

Transport and Environment Committee

10am, Thursday 3 November 2022

Present

Councillors Arthur (Convener), Aston, Bandel, Burgess (substitute for Councillor Miller Item 1), Cowdy, Dijkstra-Downie, Lang, Macinnes (substituting for Councillor Work – Items 10-12), McKenzie (substituting for Councillor Graham), Macinnes, Miller, Munro and Work.

Also present: Councillor Faccenda (item 6), Councillor Macinnes (item 9).

1. Motion by Councillor Burgess - Sciennes Primary Playground on Sciennes Road

a) Deputation – Sciennes Primary School Parent Council

A written deputation was presented on behalf of Sciennes Primary School Parent Council.

The deputation welcomed the decision to move ahead with the process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles and requested that Council officers engage with the Sciennes Parent Council during that process 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 had been closed for a year.

The deputation indicated that as this was likely to continue for the foreseeable future, that officers follow up on the various undertakings they made last year which was:

“that, while a permanent closure is investigated, all practical measures should be taken to make the current temporary, partial closure safe and secure for children, including signage and road painting, and that closing the road to pedestrians and cyclists during school times should be explored.”

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

- 1) To note the actions taken in response to the Motion and, in particular, that the statutory process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles has commenced.
- 2) To note the independent legal advice commissioned by the Council, which concluded that any attempt to prohibit the use of this section of Sciennes Road to cyclists and pedestrians under current Roads or Planning legislation would carry a significant risk of legal challenge.
- 3) To note that there is no current national or local funding available to deliver an expansion of the playground at Sciennes Primary School. However, a survey will be carried out over the next year, so that a list of similar issues across the school estate can be identified and prioritised should funding become available in the future.
- 4) To note that this report concludes the action taken in response to the motion of 27 January 2022.
- 5) To note that a Business Bulletin update will be prepared for Education, Children and Families Committee to provide a link to this report.
- 6) To ask that the survey noted in 3) is reported to an appropriate Committee before August 2023.
- 7) To ask 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.
- 8) To agree 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.
- 9) To agree that a timetable for the completion of the Traffic Regulation Order process should be shared with Ward Councillors and the Parent Council.
- 10) To recognise 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 Arthur, seconded by Councillor Jenkinson

Amendment

- 1) To note the actions taken in response to the Motion and, in particular, that the statutory process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles has commenced.
- 2) To note the independent legal advice commissioned by the Council, which concluded that any attempt to prohibit the use of this section of Sciennes Road to cyclists and pedestrians under current Roads or Planning legislation would carry a significant risk of legal challenge.
- 3) To note that there is no current national or local funding available to deliver an expansion of the playground at Sciennes Primary School. However, a survey will be carried out over the next year, so that a list of similar issues across the school estate can be identified and prioritised should funding become available in the future.
- 4) To note that this report concludes the action taken in response to the motion of 27 January 2022.
- 5) To note that a Business Bulletin update will be prepared for Education, Children and Families Committee to provide a link to this report.
- 6) To note 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.
- 7) To request 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.
- 8) To request 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.
- 9) To recognise 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.
- 10) To request 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.

- 11) To recognise 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 and Families Committee for their consideration.
- 12) To request 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 Councillor Burgess 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 actions taken in response to the Motion and, in particular, that the statutory process to promote a Traffic Regulation Order to close the section of Sciennes Road outside Sciennes Primary School permanently to motor vehicles had commenced.
- 2) To note the independent legal advice commissioned by the Council, which concluded that any attempt to prohibit the use of this section of Sciennes Road to cyclists and pedestrians under current Roads or Planning legislation would carry a significant risk of legal challenge.
- 3) To note that there was no current national or local funding available to deliver an expansion of the playground at Sciennes Primary School. However, a survey would be carried out over the next year, so that a list of similar issues across the school estate could be identified and prioritised should funding become available in the future.
- 4) To note that this report concluded the action taken in response to the motion of 27 January 2022.
- 5) To note that a Business Bulletin update would be prepared for Education, Children and Families Committee to provide a link to this report.
- 6) To ask that the survey noted in 3) was reported to an appropriate Committee before August 2023.
- 7) To ask that while a permanent closure was investigated, Officers should work with the Sciennes Parent Council to ensure all practical measures were 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 was any new legal advice about this brought forward by the school parent council or others. To ask that Officers report back to the Committee on progress regarding these issue by March 2023.

- 8) To agree that Council Officers engage with the Sciennes Parent Council to share information and input into what that closure meant to the surrounding streets, parking, signage etc based on their daily experience given the Road had been closed for a year.
- 9) To agree that a timetable for the completion of the Traffic Regulation Order process should be shared with Ward Councillors and the Parent Council.
- 10) To recognise that, based on Sciennes Parent Council representations, the part-time School Streets restrictions, which prohibited access for most motor vehicles at the start and end of the school day, on the adjoining sections of Sciennes Road had not been operating without incident and ask that officers consider and implement measures to improve its operation and enforcement.
- 11) To note that the Sciennes School Parent Council and all four ward councillors welcomed 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 requested that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023.
- 12) To request that the current measures that were keeping this area of road safe for children and families while accessing the school be continued until the permanent closure was in place.
- 13) To request 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 the report by the Executive Director of Place, including signage and road painting, were completed and also to discuss potential physical measures to ensure children were safe from motor vehicles once the closure was made permanent.
- 14) To recognise that the current part-time School Streets restrictions, that prohibited access for most motor vehicles at the start and end of the school day on the adjoining sections of Sciennes Road, had not been operating without incident and therefore request that officers consider and implement further measures to improve its operation.
- 15) To request 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.
- 16) To recognise that playground space at Sciennes continued to be severely limited to the extent that children had 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 request that the proposed 'suitability survey' is carried out as a matter of urgency and that the report is referred to the Education, Children and Families Committee for their consideration.

- 17) To request that ward councillors and the School Parent council be kept informed of progress on the above actions 12) -16) and that regular updates about progress be provided in the committee Business Bulletin with a summary report in June 2023.

(References – Transport and Environment Committee, 27 January 2022 (item 16); report by the Executive Director of Place, submitted.)

2. George Street and First New Town - RIBA Stage 3 Design and Operational Plan update

a) Deputation – Edinburgh Access Panel

A written deputation was presented on behalf of the Edinburgh Access Panel.

The deputation indicated that they were generally in support of the proposals to improve George Street and to reduce the impact of traffic although they felt that some issues had not so far been addressed which the Panel had raised.

The deputation had concerns around the limited access time for taxis in George Street, access for disabled people who were not blue badge holders, the taxi-card scheme and equalities legislation and felt strongly that black taxi cabs should not be banned from access to George Street any anytime.

b) Deputation – Essential Edinburgh

A written deputation was presented on behalf of Essential Edinburgh.

The deputation indicated that they were very supportive in principle of the redesign of George Street but felt that the new design and importantly the operational procedures had to work for all the businesses on the street and to ensure that these businesses could be serviced properly and customers easily access the various different premises, whether these be office based businesses, retailers or hospitality providers.

The deputation detailed their 3 main issues which were Operational Plan, Timing and Phasing and Business Compensation. They urged the Committee continue with further dialogue before the operational plan was ready to be signed off by the businesses and the Council to avoid objections down the line and felt that the best way to do this was to address outstanding concerns before a final operational plan was presented.

c) Deputation - Seven Sevens Cars Ltd, Capital Cars and Edinburgh City Private Hire Ltd

The deputation indicated that they had no objection to the overall principals of the George Street plan as it appeared that access would be available for Private Hire Vehicles to pick up and drop off customers in the given area in the same

way as a black cab would. They did however raise concerns at the terminology used in the report in particular when taxis were referred to as “Licenced” vehicles and Private Hire Cars were not.

The deputation stressed that the word “Licensed” was of importance as otherwise there was a perception that using a Taxi was safer than a Private Hire Car and asked that the wording be rectified.

d) Deputation – George Street Association

The deputation acknowledged the excellent engagement with Council officials and were keen to continue this as the project moved into the next stage.

They did however outline three main concerns:

- The need for a realistic timetable for completion of the planning of the project;
- The severe disruption during construction phase which would have an adverse effect on businesses and organisations in George Street; and
- How the project would be financed and the risk of a funding gap developing due to the protracted nature of the project.

e) Deputation – Kimpton Charlotte Square

The deputation had found the proposals for work in George Street very positive with a focus on sustainability and on improvements to the environment and appreciated the opportunity to speak with officers from the Council on regard to the plans. They raised concerns about the lack of an operational plan as they were unable to define what the arrival process for their customers would look like as they indicated that accessibility was crucial and would have a material impact on their business.

The deputation indicated that they would like to continue to engage in the process and urged the Committee to re-examine how they proceeded to the next stage of the plan.

f) Deputation – St Andrew’s and St George’s West Church

The deputation indicated that the only access to their premises was from George Street and that the property was used not only by the Church members themselves but also as a venue for concerts, community groups and many fund-raising organisations. They stressed that most of those attending the church came on foot or by bus but that there were still a number that required to travel by car due to mobility issues and that other users of the premises needed vehicular access for dropping off or collecting various goods or equipment.

The deputation were concerned that everyone would be adversely affected due to access issues and to remain viable, vehicle access on George Street would be vital. They also indicated that they looked forward to working with officials as the plan progressed.

g) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation welcomed the principle of a George Street free of all motor traffic other than truly essential vehicles (including blue badge) and indicated that they had been consulted throughout the development of this project and, in particular, the opportunity to have held bilateral discussions with the Project Team and Edinburgh Council Project Managers. The deputation were concerned that assurances they had been given that there would be very tight controls over what counted as essential traffic, at what times of day, and an effective system of enforcement would now be significantly diluted.

The deputation asked the Committee to note their views and ensure that the final Operational Plan met the assurances given when the physical layout proposals were changed.

h) Ward Councillor Mowat

In accordance with Standing Order 33.1, the Convener agreed to a written submission from Ward Councillor Mowat in relation to the George Street and First New Town - RIBA Stage 3 Design and Operational Plan update – Report by the Executive Director of Place.

Councillor Mowat noted that given her membership of the Development Management Sub Committee, she restricted comments to the background to the proposals in front of Committee and the operational matters.

i) Report by the Executive Director of Place

Details were provided on the George Street and the First New Town (GNT) public realm project that formed a key component of the Edinburgh City Centre Transformation (ECCT) strategy and delivery plan. It sought to deliver an exceptional street environment that was welcoming and accessible for all users and final design and operational plans for GNT followed several years of development, consultation and engagement to refine design objectives with residents, businesses and stakeholders (including the local Community Council and heritage, business, walking, cycling and accessibility groups).

The core elements of the proposed final developed design were presented alongside a set of principles for the future operation of the First New Town streets which reflected alignment to strategic priorities (including the City Mobility Plan (CMP)) and formed an integral relationship with other key city centre active travel projects including Meadows to George Street (MGS) and the City Centre West to East Link (CCWEL).

Motion

- 1) To approve a set of final Royal Institute of British Architects (RIBA) Stage 3 fundamental design and reporting elements (Appendix 1) and agree to progress the project to RIBA Stage 4 – Technical Design.
- 2) To note the updated principles of the proposed Operational Plan (Appendix 2), which are key to preparing the statutory road orders required to construct final project.

- 3) To note that a procurement exercise has been undertaken to secure multidisciplinary consultancy support to progress the next stage (RIBA Stage 4 – Technical Design), subject to approval of recommendation 1.1.1 and Sustrans assessment of the Stage 3 deliverables.
- 4) To note that the total project costs are now estimated to have increased from £32m to £36m, as a direct result of current inflationary and market conditions within the construction industry.
- 5) To welcome progress to date, and note that the collaborative approach has been key to this success.
- 6) To note the operational plan is to be further developed and agrees that this will be undertaken in partnership with the George Street community.
- 7) To note that the design continues to evolve and agrees that a briefing should be prepared for TEC members detailing:
 - a) How the landscape plan for George Street integrates with wider plans to enhance biodiversity and climate resilience in central Edinburgh.
 - b) 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.
- 8) To agree 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 Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To approve a set of final Royal Institute of British Architects (RIBA) Stage 3 fundamental design and reporting elements (Appendix 1) and agree to progress the project to RIBA Stage 4 – Technical Design.
- 2) To note the updated principles of the proposed Operational Plan (Appendix 2), which are key to preparing the statutory road orders required to construct final project.
- 3) To note that a procurement exercise has been undertaken to secure multidisciplinary consultancy support to progress the next stage (RIBA Stage 4 – Technical Design), subject to approval of recommendation 1.1.1 and Sustrans assessment of the Stage 3 deliverables.
- 4) To note that the total project costs are now estimated to have increased from £32m to £36m, as a direct result of current inflationary and market conditions within the construction industry.
- 5) To note 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.

- 6) To note the challenges presented on George Street by underground services and cellars in the inclusion of street trees.
- 7) To note 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.
- 8) To note 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.
- 9) To agree 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 McFarlane, seconded by Councillor Aston

Amendment 2

- 1) To note a set of final Royal Institute of British Architects (RIBA) Stage 3 fundamental design and reporting elements (Appendix 1 to the report by the Executive Director of Place).
- 2) To note 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.
- 3) To reaffirm Edinburgh's ambition to become a 'Million Tree City' by 2030.
- 4) To recognise 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
- 5) To note 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.

- 6) To agree 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.
- 7) To agree to progress the project to RIBA Stage 4 – Technical Design
- 8) To note the updated principles of the proposed Operational Plan (Appendix 2), which are key to preparing the statutory road orders required to construct final project.
- 9) To note that a procurement exercise has been undertaken to secure multidisciplinary consultancy support to progress the next stage (RIBA Stage 4 – Technical Design), subject to approval of recommendation 1.1.1 and Sustrans assessment of the Stage 3 deliverables.
- 10) To note that the total project costs are now estimated to have increased from £32m to £36m, as a direct result of current inflationary and market conditions within the construction industry.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 3

- 1) To reject 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) To therefore agree 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 Munro, seconded by Councillor Cowdy

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

Voting

The voting was as follows:

For the Motion (as adjusted)	-	9 votes
For Amendment 3	-	2 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Lang, Jenkinson, McFarlane, Miller and Work.

For Amendment 3: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note a set of final Royal Institute of British Architects (RIBA) Stage 3 fundamental design and reporting elements (Appendix 1 to the report by the Executive Director of Place).
- 2) To note 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.
- 3) To reaffirm Edinburgh's ambition to become a 'Million Tree City' by 2030.
- 4) To recognise 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
- 5) To note 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.

- 6) To agree 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.
- 7) To agree to progress the project to RIBA Stage 4 – Technical Design
- 8) To note the updated principles of the proposed Operational Plan (Appendix 2 to the report), which were key to preparing the statutory road orders required to construct final project.
- 9) To note that a procurement exercise had been undertaken to secure multidisciplinary consultancy support to progress the next stage (RIBA Stage 4 – Technical Design), subject to approval of recommendation 1.1.1 and Sustrans assessment of the Stage 3 deliverables.
- 10) To note that the total project costs were now estimated to have increased from £32m to £36m, as a direct result of current inflationary and market conditions within the construction industry.
- 11) To welcome progress to date, and note that the collaborative approach had been key to this success.
- 12) To note the operational plan was to be further developed and agree that this would be undertaken in partnership with the George Street community.
- 13) To note that the design continued to evolve and agree that a briefing should be prepared for TEC members detailing:
 - a) How the landscape plan for George Street integrated with wider plans to enhance biodiversity and climate resilience in central Edinburgh.
 - b) 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.
- 14) To agree 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.
- 15) To note that the inclusion of trees in proposals for George Street had been overwhelmingly supported by the public at every stage of consultation on the project.
- 16) To note the challenges presented on George Street by underground services and cellars in the inclusion of street trees.
- 17) To note that The Cockburn Association stated that the important consideration of trees on George St was 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.
- 18) To note that climate change and increasing temperatures meant that provision of shade and efforts to cool the temperature of the street was integral to achieving

the economic goals of increased footfall and future proofing public enjoyment of George Street.

- 19) To agree 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.

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

3. Picardy Place Island, Public Realm Improvement Project

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation urged the Committee to commit to an investigation into how the needs of people who needed to cycle to the north of the Picardy Place Island could be met. They indicated that currently there was no safe cycling access to the businesses on Union Place or to Union Street and Gayfield Square, and no northbound cycle crossing from York Place until Annandale Street, some 450m away. The deputation asked that cycle crossings be provided from the main island to the NE island and from The Playhouse to the NE island to access the premises and streets at the North and North East, under the present plans, cyclists coming from CCWEL (York Place), Leith Street and Leith Walk/London Road had absolutely no realistic route, let alone a safe route, to reaching those destinations.

The deputation further urged the Committee to commit to an early investigation and action to cater for people who needed to cycle to destinations to the north and north-east of the Picardy Place Island.

b) Report by the Executive Director of Place

Details were provided on the feedback received on proposed public realm enhancements of the Picardy Place Island site and approval sought to proceed with a preferred design.

Decision

- 1) To note the feedback from the internal and external stakeholders as detailed in Appendix 2 to the report by the Executive Director of Place.
- 2) To note that any delays to a decision to proceed with the preferred design would impact on the construction costs and the completion date of the project.
- 3) To grant approval to proceed with the preferred design for the Picardy Place Island site as shown in Appendix 3 to the report, noting that some further changes would be incorporated once street lighting and hostile vehicle mitigation measures were determined. The updated design would be shared with internal and external stakeholders.

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

4. 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)

5. Transport and Environment Committee Rolling Actions Log

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

Decision

1) To agree to close the following actions:

Action 11 – Progress Update on Edinburgh St James' GAM Works

Action 26 – Active Travel Measures – Travelling Safely (Formerly Spaces for People)

Action 28 – Motion by Councillor Neil Ross – Engine Idling

Action 42 – Motion by Councillor Macinnes – Workplace Parking Levy

Action 45 – Business Bulletin – Smarter Choices, Smarter Places

Action 50(2) – Active Travel Measures – Travelling Safely Update

Action 56 – Rolling Actions Log – Action 25 – Cammo Road – Trial Vehicle Prohibition – Road Closure

Action 59 – Response to Motion by Councillor McVey – North Bridge

2) **Action 49.2** – Strategic Review of Parking – Results of Phase 1 Traffic Order - To ask for the response to the letter detailed in this Action to be circulated to members

3) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

6. Business Bulletin

a) Councillor Faccenda – Trams to Newhaven Update

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Councillor Faccenda on the item on the Business Bulletin- Trams to Newhaven Update.

Councillor Faccenda congratulated the tram team for their work on the project which was progressing on schedule and within budget, however she expressed concern that the Council were still underestimating the impact that the ongoing works were having on the residents of Leith. She recognised the importance of well maintained public spaces but stressed that many of the building site areas in the project area were not being maintained as well as they should be.

Councillor Faccenda raised concerns about the steepness of some of the dropped pavements at junctions in the area with mismatching and confusing tactile paving and the problems with reduced or re-routed bus services in the area due to the ongoing works.

Councillor Faccenda urged the Committee to acknowledge the level of disruption and stress to the people of Leith, to thank them for their perseverance and to recognise that the strategic plans for the city should be balanced with the well-being of the citizens in every part of the city.

b) Business Bulletin

The Transport and Environment Committee Business Bulletin for 3 November 2022 was submitted.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin 3 November 2022, submitted.)

7. Bus Partnership Fund – Quick Wins Programme

An update was provided on the implementation of bus priority in response to the Coronavirus (COVID-19) pandemic and approval sought to introduce Experimental Traffic Regulation Orders (ETROs) for the remaining trial schemes.

Decision

- 1) To note the progress made with the Bus Partnership Fund (BPF), including the approval of Experimental Traffic Regulator Orders (ETROs) for five schemes (as outlined in paragraph 4.2 and Table 1 of the report by the Executive Director of Place).
- 2) To approve progressing with ETROs for the schemes detailed in paragraph 4.3 and Table 2 of the report.
- 3) To note the intention to progress with engagement and monitoring and evaluation (as outlined in paragraphs 4.6 – 4.11 and in Appendices 2 and 3 to the report) and that trials would commence immediately.

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

8. Cammo Road – Trial Road Closure Update

An update was provided on the outstanding action to implement a trial road closure on Cammo Road.

Motion

- 1) To agree to delay the proposed trial road closure (vehicle prohibition) of Cammo Road until the completion of the new Maybury Road/Craigs Road signalised junction.
- 2) To note that a road network assessment will be undertaken on completion of the new Maybury Road/Craigs Road signalised junction to identify if there are any

further works which could impact on the implementation of the trial. Committee will be kept updated on the progress of this.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment

- 1) To agree to delay the proposed trial road closure (vehicle prohibition) of Cammo Road until the completion of the new Maybury Road/Craigs Road signalised junction expected in Spring 2023 and agrees to get a further committee report if implementation is likely to be delayed beyond this timeframe.
- 2) To note that a road network assessment will be undertaken on completion of the new Maybury Road/Craigs Road signalised junction to identify if there are any further works which could impact on the implementation of the trial. Committee will be kept updated on the progress of this.

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

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 agree to delay the proposed trial road closure (vehicle prohibition) of Cammo Road until the completion of the new Maybury Road/Craigs Road signalised junction expected in Spring 2023 and agree to get a further committee report if implementation was likely to be delayed beyond this timeframe.
- 2) To note that a road network assessment would be undertaken on completion of the new Maybury Road/Craigs Road signalised junction to identify if there were any further works which could impact on the implementation of the trial. Committee would be kept updated on the progress of this.

(References – Transport and Environment Committee of 17 June 2021 (item 14); report by the Executive Director of Place, submitted)

9. Response to Motion by Councillor Macinnes - Workplace Parking Levy

a) Councillor Macinnes

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Councillor Macinnes as a member with special interest in this item.

Councillor Macinnes indicated that the regulations and guidance provided on the processes of administration of the introduction of a Workplace Parking Levy gave the Council room to decide on the right shape and scale of the scheme for Edinburgh, to suit the city and places of work, to create exemptions where necessary and to develop a workable scheme which delivered the Council's stated objectives of reducing car kilometres by 30%, to relieve congestion, to

support active and public transport options and to reduce current transport inequalities.

Councillor Macinnes stressed that this was a real opportunity to build an effective carefully thought through scheme which would deliver the kind of financial boost to the City's ability to deliver faster and better transport options in the city whilst helping to change the city positively by reducing car kilometres and congestion.

b) Report by the Executive Director of Place

In response to a motion by Councillor Macinnes, an update was provided on the work to date and proposed next steps on an Edinburgh Workplace Parking Levy (WPL) which included an update on the motion request to detail "appropriate options on which workplaces should be considered, what appropriate exemptions might be necessary, how we can encourage employers and workers to shift to sustainable means of travel and how revenues raised can be reserved to directly invest in continued improvements to the transport network."

Motion

- 1) To note that Regulations and Non-Statutory Guidance supporting local authorities in Scotland to implement a Workplace Parking Levy (WPL) have been concluded.
- 2) To note that the WPL is one of a suite of measures and powers that are within the Council's control to support the delivery of objectives in the City Mobility Plan, and the City 2030 Climate Strategy.
- 3) To note that an Edinburgh WPL could raise an additional £12.5 million per year. This revenue could also fund significant borrowing for capital investment in the city up to 10 times that value.
- 4) To note the scope, including who is liable to pay, the boundary area to which it would apply, the value of the charge and what the revenue raised will fund are devolved for local authorities to decide.
- 5) To note there are further stages of work which would need to be undertaken by council officers to enable the Council to make an informed decision on the business case for WPL in Edinburgh.
- 6) To note the concerns of Trade Unions and residents living adjacent to workplaces, and therefore agree that if a Workplace Parking Levy is to progress any business case should include and fully explore:
 - a) Mitigations to protect low paid workers where public transport is not a viable alternative.
 - b) Mitigations to protect shift workers working anti-social hours where public transport is not a viable alternative.
 - c) A clear strategy to identify and deal with displacement parking.
 - d) An equalities impact assessment.

- 7) To agree 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:
 - a) 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.
 - b) A pricing structure which means the levy charge is never less than the cost of a typical bus pass in Edinburgh.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note that Regulations and Non-Statutory Guidance supporting local authorities in Scotland to implement a Workplace Parking Levy (WPL) have been concluded.
- 2) To note that the WPL is one of a suite of measures and powers that are within the Council's control to support the delivery of objectives in the City Mobility Plan, and the City 2030 Climate Strategy.
- 3) To note that an Edinburgh WPL could raise an additional £12.5 million per year. This revenue could also fund significant borrowing for capital investment in the city up to 10 times that value.
- 4) To note the scope, including who is liable to pay, the boundary area to which it would apply, the value of the charge and what the revenue raised will fund are devolved for local authorities to decide.
- 5) To note there are further stages of work which would need to be undertaken by council officers to enable the Council to make an informed decision on the business case for WPL in Edinburgh.
- 6) To instruct officers to develop the strategic business case and undertake initial stakeholder engagement as set out in 6.2.1 of the report by the Executive Director of Place 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 March 2023

- moved by Councillor Aston, seconded by Councillor McFarlane.

Amendment 2

- 1) To note that Regulations and Non-Statutory Guidance supporting local authorities in Scotland to implement a Workplace Parking Levy (WPL) have been concluded.
- 2) To note that the WPL is one of a suite of measures and powers that are within the Council's control to support the delivery of objectives in the City Mobility Plan, and the City 2030 Climate Strategy.

- 3) To note that an Edinburgh WPL could raise an additional £12.5 million per year. This revenue could also fund significant borrowing for capital investment in the city up to 10 times that value.
- 4) To note the scope, including who is liable to pay, the boundary area to which it would apply, the value of the charge and what the revenue raised will fund are devolved for local authorities to decide.
- 5) To agree 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 Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note that Regulations and Non-Statutory Guidance supporting local authorities in Scotland to implement a Workplace Parking Levy (WPL) have been concluded.
- 2) To note that the WPL is one of a suite of measures and powers that are within the Council's control to support the delivery of objectives in the City Mobility Plan, and the City 2030 Climate Strategy.
- 3) To note that an Edinburgh WPL could raise an additional £12.5 million per year. This revenue could also fund significant borrowing for capital investment in the city up to 10 times that value.
- 4) To note the scope, including who is liable to pay, the boundary area to which it would apply, the value of the charge and what the revenue raised will fund are devolved for local authorities to decide.
- 5) To note there are further stages of work which would need to be undertaken by council officers to enable the Council to make an informed decision on the business case for WPL in Edinburgh.
- 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 4

- 1) To note the information provided in the report especially the implementation costs of £390k and ongoing administrative burden of £650k.
- 2) To consider 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) To agree to take no further action on this proposal.

- moved by Councillor Munro, seconded by Councillor Cowdy

At this point Councillor Miller withdrew her amendment (Amendment 3).

In accordance with Standing Order 22(12), Amendment 2 was accepted as an amendment to Amendment 1.

Voting

The voting was as follows:

For the Motion	-	2 votes
For Amendment 1 (as adjusted)	-	7 votes
For Amendment 4	-	2 votes

(For the Motion (as adjusted): Councillors Arthur and Jenkinson.

For Amendment 1 (as adjusted): Councillors Aston, Bandel, Dijkstra-Downie, Lang, McFarlane, Miller and Work.

For Amendment 4: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted Amendment 1 by Councillor Aston:

- 1) To note that Regulations and Non-Statutory Guidance supporting local authorities in Scotland to implement a Workplace Parking Levy (WPL) have been concluded.
- 2) To note that the WPL is one of a suite of measures and powers that are within the Council's control to support the delivery of objectives in the City Mobility Plan, and the City 2030 Climate Strategy.
- 3) To note that an Edinburgh WPL could raise an additional £12.5 million per year. This revenue could also fund significant borrowing for capital investment in the city up to 10 times that value.
- 4) To note the scope, including who is liable to pay, the boundary area to which it would apply, the value of the charge and what the revenue raised will fund are devolved for local authorities to decide.
- 5) To agree 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.
- 6) To instruct officers to develop the strategic business case and undertake initial stakeholder engagement as set out in 6.2.1 of the report by the Executive Director of Place 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 March 2023.

(References – Act of Council No 25 of 30 June 2022; report by the Executive Director of Place, submitted)

10. Response to motion by Councillor McVey – North Bridge

In response to a motion by Councillor McVey, an update was provided on the North Bridge project which covered the projected budget position, revised projected completion date, communication with affected stakeholders, restoration of the

pedestrian crossing, measures to improve road safety for people walking, wheeling, and cycling and medium to long term modes of travel on the bridge once works were completed.

Decision

To note the report by the Executive Director of Place which, together with the report on 6 October 2022, concluded the update requested by the Council on 25 August 2022 on North Bridge.

(References – Act of Council No 5 of 25 August 2022; Transport and Environment Committee of 6 October 2022 (item 9); report by the Executive Director of Place, submitted)

11. Motion by Councillor Arthur – Dynamic Pricing on EV Charging

The following motion by Councillor Arthur was submitted in terms of Standing Order 22(12):

“Committee:

- 1) Welcomes the recent progress the Council has made in expanding its EV charging network.
- 2) Notes that whilst the administration aims to reduce car use by 30%, it also wants as many of the remaining journeys as possible to be zero-emission and public EV charging is a key part of this
- 3) Notes that electricity costs are becoming increasingly volatile, and the established price setting process used by the Council does not allow it to respond quickly to changes.
- 4) Agrees that no later than the spring 2023 EV Action Plan Update a proposal should be presented for approval to the Transport & Environment Committee which allows the charging structure to be rapidly adjusted on an ongoing basis to reflect market pressures.
- 5) Agrees that the charging structure should ensure that the operation of this service does not draw on Council resources.”

Motion

To approve the motion by Councillor Arthur.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment

To add at the end of the motion by Councillor Arthur:

- “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 Munro, seconded by Councillor Cowdy

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 welcome the recent progress the Council had made in expanding its EV charging network.
- 2) To note that whilst the administration aimed to reduce car use by 30%, it also wanted as many of the remaining journeys as possible to be zero-emission and public EV charging was a key part of this
- 3) To note that electricity costs were becoming increasingly volatile, and the established price setting process used by the Council did not allow it to respond quickly to changes.
- 4) To agree that no later than the spring 2023 EV Action Plan Update a proposal should be presented for approval to the Transport and Environment Committee which allowed the charging structure to be rapidly adjusted on an ongoing basis to reflect market pressures.
- 5) To agree that the charging structure should ensure that the operation of this service did not draw on Council resources.
- 6) To further agree that the report should include a real world assessment of the time limits at EV charging points to ensure that these could allow users to fully charge their vehicles.

12. Motion by Councillor Dijkstra-Downie – Free Bus Travel Pass – Young People Aged 5-21

The following motion by Councillor Dijkstra-Downie was submitted in terms of Standing Order 22(12):

“Committee

- 1) notes that around 1 in 4 eligible young people aged 5-21 in Edinburgh have not applied for their free bus travel pass.
- 2) is concerned that many young people are not able to take advantage of the scheme because of its complicated application process.
- 3) notes that Inverclyde Council achieved the highest uptake in Scotland of over 85% by pro-actively registering school-aged pupils and sending parent consent forms home from school.
- 4) requests a report within one cycle on what measures Edinburgh Council can take to increase uptake of the scheme.”

Motion

To approve the motion by Councillor Dijkstra-Downie.

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

Amendment

To add a new point 5 to the motion by Councillor Dijkstra-Downie as follows:

“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 Aston, seconded by Councillor McFarlane

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

Decision

To approve the following adjusted motion by Councillor Dijkstra-Downie:

- 1) To note that around 1 in 4 eligible young people aged 5-21 in Edinburgh had not applied for their free bus travel pass.
- 2) To note its concern that many young people were not able to take advantage of the scheme because of its complicated application process.
- 3) To note that Inverclyde Council achieved the highest uptake in Scotland of over 85% by pro-actively registering school-aged pupils and sending parent consent forms home from school.
- 4) To request a briefing within one cycle on what measures Edinburgh Council could take to increase uptake of the scheme”
- 5) To request that that briefing includes measures that take into account 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.