - George Street and First New Town – RIBA Stage 3 Design and Operational Plan update

Committee:

1 rejects the recommendations of the report recognising that

- the “Cycle Street” concept would fundamentally damage the priority for pedestrians within the street compromising any ability to use the “central square” areas for events and as fully useable public space;
- the operational plan does not fully address the needs of residents, businesses and hotel visitors to access premises in the New Town particularly damaging access for those with lower mobility and, despite improvements, compromises women’s and public safety around the night-time economy;
- further, the operational plan will not allow for necessary access for deliveries/dispatches, maintenance and taxi/PHC public transport for the businesses based in the area;
- that these proposals require up to £10m from the Active Travel Investment Fund and that no explanation has been given of the opportunity cost involved without which the allocation cannot be justified;
- that the ability to enforce the proposed restricted hours relies on rise and fall bollards, further development of the City Operations Centre and a yet to be developed permit system which the Council does not currently have the ability to manage based on evidence of viability from other locations such as the Royal Mile;

2 therefore agrees to a full review the George Street proposals to remove the conflict between the potential use the street as a cycling highway and as a destination while also ensuring access for New Town residents, businesses, the disabled and those with reduced mobility is unharmed. This review to consider how an operational plan can allow for proper use of events spaces (i.e. the squares shown on the plan) and a proven method of enforcement to permit the suspension of passage for all types of traffic at certain times, including bicycles, to allow for animation and events.

Moved by: Councillor Marie-Clair Munro
Seconded by: Councillor Christopher Cowdy

Addendum by the Liberal Democrat Group

Transport & Environment

3rd November 2022

Item 7.4 - Cammo Road - Trial Road Closure Update

Committee

In 1.1.1, after "junction", insert;

“expected in Spring 2023 and agrees to get a further committee report if implementation is likely to be delayed beyond this timeframe”

Moved by: Councillor Kevin Lang

Seconded by: Councillor Sanne Dijkstra-Downie

Addendum by the Administration

Transport and Environment Committee

3 November 2022

Item 8.1 - Motion by Cllr Burgess- Sciennes Primary playground on Sciennes Road

Committee:

1.1.6 Asks that the survey noted in 1.1.3 is reported to an appropriate Committee before August 2023.

1.1.7 Asks that while a permanent closure is investigated, Officers should work with the Sciennes Parent Council to ensure all practical measures are taken to make the current temporary, partial closure safe and secure for children, including signage and road painting. This should consider whether access by pedestrians and cyclists along Sciennes Road could be restricted during school playtimes, including if there is any new legal advice about this brought forward by the school parent council or others. Asks that Officers report back to the Committee on progress regarding these issue by March 2023.

1.1.8 Agrees that Council Officers engage with the Sciennes Parent Council to share information and input into what that closure means to the surrounding streets, parking, signage etc based on their daily experience given the Road has been closed for a year.

1.1.9 Agrees that a timetable for the completion of the Traffic Regulation Order process should be shared with Ward Councillors and the Parent Council.

1.1.10 Recognises that, based on Sciennes Parent Council representations, the part-time School Streets restrictions, which prohibit access for most motor vehicles at the start and end of the school day, on the adjoining sections of Sciennes Road have not been operating without incident and asks that officers consider and implement measures to improve its operation and enforcement.

Moved by Councillor S Arthur

Seconded by Councillor

Addendum by Southside-Newington ward Councillors

Transport & Environment Committee

3 November 2022

Item 8.1 – Sciennes Primary playground on Sciennes Road

Add to recommendations;

1.1.6 Notes that the Sciennes School Parent Council and all four ward councillors welcome the commencement of the statutory process to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles, principally to improve the safety and well-being of children and their families accessing the school and requests that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023;

1.1.7 Requests that the current measures that are keeping this area of road safe for children and families while accessing the school are continued until the permanent closure is in place;

1.1.8 Requests that officers hold an onsite meeting for school parent council representatives and ward councillors with a view to ensuring that the practical measures referenced in the original ward councillors' motion (Jan 2022) and at section 3.3 this report, including signage and road painting, are completed and also to discuss potential physical measures to ensure children are safe from motor vehicles once the closure is made permanent;

1.1.9 Recognises that the current part-time School Streets restrictions, that prohibit access for most motor vehicles at the start and end of the school day on the adjoining sections of Sciennes Road, have not been operating without incident and therefore requests that officers consider and implement further measures to improve its operation;

1.1.10 Requests that officers continue to consider whether access by pedestrians and cyclists along Sciennes Road might be restricted during school playtimes, including considering any new legal advice about this brought forward by the school parent council;

1.1.11 Recognises that playground space at Sciennes continues to be severely limited to the extent that children have recently been told they should not run in the playground because of a high risk of collision and that certain games have been ruled out. Therefore requests that the proposed 'suitability survey' is carried out as a matter of urgency and that this report is referred to the Education, Children & Families committee for their consideration;

1.1.12 Requests that ward councillors and the School Parent council are kept informed of progress on the above actions 1.1.7-1.1.11 and that regular updates about progress are provided in the committee Business Bulletin with a summary report in June 2023.

Moved by:

Seconded by:

Addendum by the Administration

Transport and Environment Committee

3 November 2022

Item 8.2 - Response to Cllr Macinnes Motion on Workplace Parking Levy

Committee:

1.1.6 Notes the concerns of Trade Unions and residents living adjacent to workplaces, and therefore agrees that if a Workplace Parking Levy is to progress any business case should include and fully explore:

1. Mitigations to protect low paid workers where public transport is not a viable alternative.
2. Mitigations to protect shift workers working anti-social hours where public transport is not a viable alternative.
3. A clear strategy to identify and deal with displacement parking.
4. An equalities impact assessment.

1.1.7 Agrees that whilst a Workplace Parking Levy has the potential to raise income a key aim of any scheme must be achieving modal shift, and therefore agrees that if a scheme is to progress any business case should include and fully explore:

1. A pricing structure which rewards businesses who can show they are making measurable progress in reducing the vehicle-kilometres associated with their workplace by at least 30% by 2030.
2. A pricing structure which means the levy charge is never less than the cost of a typical bus pass in Edinburgh.

Moved by Councillor S Arthur

Seconded by Councillor

Addendum by the SNP Group

Transport & Environment Committee

3 November 2022

Item 8.2 - Response to motion by Councillor Macinnes - Workplace Parking Levy

Adds:

“1.1.6 Instructs officers to develop the strategic business case and undertake initial stakeholder engagement as set out in 6.2.1 of the report under ‘Phase 1’, to establish views, issues and opportunities relating to a WPL in Edinburgh, reporting back to Transport and Environment Committee no later than April 2023.”

Moved by Councillor Danny Aston

Seconded by Councillor Finlay McFarlane

Amendment by the Liberal Democrat Group

Transport & Environment

3rd November 2022

Item 8.2 - Response to motion by Councillor Macinnes - Workplace Parking Levy

Committee

Delete 1.1.5 and insert

1.1.5 agrees that officers should progress the further necessary stages of work and present a business case for introducing a workplace parking levy at the March 2023 meeting of the committee.

Moved by: Councillor Kevin Lang

Seconded by: Councillor Sanne Dijkstra-Downie

Addendum by the Green Group

Transport and Environment Committee

Thursday 3 November 2022

Item 8.2 – Response to motion by Cllr Macinnes – Workplace Parking Levy

Adds additional recommendation:

“1.1.6 Asks officers to progress with these further stages of work to develop a strategic business case and undertake stakeholder engagement (as outlined in section 5 of the report) in order to implement a Workplace Parking Levy in Edinburgh”

Moved by: Councillor Miller

Seconded by: Councillor Bandel

Amendment by the Conservative Group

Transport and Environment Committee

3rd November 2022

Item 8.2 - Response to motion by Councillor Macinnes - Workplace Parking Levy

Committee:

1 notes the information provided in the report especially the implementation costs of £390k and ongoing administrative burden of £650k.

2 Considers that the imposition of a Workplace Parking Levy would be an additional and unwelcome tax on jobs costing businesses and workers extra costs, especially during the difficult economic times of a cost of living crisis.

3 Agrees to take no further action on this proposal.

Moved by: Councillor Marie-Clair Munro

Seconded by: Councillor Christopher Cowdy

Addendum by the Conservative Group

Transport and Environment Committee

3rd November 2022

Item 9.1 - Motion by Councillor Arthur - Dynamic Pricing on EV Charging

Adds at end:

6 Further agrees that the report should include a real world assessment of the time limits at EV charging points to ensure that these can allow users to fully charge their vehicles.

Moved by: Councillor Marie-Clair Munro

Seconded by: Councillor Christopher Cowdy

Addendum by the SNP Group

Transport & Environment Committee – 3 November 2022

9.2 Motion by Councillor Dijkstra-Downie – Free Bus Travel Pass – Young People aged 5-21

Adds new point 5:

'Request that that report includes measures focused on increasing uptake of free bus travel passes among young people from low-income households, where it will have the greatest benefit, and to provide targeted support in schools with the largest numbers of SIMD 1-4 data zones within their catchments.'

Moved by Councillor Danny Aston

Seconded by Councillor Finlay McFarlane

Emergency Motion by the SNP Group

Transport & Environment Committee

3 November 2022

Responding to Conflicts as Leith Walk reopens to Vehicles

Committee:

1. Notes with concern the conflict caused by car drivers making prohibited turns into junctions and the danger that brings to pedestrians and cyclists and cars mounting raised table junctions and that both of these are occurring at most junctions on Leith Walk which provide a through route from and to Easter Road;
2. Accepts that the current period where partial reopening has resulted in some but not all routes between Easter Road and Leith Walk providing vehicular access is concentrating conflicts in a smaller number of locations and that full reopening will likely dilute this;
3. Notes however that this means still a substantial period of time in which these significant risks will continue and that some of the conflicts are caused by design issues;
4. Notes that the Brunswick Road junction in particular has generated huge numbers of incidents over the last few days, well documented on social media and elsewhere with drivers not adhering to the instructions on signage prohibiting right and left turns from Leith Walk and into Brunswick Street, leading to a number of near misses by car drivers which have risked injury to crossing pedestrians and cyclists;
5. Welcomes that Police Scotland have been active in providing enforcement at the Brunswick Street junction in recent days but accepts that this cannot and must not represent the entirety of the response to these problems and that a preventative approach is required;
6. Notes that the raised table junction at Dalmeny Street is generating conflict between cars on the one hand and pedestrians and cyclists on the other, with many drivers apparently either unaware of or deliberately ignoring the fact that pedestrians and cyclists have priority at these;
7. Further notes that the similar problems noted at the Brunswick Street raised table junction resulted in the junction being temporarily closed shortly after it was reopened to vehicular access and that it has remained closed since because a solution to these problems has not yet been implemented;
8. Notes that these conflicts are only becoming apparent when each junction reopens to vehicles as the Trams to Newhaven works progress to completion;
9. Therefore calls upon the Trams to Newhaven project team and the relevant council transport teams urgently to:

- a. Take a proactive approach to identifying where there is potential for conflicts, prior to junctions reopening to vehicular access;
- b. Improve signage at the relevant junctions to ensure that drivers know what the layout is and which road users have priority;
- c. Work with the Council's media team and with Police Scotland urgently to implement a campaign to promote awareness among drivers of the new layout of junctions and of the requirements on them when approaching raised tables where pedestrians and cyclists have priority;
- d. Write to all businesses in the area of Leith Walk requesting that they alert their suppliers to the new arrangements;
- e. Return to elected members with a briefing note of actions taken and planned within one cycle.

Moved by Councillor Danny Aston

Seconded by Councillor Finlay McFarlane

Emergency Motion by the Green Group

Transport and Environment Committee

Thursday 3 November 2022

Driver behaviour

Committee:

1. Notes with concern the high number of drivers making illegal turns from Leith Walk into Brunswick Road, and thanks members of the public for the detailed information they have provided to councillors and council officers
2. Thanks council officers for responding with changes to traffic signals and for successfully making the case to police that this is a road safety priority
3. Notes however that police are not able to attend at all times, and agrees that safe and legal driving (such as adherence to road signs) should not rely on constant police presence
4. Calls on council officers to work in partnership with the police to carry out a behavioural change and communications campaign targeting drivers to increase road safety, with particular reference to obeying road signs and traffic signals

Moved by: Councillor Miller

Seconded by: Councillor Bandel