

Transport and Environment Committee

10am, Thursday 6 October 2022

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Lang, McKenzie (substituting for Councillor Graham), Macinnes, Miller, Whyte (substituting for Councillor Munro) and Work.

Also present: Councillor Booth (item 1) and Councillor Caldwell (item 4).

1. Response to Motion by Councillor Booth - Rainbow Bridge/Lindsay Road Bridge –

a) Deputation – Save the Pride Bridge

The deputation asked the Committee to review the recommendations in the report by the Executive Director of Place as they felt that there were many avenues which could be pursued which were less expensive than demolition of the bridge and which would allow the community to retain an important part of its cultural heritage, pedestrian access and community hub.

The deputation agreed that the bridge required intervention to ensure the safety of its users and stressed that it was a much needed access point especially for those with mobility issues. They felt that the alternative routes which had been identified had safety issues especially during the dark winter months. The deputation urged the Committee reconsider the proposal to demolish the bridge.

b) Report by the Executive Director of Place

Details were provided on the Lindsay Road Bridge which originally carried vehicles over the railway and until its closure in November 2021 was a footbridge over the Hawthornvale Path. The southern end of the bridge continued to be used as an outdoor seating area for a local pub.

As it was felt that the bridge has reached the end of its lifespan and is deteriorated beyond economic repair, options to ensure the long-term safety of the bridge had been explored with the recommended option of the removal of the bridge deck whilst retaining the existing masonry piers and abutments.

There was a current shortfall of £2.2m per annum within the Structures team and therefore funding was not available to construct a replacement crossing. Other funding sources and technical solutions had been explored but deemed not feasible.

Decision

- 1) To note the report by the Executive Director of Place and thank officers for their work in preparing it.
- 2) To agree that preserving the safety of members of the public, alongside compliance with broader council policies on city mobility and the climate crisis, was essential and to acknowledge that officers were required to close the bridge on public safety grounds in December 2021.
- 3) To note the need to prioritise funding and staff resource on critical bridge infrastructure as effectively as possible to ensure vital routes are kept open and are accessible, to further note the estimated cost of £500,000 for demolition of the structure and utility diversions and the estimated rebuild costs which would require further resources to be identified and therefore agree that if a more cost-effective solution could be found which also preserved active travel access and public realm, that this should be pursued.
- 4) To note that complete or partial infilling of bridges had been achieved at various locations around the country, and that where this was done in conjunction with installation of a large (5m+ dia) steel culvert it allowed pedestrians, wheelchair users and cyclists to continue to access the paths under the bridges; some examples of such work being Barrochan Road, Renfrewshire (April 2022, budget approx. £125k) and Camp Hill Bridge, Paisley (c.1999, budget approx. £40k).
- 5) To therefore agree that officers would liaise with organisations or individuals with relevant expertise and would bring an updated report to committee within three cycles outlining costed options for retention of all three spans of the existing bridge, using infill in spans 1 and 2, and infill with a metal culvert for span 3, and/or any other suitable solution which retained the structure, to allow committee to make a fully informed decision on the structure's future.

(References Act of Council No 21 of 30 June 2022; report by the Executive Director of Place, submitted.)

2. Our Future Streets: Edinburgh's Approach to a Circulation Plan

a) Deputation – Spokes

The deputation welcomed the proposals in the circulation plan but noted that they were in the early stages and looked forward to scrutinising the detail when it became available. The deputation made several suggestions for improvement of the plan which included the application of the transport hierarchy in a nuanced way and the rewording of several sections which were cause for concern. They also outlined their views on various protected cycleway which included Princes Street.

b) Report by the Executive Director of Place

Details were provided on a key deliverable of the City Mobility Plan (CMP) which was a commitment to develop a strategic approach to allocating street space between different travel modes by the end of 2023. This could be achieved

through the development of a Streetspace Allocation Framework which would include citywide network mapping and a written framework to aid future decision making.

Motion

- 1) To note that a key deliverable of the City Mobility Plan was to develop a strategic approach to allocating street space between different travel modes by the end of 2023.
- 2) To agree to adopt a strategic approach to street space allocation, as set out in paragraphs 4.2 to 4.3 and in Appendix 2 to the report by the Executive Director of Place.
- 3) To agree to further develop the draft Framework, integrate this with relevant action plans, and note that proposals for joint consultation with the Active Travel Action Plan and the Public Transport Action Plan would be reported to Committee in December 2022.
- 4) Notes that Edinburgh has an ambitious target to achieve net zero emissions by 2030 as part of our agreed Climate Strategy 2030, and that the Circulation Plan will support this.
- 5) Notes that the Circulation Plan helps support decisions to make travelling sustainably across the city more attractive, which will increase road safety, boost our economy, enhance air quality and improve wellbeing in our capital.
- 6) Agrees that to be successful the Circulation Plan must be ambitious and aim to cut congestion, improve public transport journey times, and make choosing to walk, wheel or cycle far easier.
- 7) Notes that this is a significant project for Edinburgh which will ultimately touch on every Community, and will involve a significant collaborative element, and therefore welcomes the planned extensive engagement programme with communities and partners across the city as part of its development – this will be outlined in the December Circulation Plan report.
- 8) Agrees that the December Circulation Plan report should contain details of the initial discussions outlined in 5.1.2. This should include initial feedback on the principles detailed in Appendix 2 from groups representing people with disabilities, pedestrians, cyclists, public transport operators and businesses.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 1

- 1) To note that a key deliverable of the City Mobility Plan was to develop a strategic approach to allocating street space between different travel modes by the end of 2023.
- 2) To agree to adopt a strategic approach to street space allocation, as set out in paragraphs 4.2 to 4.3 and in draft in Appendix 2 to the report by the Executive Director of Place.

- 3) To agree to further develop the draft Framework in line with the sustainable transport hierarchy, integrate this with relevant action plans, and note that proposals for joint consultation with the Active Travel Action Plan and the Public Transport Action Plan would be reported to Committee in December 2022.

- moved by Councillor Miller, seconded by Councillor Bandel

Amendment 2

- 1) To note that a key deliverable of the City Mobility Plan was to develop a strategic approach to allocating street space between different travel modes by the end of 2023.
- 2) To agree to adopt a strategic approach to street space allocation, as set out in paragraphs 4.2 to 4.3 and in Appendix 2 to the report by the Executive Director of Place.
- 3) To agree to further develop the draft Framework, integrate this with relevant action plans, and note that proposals for joint consultation with the Active Travel Action Plan and the Public Transport Action Plan would be reported to Committee in December 2022.
- 4) Agrees that early engagement will be carried out with the Federation of Small Businesses and Chamber of Commerce about freight/deliveries, and with bus companies and motoring organisations, to establish the basic minimum requirements for access.
- 5) Agrees to review and keep the criteria for streets flexible until Step 1 (Network Map for each mode) is complete, as initial criteria may work in isolation but not when all drawn together.

- moved by Councillor Whyte, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendment 1 was accepted in full and Amendment 2 was adjusted and accepted as an addendum to the motion

Decision

To accept the following adjusted motion by Councillor Arthur:

- 1) To note that a key deliverable of the City Mobility Plan was to develop a strategic approach to allocating street space between different travel modes by the end of 2023.
- 2) To agree to adopt a strategic approach to street space allocation, as set out in paragraphs 4.2 to 4.3 and in draft in Appendix 2 to the report by the Executive Director of Place.
- 3) To agree to further develop the draft Framework in line with the sustainable transport hierarchy, integrate this with relevant action plans, and note that proposals for joint consultation with the Active Travel Action Plan and the Public Transport Action Plan would be reported to Committee in December 2022.

- 4) To note that Edinburgh had an ambitious target to achieve net zero emissions by 2030 as part of the agreed Climate Strategy 2030, and that the Circulation Plan would support this.
- 5) To note that the Circulation Plan would help support decisions to make travelling sustainably across the city more attractive, which would increase road safety, boost the economy, enhance air quality and improve wellbeing in the capital.
- 6) To agree that to be successful the Circulation Plan must be ambitious and aim to cut congestion, improve public transport journey times, and make choosing to walk, wheel or cycle far easier.
- 7) To note that this was a significant project for Edinburgh which would ultimately touch on every Community, and would involve a significant collaborative element, and therefore to welcome the planned extensive engagement programme with communities and partners across the city as part of its development – this would be outlined in the December Circulation Plan report.
- 8) To agree that the December Circulation Plan report should contain details of the initial discussions outlined in 5.1.2. This should include initial feedback on the principles detailed in Appendix 2 to the report from groups representing people with disabilities, pedestrians, cyclists, public transport operators and businesses.
- 9) To agree to review and keep the criteria for streets flexible until Step 1 (Network Map for each mode) was complete.

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

3. Response to Motion by Councillor McVey - Trams to Newhaven Progress Update Autumn 2022

a) Deputation – Community Councils Together on Trams

The deputation were grateful for the constructive and courteous engagement they had had with the Tram Project Team, both prior to the Final Business Case and during the ongoing construction phase and believed that the project would be delivered on time and on budget.

The deputation felt that although a lot had been achieved there were still some real issues with the project going forward which included:

- Looking at the defects and fixing these pre-completion of the project;
- The capacity of the non-project existing staff and assets recording;
- A properly resourced defects period – 2 years after handover;
- Issues outwith the project manual and parallel measures to achieve a modal shift.

b) Report by the Executive Director of Place

An update was provided on the progress of the Trams to Newhaven project which remained on budget and on time together with a summary of future activities.

Motion

To note the update on the Trams to Newhaven Project.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment

- 1) To note the update on the Trams to Newhaven Project.
- 2) Further notes ongoing traffic changes as works complete and the scope for improvements to the Foot of the Walk this month as works move forward.

- moved by Councillor Miller seconded by Councillor Bandel

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the Trams to Newhaven Project.
- 2) Further notes ongoing traffic changes as works complete and the scope for improvements to the Foot of the Walk this month as works move forward.

(References – Act of Council No 25 of 25 August 2022; report by the Executive Director of Place, submitted.)

4. Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update)

a) Deputation – Leith Community Council

A written deputation was presented on behalf of Leith Community Council.

The deputation had welcomed any initiative to clean up the appearance of communal bins in their area and felt that the provision of new bins and particularly the move to increased frequency of collections might promise to deliver a big improvement in look and cleanliness on the streets, notwithstanding that these above ground communal bins continued to take up a lot of space.

The deputation indicated however, that communal bin hub locations continued to be a target for fly-tipping of large items of broken furniture and electrical items and in some locations bags of rubbish, not all of which was necessarily produced by the residents living locally and felt that Initiatives were needed to improve signage about fly-tipping in those areas.

The deputation asked for the opportunity to seek a review of some bin hub locations in their area as the engagement process in the LLCC area was not as full as now seemed to be proposed for future areas in light of lessons learned and further asked that Community Councils were built into the engagement process on bin hub locations before any statutory process was commenced.

b) Ward Councillor Caldwell

In accordance with Standing Order 33.1, the Convener agreed to a written submission from Ward Councillor Caldwell in relation to the Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update) – Report by the Executive Director of Place.

Councillor Caldwell recognised that there were a lot of good things about the communal bin review and a lot of challenges that needed to be built on. He highlighted issues around increased fly-tipping around bin hubs and recycling contamination with bins in close proximity to each other.

Councillor Caldwell asked the Committee to consider the issues which had arisen from Phase 1 and how they should be dealt with.

c) Report by the Executive Director of Place

In response to a motion by Councillor Whyte, an update was provided on the delivery of the Communal Bin Review project and the implementation of increased collection schedules together with the timelines for implementation. Approval was sought to revise the phasing of the project to allow the roll-out to continue in the areas of Phase 4 outwith the Edinburgh World Heritage Site.

The overall cost for the project had increased, and a request has been made to Zero Waste Scotland to access additional funding from the Recycling Infrastructure Fund.

Motion

- 1) To note the progress of the Communal Bin Review project and delivery of Phase 1, as requested by the Council on 30 June 2022.
- 2) To approve the revised phasing and timeline for the delivery of the communal bin hub roll-out (Appendix 1 to the report by the Executive Director of Place), including the split of current Phase 4 to allow work to continue in the area outwith the Edinburgh World Heritage site (where the Traffic Regulation Order (TRO) process had been paused).
- 3) To note the updated costs associated with delivery of the communal bin project and the application to Zero Waste Scotland for additional funding to meet these costs.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 1

- 1) To note the progress of the Communal Bin Review project and delivery of Phase 1, as requested by the Council on 30 June 2022.
- 2) To approve the revised phasing and timeline for the delivery of the communal bin hub roll-out (Appendix 1 to the report by the Executive Director of Place), including the split of current Phase 4 to allow work to continue in the area outwith the Edinburgh World Heritage site (where the Traffic Regulation Order (TRO) process had been paused).

- 3) To note the updated costs associated with delivery of the communal bin project and the application to Zero Waste Scotland for additional funding to meet these costs.
- 4) Notes the improvements to refine and improve the local engagement and consultation on bin hub placements as outlined in Appendix 2 to the report. However, notes that this may not resolve every local issue in advance and doesn't provide resolution to those areas already installed.
- 5) Therefore requests a short report for approval within 1 cycle that outlines a mechanism to resolve outstanding local conflict on bin hub positioning, including ward members in attempting to identify suitable alternatives and allowing these to be progressed.

- moved by Councillor McFarlane, seconded by Councillor Aston

Amendment 2

- 1) To note the progress of the Communal Bin Review project and delivery of Phase 1, as requested by the Council on 30 June 2022.
- 2) To approve the revised phasing and timeline for the delivery of the communal bin hub roll-out (Appendix 1 to the report by the Executive Director of Place), including the split of current Phase 4 to allow work to continue in the area outwith the Edinburgh World Heritage site (where the Traffic Regulation Order (TRO) process had been paused) But including Stockbridge and Canonmills together with the WHS as phase 5.
- 3) To note the updated costs associated with delivery of the communal bin project and the application to Zero Waste Scotland for additional funding to meet these costs.
- 4) Agrees that if Zero Waste Scotland funding is successfully obtained (to fully offset increased costs), officers set this out in the next Transport and Environment Committee Business Bulletin; and if it is not successful, officers should report back to Committee to reconsider phasing and next steps.
- 5) Agrees to a briefing note from officers within one cycle providing data on effectiveness of the roll out of Phase 1 (as set out in Councillor Whyte's Motion agreed by Council in June 2022) to include an assessment of dumping and fly-tipping beside bin hubs.
- 6) Agrees that the process reacting to suggestions of alternative locations for Bin Hubs continues, even after implementation and retrospectively for Phase 1.

- moved by Councillor Whyte, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendments 1 and 2 were adjusted and approved as addendums to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted) - 7 votes
For Amendment 2 - 4 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, McFarlane, McKenzie, Miller and Work.

For the Amendment: Councillors Cowdy, Dijkstra-Downie, Lang and Whyte.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the progress of the Communal Bin Review project and delivery of Phase 1, as requested by the Council on 30 June 2022.
- 2) To approve the revised phasing and timeline for the delivery of the communal bin hub roll-out (Appendix 1 to the report by the Executive Director of Place), including the split of current Phase 4 to allow work to continue in the area outwith the Edinburgh World Heritage site (where the Traffic Regulation Order (TRO) process had been paused).
- 3) To note the updated costs associated with delivery of the communal bin project and the application to Zero Waste Scotland for additional funding to meet these costs.
- 4) To note the improvements to refine and improve the local engagement and consultation on bin hub placements as outlined in Appendix 2 to the report. However, to note that this might not resolve every local issue in advance and doesn't provide resolution to those areas already installed.
- 5) To therefore request a short report for approval within 3 cycles that outlined a mechanism to resolve outstanding local conflict on bin hub positioning, including ward members in attempting to identify suitable alternatives and allowing these to be progressed.
- 6) To agree that if Zero Waste Scotland funding was successfully obtained (to fully off-set increased costs), officers set this out in the next Transport and Environment Committee Business Bulletin; and if it was not successful, officers should report back to Committee to reconsider phasing and next steps.
- 7) To agree to the report referred to in decision 5) also including data on effectiveness of the roll out of Phase 1 (as set out in Councillor Whyte's Motion agreed by Council in June 2022) to include an assessment of dumping and fly-tipping beside bin hubs.
- 8) To agree that the process reacting to suggestions of alternative locations for Bin Hubs continue, even after implementation and retrospectively for Phase 1.

(References – Act of Council 19 of 30 June 2022; report by the Executive Director of Place, submitted.)

5. Minutes

The Convener ruled that the following item (Minute of 31 March 2022), notice of which had been given at the start of the meeting, be considered as a matter of urgency to allow the Committee to give early consideration to this matter.

Decision

- 1) To approve the minute of the Transport and Environment Committee of 18 August 2022 as a correct record.
- 2) To approve the minute of the Transport and Environment Committee of 31 March 2022 as a correct record.

(References – Minutes of 31 March and 18 August 2022, submitted.)

6. 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)

7. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for October 2022 was presented.

Decision

- 1) To agree to close the following actions:
 - Action 1** – Transport for Edinburgh Strategic Plan 2017 and 2021 and Lothian Buses Plan 2017-2019
 - Action 22** – Potential Retention of Spaces for People Measures
 - Action 34** – Waste and Cleansing Services Performance Update
 - Action 41(2)** – Motion by Councillor Whyte – Cleaning Up Edinburgh
 - Action 41(3)** – Motion by Councillor Whyte – Cleaning Up Edinburgh
 - Action 43** – Motion by Councillor Booth – Rainbow Bridge/Lindsay Road Bridge
 - Action 47** – Rolling Actions Log
 - Action 48** – Business Bulletin – Bus Partnership Fund Update
 - Action 55** – Objections to TRO/21/16 and TRO/21/25 - Communal bin Review Phase 3
 - Action 57(3)** – Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation
- 2) To agree for a full report to be presented to the November 2022 meeting of the committee so a decision could be taken with regard to Action 25 – Cammo Road – Trial Vehicle Prohibition (Road Closure).
- 3) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

8. Business Bulletin

The Transport and Environment Committee Business Bulletin for 6 October 2022 was submitted.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin 6 October 2022, submitted.)

9. Response to Motion by Councillor McVey – North Bridge

In response to a motion by Councillor McVey, an interim update was provided in respect of the project on North Bridge. It had not been possible to provide all of the requested information and a further update would be submitted to the next meeting of the Transport and Environment Committee when further details were available

Motion

- 1) To note the interim update on the North Bridge, as requested by the Council on 25 August 2022.
- 2) To note that a further update would be provided in the next cycle of this Committee.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment

- 1) To note the interim update on the North Bridge, as requested by the Council on 25 August 2022.
- 2) To note that a further update would be provided in the next cycle of this Committee.
- 3) Notes that the motion passed by full council agreed that officers would provide: “Medium to long term consideration of the modes of travel to be provided on the bridge once works are completed and the street layout and design is under consideration.”
- 4) Notes the action point from the Transport and Environment Committee Agenda Planning Meeting (APM) on 21 September 2022, after discussing the draft report and clarification of the action required of officers: “To include information on how the North Bridge project will link in to the Circulation Plan and signpost within the report that future reporting will include information on layout, design, costs and implications of the project.”
- 5) Calls for officers to provide this analysis, as agreed by full council on 25 August 2022 and clarified through discussion at APM, in the second part of this report to enable consideration of change either to the North Bridge refurbishment project or after the bridge has been restored back to 2 pavements and 4 running lanes, with reference to the implications such as costs, risks, and benefits of these alternative options.

- moved by Councillor Miller, seconded by Councillor Bandel

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the interim update on the North Bridge, as requested by the Council on 25 August 2022.
- 2) To note that a further update would be provided in the next cycle of this Committee.
- 3) Notes that the motion passed by full council agreed that officers would provide:
“Medium to long term consideration of the modes of travel to be provided on the bridge once works are completed and the street layout and design is under consideration.”
- 4) Notes the action point from the Transport and Environment Committee Agenda Planning Meeting (APM) on 21 September 2022, after discussing the draft report and clarification of the action required of officers:
“To include information on how the North Bridge project will link in to the Circulation Plan and signpost within the report that future reporting will include information on layout, design, costs and implications of the project.”
- 5) Calls for officers to provide this analysis, as agreed by full council on 25 August 2022 and clarified through discussion at APM, in the second part of this report to enable consideration of change either to the North Bridge refurbishment project or after the bridge has been restored back to 2 pavements and 4 running lanes, with reference to the implications such as costs, risks, and benefits of these alternative options.

(References – Act of Council No 5 of 25 August 2022; report by the Executive Director of Place, submitted)

10. Cleaning Up Edinburgh – Motion by Councillor Whyte

In response to a motion by Councillor Whyte, an update was provided on the delivery of the Communal Bin Review (CBR), including providing options for further actions to move locations where local elected members engaging with the community could identify an alternative location that met service needs.

Motion

- 1) To note the operational changes being made by officers within the existing approved budget in order to deliver improvements in the performance of the cleansing service.
- 2) To note the areas of improvement which officers felt were required in order to deliver a high performing street cleansing service, and the associated funding which would be required to deliver these improvements.
- 3) To note that there was insufficient budget to deliver these improvements at present and that any investment would need to be considered as part of the Council's budget setting process.

- 4) To approve the design and rollout of a communications campaign to educate residents on their legal responsibilities in managing their waste.
- 5) To approve the use of Street Litter Control Notices as an enforcement tool to ensure that businesses took more responsibility for the cleanliness of their local streets where they were contributing, or likely to contribute, to the litter which was being generated.
- 6) Welcomes the report as it both recognises there is a problem with street cleansing in Edinburgh, and proposes investment in staff, systems and hardware to address the issue.
- 7) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore asks that Officers engage with Keep Scotland Beautiful to understand what lessons can be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. A update on this should be provided as part of the next street cleansing report.

Cup Movement: <https://www.keepsotlandbeautiful.org/cup-movement/>

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 1

- 1) To note the operational changes being made by officers within the existing approved budget in order to deliver improvements in the performance of the cleansing service.
- 2) To note the areas of improvement which officers felt were required in order to deliver a high performing street cleansing service, and the associated funding which would be required to deliver these improvements.
- 3) To note that there was insufficient budget to deliver these improvements at present and that any investment would need to be considered as part of the Council’s budget setting process.
- 4) To approve the design and rollout of a communications campaign to educate residents on their legal responsibilities in managing their waste.
- 5) To approve the use of Street Litter Control Notices as an enforcement tool to ensure that businesses took more responsibility for the cleanliness of their local streets where they were contributing, or likely to contribute, to the litter which was being generated.
- 6) Agrees that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2 of the report by the Executive Director of Place.
- 7) Recognises the potential added benefits of increasing the numbers of public litter bins and therefore seeks a follow up briefing note on the costs associated with

such improvements so this can also be considered as part of the 2023/24 budget process.

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

Amendment 2

- 1) To note the operational changes being made by officers within the existing approved budget in order to deliver improvements in the performance of the cleansing service.
- 2) To note the areas of improvement which officers felt were required in order to deliver a high performing street cleansing service, and the associated funding which would be required to deliver these improvements.
- 3) To note that there was insufficient budget to deliver these improvements at present and that any investment would need to be considered as part of the Council's budget setting process.
- 4) Notes that waste reduction would reduce the pressures on the cleansing service and improve the cleanliness of our environment.
- 5) Requests a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops.
- 4) To approve the design and rollout of a communications campaign to educate residents on their legal responsibilities in managing their waste including information about how to reduce waste, in line with the zero waste hierarchy.
- 5) To approve the use of Street Litter Control Notices as an enforcement tool to ensure that businesses took more responsibility for the cleanliness of their local streets where they were contributing, or likely to contribute, to the litter which was being generated.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 3

- 1) To note the operational changes being made by officers within the existing approved budget in order to deliver improvements in the performance of the cleansing service.
- 2) To note the areas of improvement which officers felt were required in order to deliver a high performing street cleansing service, and the associated funding which would be required to deliver these improvements.
- 3) To note that there was insufficient budget to deliver these improvements at present and that any investment would need to be considered as part of the Council's budget setting process.
- 4) Approve the design and rollout of a communications and behaviour change campaign, based on nudge theory or other proven methods, to educate residents on their legal responsibilities in managing their waste, litter and

dumping/fly-tipping; (an example is the “Reducing littering in the New Forest – a behavioural insights project” as highlighted by the LGA).

- 5) To approve the use of Street Litter Control Notices as an enforcement tool to ensure that businesses took more responsibility for the cleanliness of their local streets where they were contributing, or likely to contribute, to the litter which was being generated.
- 6) Includes in the report on possible improvement through additional resource for budget consideration (noted at 1.1.3) the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks.
- 7) That the Council consider forming a network of cleanliness champions from those who regularly report cleanliness issues, volunteers who litter pick and engage their communities, and other interested citizens to assist in identifying hotspot areas and solutions to improve cleanliness.

- moved by Councillor Whyte, seconded by Councillor Cowdy.

In accordance with Standing Order 22(12), Amendments 1 and 2 were accepted as addendums to the motion and Amendment 3 accepted as an amendment to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the operational changes being made by officers within the existing approved budget in order to deliver improvements in the performance of the cleansing service.
- 2) To note the areas of improvement which officers felt were required in order to deliver a high performing street cleansing service, and the associated funding which would be required to deliver these improvements.
- 3) To note that there was insufficient budget to deliver these improvements at present and that any investment would need to be considered as part of the Council's budget setting process.
- 4) To note that waste reduction would reduce the pressures on the cleansing service and improve the cleanliness of the environment.
- 5) To request a report from officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops.
- 6) To approve the design and rollout of a communications and behaviour change campaign, based on nudge theory or other proven methods, to educate residents on their legal responsibilities in managing their waste, litter and dumping/fly-tipping, including information about how to reduce waste, in line with

the zero waste hierarchy; (an example is the “Reducing littering in the New Forest – a behavioural insights project” as highlighted by the LGA).

- 7) To approve the use of Street Litter Control Notices as an enforcement tool to ensure that businesses took more responsibility for the cleanliness of their local streets where they were contributing, or likely to contribute, to the litter which was being generated.
- 8) To welcome the report by the Executive Director of Place as it both recognised there was a problem with street cleansing in Edinburgh, and proposed investment in staff, systems and hardware to address the issue.
- 9) To recognise that a significant amount of the litter generated in the City Centre and the Town Centres related to single-use coffee cups. Therefore to ask that Officers engage with Keep Scotland Beautiful to understand what lessons could be learnt from their “Cup Movement” campaign which was run in partnership with Glasgow City Council. A update on this should be provided as part of the next street cleansing report.

Cup Movement: <https://www.keepsotlandbeautiful.org/cup-movement/>

- 10) To agree that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2 of the report by the Executive Director of Place.
- 11) To recognise the potential added benefits of increasing the numbers of public litter bins and therefore seek a follow up briefing note on the costs associated with such improvements so this could also be considered as part of the 2023/24 budget process.
- 12) To include in the report on possible improvement through additional resource for budget consideration (noted at decision 3) the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses were not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction of littering, dumping and inappropriate barbecue use in parks.
- 13) To consider forming a network of cleanliness champions from those who regularly reported cleanliness issues, volunteers who litter pick and engage their communities, and other interested citizens to assist in identifying hotspot areas and solutions to improve cleanliness.

(References – Act of Council No 19 of 30 June 2022; report by the Executive Director of Place, submitted.)

11. Concessionary Travel on Edinburgh Trams for Young People (Under 22)

An update was provided on the Scottish Government's Young Persons (under 22s) free bus travel scheme and the impact of this on Edinburgh Trams. Agreement was sought to introduce a scheme of further concessionary fares on Edinburgh Trams until the Scottish Government's Fair Fares Review was complete, due to the financial impact that this would have on the Council.

Motion

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.
- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.
- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up until the end of the 2022/23 financial year, and thereafter this should be a matter for the 2023/24 budget setting process.
- 6) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.
- 7) To agree that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.
- 8) To agree with the principle that the Scottish Government should support tram travel for young people in Edinburgh on the same basis as bus travel, particularly as the former is zero-emission.
- 9) To agree with Edinburgh Bus Users Group that "The trams should be included fully in the national concessionary travel scheme. It would give pass-holders from across Scotland, not just Edinburgh, free travel on the trams, just as on buses – a proper national scheme, nationally funded."
- 10) To ask that the Transport and Environment Committee Convener writes to the Scottish Government asking that U22 tram travel in Edinburgh is funded as part of the "Young Persons' Free Bus Travel Scheme.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 1

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.

- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.
- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To note the enormous long-term benefits of providing free bus travel for young people aged under 22 and asks the Transport and Environment Convener to write to the Scottish Government Transport Minister urging her to consider expanding the funding settlement which provides that free bus travel to include free tram travel for young people aged under 22, given the increasingly interconnected nature of these modes of public transport in Edinburgh.
- 6) To agree to continue with the scheme for free travel on Edinburgh Trams for young people aged under 22, noting that the Scottish Government's Fair Fares review will not conclude until 2023 and that this review could recommend extending funding to light rail public transport modes for young people aged under 22'
- 7) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.
- 8) To agree that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.
- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.
- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To note that any decision around continuing free travel on Edinburgh Trams for those under 22 beyond 31 March will be a matter for the 2023/24 budget process.
- 6) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.

- 7) To agree that the costs of providing free U22 travel for Edinburgh Trams should ultimately be met by the Scottish Government and therefore agrees that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.

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

Amendment 3

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.
- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.
- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To agree to consider the continuation of the scheme for free travel on Edinburgh Trams for young people under 22 beyond 31 March 2023 as part of the Council's budget setting process.
- 6) To ask officers to provide all political groups with information detailing the costs of the scheme and how it could potentially be funded by the 2023/24 council budget, without any gap in concessionary service provision to young people.
- 7) To request the convener to start engagement with the Scottish Government on expanding the U22 Free Bus Travel scheme to light rail
- 8) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.
- 9) To agree that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 4

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.
- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.

- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To agree not to continue with the scheme for free travel on Edinburgh Trams for young people under 22 beyond 31 March 2023.
- 6) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.
- 7) To agree that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.
- 8) To agree that should the work of the Fair Fares Review not bring forward Scottish Government funding for concessionary travel on trams for Older People, that the current scheme be put forward as a potential saving in the budget process in order that councillors can consider the relative priority of this concession, given the financial situation facing the Council with approximately £70m of revenue savings required in 2023/24.

- moved by Councillor Whyte, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendments 1 and 4 (as adjusted) and all of 2 and 3, were accepted as addendums to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the national arrangements for free bus travel for older and disabled people and for young people under 22.
- 2) To note the arrangements currently in place for free travel on Edinburgh Trams for older, disabled and young people with a National Entitlement Card.
- 3) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up to 31 March 2023 from funding held within reserves.
- 4) To refer the report by the Executive Director of Place to the Council to agree the use of reserves to meet the costs incurred by Edinburgh Trams up to 31 March 2023.
- 5) To note the proposal to meet the costs incurred by Edinburgh Trams for the scheme up until the end of the 2022/23 financial year, and thereafter this should be a matter for the 2023/24 budget setting process.
- 6) To note the enormous long-term benefits of providing free bus travel for young people aged under 22 and ask the Transport and Environment Convener to write to the Scottish Government Transport Minister urging her to consider expanding the funding settlement which provides that free bus travel to include free tram travel for young people aged under 22, given the increasingly interconnected nature of these modes of public transport in Edinburgh.

- 7) To note that any decision around continuing free travel on Edinburgh Trams for those under 22 beyond 31 March would be a matter for the 2023/24 budget process.
- 8) To agree to consider the continuation of the scheme for free travel on Edinburgh Trams for young people under 22 beyond 31 March 2023 as part of the Council's budget setting process.
- 9) To ask officers to provide all political groups with information detailing the costs of the scheme and how it could potentially be funded by the 2023/24 council budget, without any gap in concessionary service provision to young people.
- 10) To request the Convener to start engagement with the Scottish Government on expanding the U22 Free Bus Travel scheme to light rail.
- 11) To note the Scottish Government intended to carry out a Fair Fares Review in 2022/23.
- 12) To agree that the costs of providing free U22 travel for Edinburgh Trams should ultimately be met by the Scottish Government and therefore agree that Council officers should continue to discuss concessionary fares on tram with Transport Scotland, highlighting the policy benefits of integrated ticketing and routing across multi-modes of transport and to respond to the Fair Fares Review on the same basis at the appropriate time.
- 13) To agree with the principle that the Scottish Government should support tram travel for young people in Edinburgh on the same basis as bus travel, particularly as the former is zero-emission.
- 14) To agree with Edinburgh Bus Users Group that "The trams should be included fully in the national concessionary travel scheme. It would give pass-holders from across Scotland, not just Edinburgh, free travel on the trams, just as on buses – a proper national scheme, nationally funded."
- 15) To ask that the Transport and Environment Committee Convener write to the Scottish Government asking that U22 tram travel in Edinburgh be funded as part of the "Young Persons' Free Bus Travel Scheme.
- 16) To agree that should the work of the Fair Fares Review not bring forward Scottish Government funding for concessionary travel on trams for Older People, that the current scheme be put forward as a potential saving in the budget process in order that councillors can consider the relative priority of this concession, given the financial situation facing the Council with approximately £70m of revenue savings required in 2023/24.

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

12. Asset Transfer – Ex-City Development Assets

It had been identified that there were a number of locations throughout Edinburgh that had assets on the "City Development" account within the asset register but as there was currently no service responsible for the City Development account, the road assets that remained on this account were not being inspected or maintained.

Details were provided on the assets that were assigned to the City Development account and the responsibility for the maintenance of these assets to a specific service area.

Motion

To note the transfer of Ex-City Development Assets, as detailed in the report by the Executive Director of Place and shown in Appendix 1 to the report to ensure they were included in maintenance procedures.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment

- 1) To note the transfer of Ex-City Development Assets, as detailed in the report by the Executive Director of Place and shown in Appendix 1 to the report to ensure they were included in maintenance procedures.
- 2) To request an update on the adoption or transfer of assets in six cycles.

- moved by Councillor Bandel, seconded by Councillor Miller

In accordance with Standing Order 22(12), the amendment was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the transfer of Ex-City Development Assets, as detailed in the report by the Executive Director of Place and shown in Appendix 1 to the report to ensure they were included in maintenance procedures.
- 2) To request an update on the adoption or transfer of assets in three cycles.

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

13. Risk Based Approach to Road Asset Safety Inspections - Update

An update was provided on the Council's Road Safety Inspection Policy, as detailed in Appendix 1 to the report by the Executive Director of Place, to continue to fulfil the requirements of the Well-Managed Highway Infrastructure Code of Practice in implementing a risk-based approach. The hierarchy for carriageways and footways, on which inspection frequencies were determined, had also been updated and were shown in Appendices 2 and 3 to the report.

Decision

To approve the following adjusted motion by Councillor McFarlane:

- 1) To note the updated Risk Based Approach to Safety Inspections as shown in Appendix 1 to the report by the Executive Director of Place.
- 2) To note the updated carriageway and footway hierarchy, as shown in Appendices 2 and 3 to the report.
- 3) To request a briefing within 3 cycles on how to tighten up the operational guidance.

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

14. Revenue Monitoring Update – 2021/22 Provisional Out-turn and 2022/23 Month Three Position

Details were provided on the provisional out-turn for the 2021/22 financial year and the 2021/22 projected month three revenue monitoring position for Place Directorate services based on the unaudited annual accounts for 2021/22 in respect of the provisional out-turn and for the month three forecast, an analysis of actual expenditure and income to the end of June 2022 with expenditure and income projections for the remainder of the 2022/23 financial year.

Decision

- 1) To note that the Place provisional revenue out-turn for 2021/22 was a £1.561m underspend when COVID-19 costs are excluded. Services within the remit of the Committee delivered provisional underspends in 2021/22 of £2.452m.
- 2) To note that the financial effects of the COVID-19 pandemic continued to be significant in 2021/22 with a net cost to the Place Directorate of £12.161m.
- 3) To note that the Place revenue budget position for the 2022/23 financial year was a projected £3.6m overspend (excluding COVID-19 impact). Services within the remit of the Committee are forecasting an overspend of £2.542m.
- 4) To note that the General Fund COVID-19 costs of c. £8.1m were forecast for the Place Directorate at month three with circa £6.85m relating to services within the remit of the Committee. At this stage the approved level of budget provision for COVID-19 financial effects was assessed to be sufficient.
- 5) To note that the Executive Director of Place was taking measures to address budget pressures. Progress would be reported to Committee at agreed frequencies.

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

15. Motion by Councillor Arthur – Burnside Bridge

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

“Committee:

- 1) Notes that Stenhouse Mill Lane Footbridge (“Burnside Bridge”) provides access to a right of way which is crucial for pedestrians moving between the communities of Longstone and Stenhouse.
- 2) Notes that access to this right of way has been blocked since July 1st, 2019, after flooding caused damage to adjacent buildings, and possibly the bridge.
- 3) Notes that while the site has now been secured, the bridge remains closed after concerns were raised regarding its structural integrity.
- 4) Requests that Officers report via business bulletin to the Transport and Environment Committee within two cycles confirming the ownership of the bridge and what avenues are available to reopen this important pedestrian route.”

Motion

To approve the motion by Councillor Arthur.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment

To delete point 4 in the motion by Councillor Arthur and replace with:

- “4) Requests that Structures and Flood Prevention investigate conducting a safety inspection of the bridge within one cycle, with a view to reopening the bridge, if safe to do so, while investigations into ownership of the bridge continue.
- 5) Requests that officers bring a report to this committee within two cycles, outlining the options for maintenance of this right of way in the long term.”

- moved by Councillor Aston, seconded by Councillor Work

In accordance with Standing Order 22(12), paragraph 4 of the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note that Stenhouse Mill Lane Footbridge (“Burnside Bridge”) provided access to a right of way which was crucial for pedestrians moving between the communities of Longstone and Stenhouse.
- 2) To note that access to this right of way had been blocked since July 1st, 2019, after flooding caused damage to adjacent buildings, and possibly the bridge.
- 3) To note that while the site had now been secured, the bridge remained closed after concerns were raised regarding its structural integrity.
- 4) To request that Officers report via business bulletin to the Transport and Environment Committee within two cycles confirming the ownership of the bridge and what avenues were available to reopen this important pedestrian route.
- 5) To request that Structures and Flood Prevention investigate conducting a safety inspection of the bridge within one cycle, with a view to reopening the bridge, if safe to do so, while investigations into ownership of the bridge continued.

16. Motion by Councillor Aston – McGill’s Takeover of First East Coast’s 20, 63 and 68 Services

The following motion by Councillor Aston was submitted in terms of Standing Order 17 and verbally altered in terms of Standing Order 22.5:

“Committee:

- 1) Notes that McGill’s has taken over First East Scotland’s bus operations and that these include the vital subsidised services 20, 63 and 68.
- 2) Recognises that officers have been working to save these routes, which provide links to chronically underserved communities in the West and South West of the

city in recent weeks and succeeded in ensuring that the previous operator continued these services, albeit in a reduced form.

- 3) Notes that a new operator, with potentially different priorities, could have medium- and long-term implications for the operation of these services.
- 4) Requests a briefing note to all elected members within three cycles detailing discussions between officers and the new operator and outlining what assurances have been given by McGill's as to the continuation of the 20, 63 and 68 in the longer term and also on McGill's plans to improve the sustainability and decarbonisation of their fleet."

- moved by Councillor Aston, seconded by Councillor McFarlane

Decision

To approve the motion by Councillor Aston.

17. Motion by Councillor Aston – Electric Scooters

"Committee:

- 1) Notes that electric scooters are illegal to use except on private land and yet that they are being widely used on our roads, pavements and cyclepaths.
- 2) Notes that there is a regulatory lacuna in respect of electric scooters, whereby these devices are legal to buy and are widely and relatively inexpensively available in the city.
- 3) Notes that this has helped to create a situation where young children are often seen riding electric scooters.
- 4) Further notes that this has contributed to the widespread use of electric scooters on pavements, which is antisocial and dangerous, particularly for disabled and visually impaired pedestrians.
- 5) Recognises that electric scooter rental schemes in operation in other European cities often result in hazardous and unsightly street clutter as scooters are left in piles when not being used.
- 6) Notes that the House of Commons Transport Select Committee supported legalisation of electric scooters in its October 2020 report E-scooters: pavement nuisance or transport innovation and that the UK Government has been trialling e-scooter rentals in 31 places across England.
- 7) Recognises that, despite misgivings of elected members and Edinburgh residents, electric scooters may be legalised and that our city may have to be prepared in responding to this outcome.
- 8) Requests a report in three cycles on officers' engagement so far with UK Department for Transport officials on the potential for legalisation or regulatory change in respect of electric scooters and what steps are being taken to prepare our city for this eventuality."

Motion

To approve the motion by Councillor Aston

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 1

1) To replace paragraph 8 in the motion by Councillor Aston with:

“Requests that Officers contact Transport Scotland and the DfT policy team asking for an update on the potential for legalisation or regulatory change which the Council may have to prepare for, and provide a timeline for doing so. This should be reported in the January 2023 business bulletin.”

2) To add to the motion by Councillor Aston:

9) Notes that whilst the use of “powered transporters” and decisions around their introduction and associated legislative changes are primarily a matter for the UK Government, additional legislation and associated guidance would be required in Scotland to allow trials to take place. The Scottish Government has suggested (see [here](#)) that the timescale for this explains why they did not participate in the UK trial.

10) Notes, however, that Glasgow City Council has encouraged “the Scottish Government to change legislation to enable the use of e-scooters on the road network in Scotland, subject to positive results from trials.” E-scooters remain a key part of Glasgow’s transport strategy.

11) Notes with concern the views the Guide Dogs for the Blind Association - “Guide Dogs research shows that nearly 75% of people with sight loss who have encountered an e-scooter have had a negative experience. Visually impaired people are already being forced to change their behaviour because of e-scooters, with some changing their regular routes and others not leaving home alone.”

12) Agrees that the many coherent concerns raised by disability groups regarding e-scooters should be addressed by the UK Government as part of their trial.

13) Notes that whilst many of the issues currently associated with e-scooters in Edinburgh would be resolved with better enforcement, many problems would remain after any legalisation due to the lack of adequate segregated cycle infrastructure key parts of our capital.

14) Agrees that the UK Government and Scottish Government should work collaboratively to consider the results of the trials underway in the UK, and therefore welcomes Transport Scotland’s engagement with the DfT policy team responsible for the e-scooter trial.”

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 2

In paragraph 3 of the motion by Councillor Aston, to delete “young children” and replace with “people” and add at the end “in public spaces”.

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

Amendment 3

To insert a new clause 5 in the motion by Councillor Aston and renumber accordingly:

“5) Notes that, under the conditions of a robust regulatory framework and a reallocation of road-space that allows their use without coming into conflict with pedestrians, e-scooters have the potential to play a role in the shift to low-carbon transport and improvement of air quality.”

- moved by Councillor Bandel, seconded by Councillor Miller

In terms of Standing Order 22(12), Amendments 1, 2 and 3 were accepted as amendments to the motion.

Decision

To approve the following adjusted motion by Councillor Aston:

- 1) To note electric scooters were illegal to use except on private land and yet that they were being widely used on the roads, pavements and cyclepaths.
- 2) To note that there was a regulatory lacuna in respect of electric scooters, whereby these devices were legal to buy and are widely and relatively inexpensively available in the city.
- 3) To note that this had helped to create a situation where people were often seen riding electric scooters in public spaces.
- 4) To further note that this had contributed to the widespread use of electric scooters on pavements, which was antisocial and dangerous, particularly for disabled and visually impaired pedestrians.
- 5) To note that, under the conditions of a robust regulatory framework and a reallocation of road-space that allowed their use without coming into conflict with pedestrians, e-scooters had the potential to play a role in the shift to low-carbon transport and improvement of air quality.
- 6) To recognise that electric scooter rental schemes in operation in other European cities often resulted in hazardous and unsightly street clutter as scooters were left in piles when not being used.
- 7) To note that the House of Commons Transport Select Committee supported legalisation of electric scooters in its October 2020 report E-scooters: pavement nuisance or transport innovation and that the UK Government had been trialling e-scooter rentals in 31 places across England.
- 8) To recognise that, despite misgivings of elected members and Edinburgh residents, electric scooters may be legalised and that the city may have to be prepared in responding to this outcome.

- 9) To request that Officers contact Transport Scotland and the DfT policy team asking for an update on the potential for legalisation or regulatory change which the Council might have to prepare for, and provide a timeline for doing so. This should be reported in the January 2023 business bulletin.
- 10) To note that whilst the use of “powered transporters” and decisions around their introduction and associated legislative changes were primarily a matter for the UK Government, additional legislation and associated guidance would be required in Scotland to allow trials to take place. The Scottish Government had suggested (see [here](#)) that the timescale for this explained why they did not participate in the UK trial.
- 11) To note, however, that Glasgow City Council had encouraged “the Scottish Government to change legislation to enable the use of e-scooters on the road network in Scotland, subject to positive results from trials.” E-scooters remained a key part of Glasgow’s transport strategy.
- 12) To note with concern the views the Guide Dogs for the Blind Association - “Guide Dogs research shows that nearly 75% of people with sight loss who had encountered an e-scooter had had a negative experience. Visually impaired people were already being forced to change their behaviour because of e-scooters, with some changing their regular routes and others not leaving home alone.”
- 13) To agree that the many coherent concerns raised by disability groups regarding e-scooters should be addressed by the UK Government as part of their trial.
- 14) To note that whilst many of the issues currently associated with e-scooters in Edinburgh would be resolved with better enforcement, many problems would remain after any legalisation due to the lack of adequate segregated cycle infrastructure key parts of our capital.
- 15) To agree the UK Government and Scottish Government should work collaboratively to consider the results of the trials underway in the UK, and therefore welcome Transport Scotland’s engagement with the DfT policy team responsible for the e-scooter trial.