

Transport and Environment Committee

10am, Thursday 8 December 2022

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Flannery (substituting for Councillor Lang – items 11 onwards), Jenkinson (substituting for Councillor Graham), Lang, McFarlane, Miller, Munro and Work.

Also present: Councillor Jones (item 5), Councillor Whyte (items 1 and 12).

1. Business Bulletin

a) Deputation – BEST (Better Edinburgh for Sustainable Travel), Edinburgh Bus Users Group, Living Streets Edinburgh Group, Capital Rail Action Group, Spokes and SW20.

A written deputation was presented on behalf of BEST (Better Edinburgh for Sustainable Travel), Edinburgh Bus Users Group, Living Streets Edinburgh Group, Capital Rail Action Group, Spokes and SW20.

The deputation welcomed the Council's unanimous decision to review bus lane operating hours with a view to establishing a consistent all-day pattern, and restoring them at weekends and urged the Council to adopt the 7-7-7 approach, i.e. 7am-7pm, all 7 days of the week.

The deputation felt that it was clear from feedback they had received that bus lane enforcement was equally important and needed to be reviewed by the Council, including bus lanes, bus stops and adjacent parking/loading bay stay times.

b) Councillor Whyte – Bus Services

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

Councillor Whyte indicated that although the update on the bus services was helpful, he felt that it did not really provide any more information than was already known and that it did not suggest a way forward to restore a bus service for residents in the Willowbrae or Dumbiedykes areas.

Councillor Whyte asked the Committee to agree to look at the bus services in those 2 particular areas in particular as soon as possible to enable ways of funding them to be proposed which could then be considered as part of the Council's budget setting process.

c) Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted for noting.

Motion

- 1) To note that CMP Action Movement 4 outlines the need to align parking and loading restrictions with bus lane operating times, and therefore agrees that the February 2023 Draft Public Transport Action Plan will consider the feasibility of testing this along with evaluating 7-7-7 bus lane operation as part of an ETRO. If feasible, the report should include plan for rapid implementation.
- 2) To note that CMP Action Movement 4 outlines the need to expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region, and therefore requests that opportunities for further camera enforcement of bus lanes are considered as part of any 7-7-7 evaluation.3).
- 3) To otherwise note the Business Bulletin.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note the update on bus lane operating hours within the business bulletin.
- 2) To regret that this update does not meet the terms of the motion approved unanimously by Council on 30 June 2022 which agreed that *“a report on 7/7/7 bus lane operation should be provided to the October 2022 Transport and Environment Committee for a decision. This should propose a clear timeline for universal 7/7/7 operation.”*
- 3) To therefore agree not to approve this part of the business bulletin.
- 4) To otherwise note the Business Bulletin.

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

Amendment 2

- 1) To note with disappointment that a Business Bulletin update is a limited response when the agreed motion, as amended by Council, called for a full report within two cycles on both the substance of the motion and the wider issues regarding supported bus services highlighted at Committee as long ago as 27 February 2020.
- 2) To consider that any proposals for a bus service for Willowbrae/Lady Nairn and Bus for Dumbiedykes that are considered by Committee at its meeting in February 2023 as part of a Public Transport Action Plan (that may well require further consultation) will come too late for any 2023/24 budget process and are, therefore, unlikely to be implementable in the near future.
- 3) Therefore, agrees that the alternative option described in the paper of an accessible minibus service be worked up as a proper budget proposal for each

area in order that this can be considered by political groups as part of the forthcoming budget setting process.

4) To otherwise note the Business Bulletin.

- moved by Councillor Cowdy, seconded by Councillor Munro

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note that CMP Action Movement 4 outlined the need to align parking and loading restrictions with bus lane operating times, and therefore agree that the February 2023 Draft Public Transport Action Plan would consider the feasibility of testing this along with evaluating 7-7-7 bus lane operation as part of an ETRO. If feasible, the report should include plan for rapid implementation.
- 2) To note that CMP Action Movement 4 outlined the need to expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region, and therefore request that opportunities for further camera enforcement of bus lanes are considered as part of any 7-7-7 evaluation.
- 3) To note the update on bus lane operating hours within the business bulletin.
- 4) To regret that this update did not meet the terms of the motion approved unanimously by Council on 30 June 2022 which agreed that *“a report on 7/7/7 bus lane operation should be provided to the October 2022 Transport and Environment Committee for a decision. This should propose a clear timeline for universal 7/7/7 operation.”*
- 5) To therefore agree not to approve this part of the business bulletin.
- 6) To consider that any proposals for a bus service for Willowbrae/Lady Nairn and Bus for Dumbiedykes that were considered by Committee at its meeting in February 2023 as part of a Public Transport Action Plan (that may well require further consultation) would come too late for any 2023/24 budget process and were, therefore, unlikely to be implementable in the near future.
- 7) To therefore, agree that the alternative option described in the paper of an accessible minibus service be worked up as a proper budget proposal for each area in order that this could be considered by political groups as part of the forthcoming budget setting process.
- 8) To otherwise note the Business Bulletin.

(Reference – Transport and Environment Committee Business Bulletin, submitted.)

2. Circulation Plan: Delivering the City Mobility Plan

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation welcomed the circulation plan proposals and the wider city mobility plan but recognised that compromises had to be made. He stressed the importance of creating a continuous cycling network of routes which were suitable for use by all who wished to cycle in Edinburgh.

He raised concerns with the current draft particularly the need to ensure a connected and useful cycling network, rather than a series of disconnected and out-of-the-way routes even if they were high quality.

The deputation outlined issues in regard to private motor traffic in the City Centre and local High Streets, moving cycling into indirect side routes and the use of reallocated road space and urged the Committee to consider their suggested modifications.

b) Deputation – Car Free Holyrood

A written deputation was presented on behalf of Car Free Holyrood.

The deputation urged the Committee to consider their proposal for a safer, greener Holyrood Park and the end of motorised through-traffic on the private park road network. They indicated that the of closing the park roads to motorised through-traffic for safety, supported local and national transport and environmental goals, and the opportunities to increase accessibility in a car free park where the most accessible, paved space was opened up for an inclusive access hub.

The deputation were concerned that the draft network mapping for the Circulation Plan designated Holyrood Park's private roads as part of the secondary road network for general motorised traffic which they felt was unsuitable and asked the Committee for the removal of this, prior to the Circulation Plan going to public consultation and for the planned workshop with HES referenced in the Circulation Plan papers to be used to reiterate the Council's position and to clarify the timeline for closure to motorised through-traffic, including the roles and responsibilities of CEC and HES in relation to the road network.

c) Report by the Executive Director of Place

Details were provided on the progress on developing a Circulation Plan and its Street-space Allocation Framework for Edinburgh with network maps for walking/place, cycling, public transport, general motorised traffic, conflict mapping highlighting competition for street space, and a draft summary network map.

It was proposed to continue work on mapping for the individual forms of transport, for streets' 'place' functions and for the green/blue network (with its

crucial climate and biodiversity role) to be done in parallel with consultation on the summary network map, decision-making principles and relevant action plans.

Motion

- 1) To note the progress on the Circulation Plan since October, including:
 - a) Mapping for walking/place, cycling, public transport, general motorised traffic and high-level conflict mapping (Appendices 1 and 2 in the report by the Executive Director of Place);
 - b) Production of a draft summary network map (Appendix 3 in the report);
 - c) Initial engagement with key stakeholders (Appendix 5 in the report); and
 - d) Continuing work on draft Principles (Appendix 6 in the report).
- 2) To agree to continue development of the summary network map, integrated mapping exercise, decision-making framework and principles.
- 3) To agree to proceed with a consultation on the emerging Circulation Plan, alongside Public Transport, Active Travel and other action plans.
- 4) To agree that the joint consultation should return to Committee for approval of the proposed consultation package.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note the progress on the Circulation Plan since October, including:
 - a) Mapping for walking/place, cycling, public transport, general motorised traffic and high-level conflict mapping (Appendices 1 and 2 in the report by the Executive Director of Place);
 - b) Production of a draft summary network map (Appendix 3 in the report);
 - c) Initial engagement with key stakeholders (Appendix 5 in the report); and
 - d) Continuing work on draft Principles (Appendix 6 in the report).
- 2) To agree to continue development of the summary network map, integrated mapping exercise, decision-making framework and principles.
- 3) To agree to proceed with a consultation on the emerging Circulation Plan, alongside Public Transport, Active Travel and other action plans.
- 4) To call for the public consultation to be drafted to focus on the changes and interventions required to truly deliver the sustainable transport hierarchy through the reallocation of finite space away from private vehicles to active travel and public transport, seeking engagement on the conflicts and challenges which will form Committee's decision in order to agree a Circulation Plan to change the use of congested spaces and deliver benefits.
- 5) To agree that the joint consultation should return to Committee for approval of the proposed consultation package.

- 6) With reference to paragraph 7.3 of the report, asks officers to reaffirm to HES that provision of through routes to motorised vehicles via the private roads within Holyrood Park does not align with Edinburgh's transport strategies.
- 7) With reference to paragraphs 4.9-4.12 of the report, in respect of the adoption of lower speed limits in certain streets to achieve safer and better conditions, calls on officers to continue dialogue with Transport Scotland to explore options for "child mile-per-hour" spaces in Edinburgh as per the 2022 work by the Active Nation Commissioner for Scotland".

- moved by Councillor Miller seconded by Councillor Bandel

Amendment 2

- 1) To note the progress on the Circulation Plan since October, including:
 - a) Mapping for walking/place, cycling, public transport, general motorised traffic and high-level conflict mapping (Appendices 1 and 2 in the report by the Executive Director of Place);
 - b) Production of a draft summary network map (Appendix 3 in the report);
 - c) Initial engagement with key stakeholders (Appendix 5 in the report); and
 - d) Continuing work on draft Principles (Appendix 6 in the report).
- 2) To agree to continue development of the summary network map, integrated mapping exercise, decision-making framework and principles.
- 3) To agree to proceed with a consultation on the emerging Circulation Plan, alongside Public Transport, Active Travel and other action plans.
- 4) To agree that the joint consultation should return to Committee for approval of the proposed consultation package.
- 5) That the Consultation specifically addresses accessibility needs around areas where Public Transport (including trams, buses and taxis) is not prioritised (e.g. City Centre).
- 6) That methods are sought, as part of the Consultation, to engage the broadest range of the population on implications to changes for General Motorised Traffic including private and business vehicle users.

- moved by Councillor Cowdy, seconded by Councillor Munro

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the progress on the Circulation Plan since October, including:
 - a) Mapping for walking/place, cycling, public transport, general motorised traffic and high-level conflict mapping (Appendices 1 and 2 in the report by the Executive Director of Place);

- b) Production of a draft summary network map (Appendix 3 in the report);
 - c) Initial engagement with key stakeholders (Appendix 5 in the report); and
 - d) Continuing work on draft Principles (Appendix 6 in the report).
- 2) To agree to continue development of the summary network map, integrated mapping exercise, decision-making framework and principles.
 - 3) To agree to proceed with a consultation on the emerging Circulation Plan, alongside Public Transport, Active Travel and other action plans.
 - 4) To call for the public consultation to be drafted to focus on the changes and interventions required to truly deliver the sustainable transport hierarchy through the reallocation of finite space away from private vehicles to active travel and public transport, seeking engagement on the conflicts and challenges which would form Committee's decision in order to agree a Circulation Plan to change the use of congested spaces and deliver benefits.
 - 5) To agree that the joint consultation should return to Committee for approval of the proposed consultation package.
 - 6) To agree with reference to paragraph 7.3 of the report, ask officers to reaffirm to HES that provision of through routes to motorised vehicles via the private roads within Holyrood Park did not align with Edinburgh's transport strategies.
 - 7) To agree with reference to paragraphs 4.9-4.12 of the report, in respect of the adoption of lower speed limits in certain streets to achieve safer and better conditions, call on officers to continue dialogue with Transport Scotland to explore options for "child mile-per-hour" spaces in Edinburgh as per the 2022 work by the Active Nation Commissioner for Scotland".
 - 8) To agree that the Consultation specifically addresses accessibility needs around areas where Public Transport (including trams, buses and taxis) was not prioritised (e.g. City Centre).
 - 9) To agree that methods be sought, as part of the Consultation, to engage the broadest range of the population on implications to changes for General Motorised Traffic including private and business vehicle users.

(References – Transport and Environment Committee, 6 October 2022 (item 2); report by the Executive Director of Place, submitted.)

3. A71 Dalmahoy Junction Improvements

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation noted the proposal to use £750,000 of funding from the annual Cycling Walking Safer Routes (CWSR), which they understood was approximately 20% of the annual CWSR budget, however they did not consider this project to be an appropriate use of the active travel budget when so many projects with clearer active travel benefits were currently experiencing significant delays and backlogs.

b) Report by the Executive Director of Place

Details were provided on updated cost estimates for a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee together with an option on a proposed funding package for a traffic signal controlled junction.

Motion

- 1) To note the revised cost estimates provided for both a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee on 11 November 2021.
- 2) To note the proposed funding package for a traffic signal controlled junction.
- 3) To note that areas of land outwith the Council's ownership need to be acquired to deliver both proposals and, as the land requirements for each proposal are different, this process cannot be finalised until a decision is taken on which proposal to pursue.
- 4) To approve proceeding with the delivery of a traffic signal controlled junction.

- moved by Councillor Jenkinson, seconded by Councillor Arthur

Amendment

- 1) To note the revised cost estimates provided for both a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee on 11 November 2021.
- 2) To note the proposed funding package for a traffic signal controlled junction.
- 3) To note that areas of land outwith the Council's ownership need to be acquired to deliver both proposals and, as the land requirements for each proposal are different, this process cannot be finalised until a decision is taken on which proposal to pursue.
- 4) To approve proceeding with the delivery of a traffic signal controlled junction and commits to the overall funding level required but continues a decision on an individual budget allocation for one cycle so the issue can be considered alongside the active travel plan due before committee in February.

- 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 note the revised cost estimates provided for both a traffic signal controlled junction at Dalmahoy and for the alternative road safety proposals previously approved by Committee on 11 November 2021.
- 2) To note the proposed funding package for a traffic signal controlled junction.

- 3) To note that areas of land outwith the Council's ownership needed to be acquired to deliver both proposals and, as the land requirements for each proposal were different, this process could be finalised until a decision was taken on which proposal to pursue.
- 4) To approve proceeding with the delivery of a traffic signal controlled junction and commit to the overall funding level required but continue a decision on an individual budget allocation for one cycle so the issue could be considered alongside the active travel plan due before committee in February.

(References – Transport and Environment Committee, 18 August 2022 (adjourned to 1 September 2022) (item 4); report by the Executive Director of Place, submitted.)

4. Strategic Review of Parking – Results of Informal Consultation for Phases 3 and 4

a) Deputation – Portobello Amenity Society

A written deputation was presented on behalf of Portobello Amenity Society.

The deputation indicated that it did not support the current proposals for a controlled parking zone in Portobello although there was some support from members for controlled parking as a wider strategy to reduce the over dependence on car travel within the city and they acknowledged that this was part of the Council's approved Mobility Plan.

The deputation felt that the proposals would introduce parking controls on streets where currently there was no parking pressure and a concern had been raised about visitor parking for guest houses making them less attractive to tourists. There was also a concern about how the restrictions would tie-in with the proposed bin hubs and the total lack of a proposal for the Baileyfield development where 540 houses and flats were being built with only 68% parking provision.

The deputation indicated that no evidence had been given from the consultation results to support what was proposed and felt that it was simply an opinion. They noted that there were more consultation respondents that did not have a problem even though they felt it was more likely that those who experienced problems at present were more motivated to complete the survey.

They urged the Council to only introduce a CPZ with the support of those affected which would mean officers actively working with the community, including traders, and hearing what was said by all to achieve a workable solution before the TRO legal process started.

b) Report by the Executive Director of Place

An update was provided on progress on the Strategic Review of Parking with the results of the informal consultation processes for Phases 3 and 4 and recommendations based on the consultation results. Approval was also sought for a decision on the proposed introduction of parking controls in the areas included in Phases 3 and 4, based on all available information and depending on

that decision, authority was further sought to commence the necessary legal processes that would introduce parking controls.

Motion

- 1) To note the results of the informal consultation for the Phase 3 area, as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note the results of the informal consultation for the Phase 4 area, as detailed in Appendix 2 of the report.
- 3) Having considered the contents of Appendices 1 and 2 to the report, in conjunction with the findings contained in Appendix 3, agrees to:
 - a) Commence the statutory process to introduce controlled parking into the amended Portobello area as is detailed in the report;
 - b) In view of the proposals for Portobello, to add the following Review areas to the monitoring strategy: Joppa, Craigentenny, Northfield, Duddingston North and Brunstane;
 - c) Commence the statutory process to introduce controlled parking into the following areas: B1, B3, B4, B5 and Fettes, as is detailed in the report;
 - d) In view of the proposals in 3(c) above, to add the following areas to the monitoring strategy: Crewe, Wardie, Pilton and Drylaw;
 - e) Conduct further monitoring in the following areas to gauge both the extent of migrated parking as a result of other Phases of the Review and the developing parking situations in areas: B7, B10, Prestonfield, Trinity and Newhaven South
- 4) To note the operational details for the proposed parking controls for the Phase 3 and 4 areas, as detailed in Appendix 4 to the report.
- 5) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 5 to the report.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note the results of the informal consultation for the Phase 3 area, as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note the results of the informal consultation for the Phase 4 area, as detailed in Appendix 2 of the report.
- 3) Having considered the contents of Appendices 1 and 2 to the report, in conjunction with the findings contained in Appendix 3, agrees to:
 - a) Commence the statutory process to introduce controlled parking into the following areas: the area of B1 east of Mayfield Road, B3, B4, B5 and Fettes, as is detailed in the report;
 - b) In view of the proposals in 3(c) above, to add the following areas to the monitoring strategy: Crewe, Wardie, Pilton, Blackhall East and Drylaw;

- c) Conduct further monitoring in the following areas to gauge both the extent of migrated parking as a result of other Phases of the Review and the developing parking situations in areas: B7, B10, Prestonfield, Trinity and Newhaven South
- 4) To note the operational details for the proposed parking controls for the Phase 3 and 4 areas, as detailed in Appendix 4 to the report.
- 5) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 5 to the report.

- moved by Councillor Lang seconded by Councillor Dijkstra-Downie

Amendment 2

- 1) To note the results of the informal consultation for the Phase 3 area, as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note the results of the informal consultation for the Phase 4 area, as detailed in Appendix 2 of the report.
- 3) Having considered the contents of Appendices 1 and 2 to the report, in conjunction with the findings contained in Appendix 3, agrees to:
 - a) recognises the responses of the majority of residents from Portobello and surrounding areas to the consultation exercise (59% said they do not have a problem with parking, 57% are against the proposals for CPZ, 80% online selected "I don't like this").
 - b) to go no further with the statutory process to introduce controlled parking into the Portobello area.
 - c) Commence the statutory process to introduce controlled parking into the following areas; B3, B4, B5 and Fettes, as is detailed in this report; but not area B1 where residents overwhelmingly object (74%) and declare no parking issues (65%);
 - d) In view of the proposals in 3(c) above, to add the following areas to the monitoring strategy: Crewe, Wardie, Pilton and Drylaw;
 - e) Conduct further monitoring in the following areas to gauge both the extent of migrated parking as a result of other Phases of the Review and the developing parking situations in areas: B7, B10, Prestonfield, Trinity and Newhaven South
- 4) To note the operational details for the proposed parking controls for the Phase 3 area, as detailed in Appendix 4 to the report.
- 5) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 5 to the report.

- moved by Councillor Cowdy, seconded by Councillor Munro

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

Voting

The voting was as follows:

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

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

For Amendment 1: Councillors Dijkstra-Downie and Lang.

For Amendment 2: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the results of the informal consultation for the Phase 3 area, as detailed in Appendix 1 to the report by the Executive Director of Place.
- 2) To note the results of the informal consultation for the Phase 4 area, as detailed in Appendix 2 of the report.
- 3) Having considered the contents of Appendices 1 and 2 to the report, in conjunction with the findings contained in Appendix 3, agree to:
 - a) Commence the statutory process to introduce controlled parking into the amended Portobello area as is detailed in the report;
 - b) In view of the proposals for Portobello, to add the following Review areas to the monitoring strategy: Joppa, Craigentenny, Northfield, Duddingston North and Brunstane;
 - c) Commence the statutory process to introduce controlled parking into the following areas: B1, B3, B4, B5 and Fettes, as is detailed in the report;
 - d) In view of the proposals in 3(c) above, to add the following areas to the monitoring strategy: Crewe, Wardie, Pilton, Balckhall East and Drylaw;
 - e) Conduct further monitoring in the following areas to gauge both the extent of migrated parking as a result of other Phases of the Review and the developing parking situations in areas: B7, B10, Prestonfield, Trinity and Newhaven South
- 4) To note the operational details for the proposed parking controls for the Phase 3 and 4 areas, as detailed in Appendix 4 to the report.
- 5) To approve the setting of charges related to permits and pay-and-display as detailed in Appendix 5 to the report.

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

5. Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)

a) Deputation – Calming Brunstane Group

A written deputation was presented on behalf of Calming Brunstane Group.

The deputation sought the support of the Committee to adopt the recommendations in the report by the Executive Director of Place. They indicated that vehicles were regularly being damaged by passing traffic including heavy goods vehicles and the street being gridlocked as the volume of traffic had increased.

The deputation indicated that there had been a marked reduction in traffic, noise and confrontation since the introduction of the ETRO together with the improved safety for all road users. They stressed that the proposals addressed the aims of national and local transport and placemaking, public health and environmental policies and urged the Committee not to re-open Brunstane Road to through traffic.

b) Deputation – Brightons and Rosefield Residents

A written deputation was presented on behalf of Brightons and Rosefield Residents.

The deputation indicated that they had carried out a survey of residents on this scheme, to which 92% objected and 8% supported and that the latest Council survey showed that almost 70% opposed this scheme following the “trial” closure of Brunstane Road. They felt that it was clear from the council’s report that the closure of Brunstane Road to through traffic had caused a load of problems elsewhere, just as predicted by many but ignored by officers.

The deputation stressed that since the closure, in the area around Brighton Place they had experienced an overall increase in traffic of 30% on this already busy route; in some instances more than 70% of vehicles exceeding the speed limit; an increase in rat-running around East Brighton Crescent and Lee Crescent with cars trying to avoid the queues in Brighton Place, putting residents and children attending the nursery in this street at increased risk of accidents; and an increase in road rage incidents at the rail bridge between Brighton and Southfield Place

The deputation urged the Committee to consider the re-opening of Brunstane Road to through traffic for the sake of the many, not the few, to run trials of other solutions, to continue monitoring before making a final decision, to introduce speed limiting measures and to engage with residents in the area.

c) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation supported the proposal to make the Brunstane Road scheme permanent, however they asked that the existing planter arrangement be

modified, possibly using collapsible bollards, to improve accessibility for cyclists (including those using non-standard cycles).

d) Ward Councillor Jones

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

Councillor Jones stressed that residents in the Brunstane Road area had indicated that they were opposed to the closure of Brunstane Road which closure had resulted in the displacement of traffic to other narrower streets. He felt that the consultation had shown that the majority of residents had not agreed with the closure and that the action taken was undermining democracy if residents' opinions were not taken into account.

Councillor Jones indicated that the Council needed to rebuild public trust and to overturn a decision which he felt was undemocratic. He urged the Committee to consider re-opening Brunstane Road.

e) Report by the Executive Director of Place

Details were provided on details the findings from recent traffic surveys and responses received to the post-implementation public engagement exercise for the Experimental Traffic Regulation Order (ETRO) which had been in place on Brunstane Road since early 2022. Approval was sought approval to progress to a permanent Traffic Regulation Order (TRO), with additional mitigation measures being introduced within the Coillesdene area (which would be included as part of the permanent TRO).

Motion

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.
- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.
- 3) To approve the commencement of the legal process required to make the measures permanent under a Traffic Regulation Order (TRO).
- 4) To agree that a request to extend the ETRO should be sought from the Scottish Government to ensure that there is no time gap between the ETRO ending and any permanent TRO commencing, if approved.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.

- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.
- 3) To approve the commencement of the legal process required to make the measures permanent under a Traffic Regulation Order (TRO).
- 4) To agree that a request to extend the ETRO should be sought from the Scottish Government to ensure that there is no time gap between the ETRO ending and any permanent TRO commencing, if approved.
- 5) To note paragraph 4.35 of the report which describes displacement of through traffic from Brunstane Road to the Coillesdene area during the experimental period to date, and calls for the additional measures described in this paragraph to be implemented immediately with monitoring, in order for the ETRO to continue to fulfil its function as a trial of changes before a permanent TRO is considered.
- 6) To note continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place, and calls for officers to return to committee with recommendations to improve safety with particular reference to this route to/from school.

- moved by Councillor Miller seconded by Councillor Bandel

Amendment 2

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.
- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.
- 3) To approve the commencement of the legal process required to make the measures permanent under a Traffic Regulation Order (TRO).
- 4) To agree that a request to extend the ETRO should be sought from the Scottish Government to ensure that there is no time gap between the ETRO ending and any permanent TRO commencing, if approved.
- 5) Welcomes the commitment to further mitigations in the Coillesdene triangle.
- 6) Notes that the report states at 4.35 that the Brighton Place/Southfield Place corridor 'continues to provide a good link into and out of the Portobello area', and that 'this scheme does not propose to make changes to this link'.
- 7) Notes however that the Brighton Place/Southfield Place corridor forms part of the route to two primary schools partly serving Portobello (Duddingston and St John's) and to the two high schools serving Portobello (Portobello High School and Holyrood High School), and additionally notes that the Brighton Place/Southfield Place corridor is part of an important active travel route, forming

the link from the Promenade to the segregated cycleway at Duddingston Road/Duddingston Road West, and through Figgate and Treverlen parks.

- 8) Further notes that the report acknowledges that the volume of vehicles travelling via the Brighton Place/Southfield Place corridor has increased since the implementation of the ETRO at Brunstane Road, that the footways at the Brighton Place/Southfield Place corridor are narrow, that there is a bottleneck caused by the railway bridge, that many drivers are regularly ignoring the 20mph speed limit on the route, and that these issues are in part recognised by the pursuit of a TRO to implement double yellow line parking restrictions on Southfield Place.
- 9) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is conducted with a view towards increasing mitigations should evidence indicate that those are needed.
- 10) Recognises that Portobello is one of the most complete 20 minute neighbourhoods in the city and there is evidence for potential support for a Low Traffic Neighbourhood, possibly including a bus gate on Portobello High Street; requests that a potential LTN with bus gate and other measures is considered as part of the forthcoming Movement and Public Realm Strategy for Portobello.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 3

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.
- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.
- 3) To agree not to commence the legal process required to make the measures permanent under a Traffic Regulation Order (TRO).
- 4) Agrees to end the ETRO and asks officers to re-examine alternative measures for Brunstane Road such as parking controls and/or an HGV ban.

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

Amendment 4

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.
- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.

- 3) To note that:
65.5% of responses disagree or strongly disagree that the changes have been beneficial
Only 32.5% of responses agree or strongly disagree that the changes have been beneficial.
67% of responses do not want the measures made permanent.
Only 30% of responses want measures made permanent.
- 4) Notes the overwhelming unpopularity of the Experimental measures with local residents.
- 5) Agrees not to seek an extension of the ETRO.
- 6) Agrees not to progress with the process to make the measures permanent.
- 7) Asks Officers to revisit previous proposals and/or develop new proposals to address the longstanding traffic problems.
- 8) Asks Officers to consider engaging an independent Traffic Management Consultant to produce fresh proposals.

- moved by Councillor Cowdy, seconded by Councillor Munro

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

Voting

The voting was as follows:

For the Motion (as adjusted)	-	7 votes
For Amendment 3	-	2 votes
For Amendment 4	-	2 votes

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

For Amendment 3: Councillors Dijkstra-Downie and Lang.

For Amendment 4: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the decision of Committee on 2 December 2021 to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area.
- 2) To note the information provided in the report by the Executive Director of Place, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO.
- 3) To approve the commencement of the legal process required to make the measures permanent under a Traffic Regulation Order (TRO).

- 4) To agree that a request to extend the ETRO should be sought from the Scottish Government to ensure that there was no time gap between the ETRO ending and any permanent TRO commencing, if approved.
- 5) To note paragraph 4.35 of the report which described displacement of through traffic from Brunstane Road to the Coillesdene area during the experimental period to date, and call for the additional measures described in this paragraph to be implemented immediately with monitoring, in order for the ETRO to continue to fulfil its function as a trial of changes before a permanent TRO was considered.
- 6) To note continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place, and call for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.
- 7) To welcome the commitment to further mitigations in the Coillesdene triangle.
- 8) To note that the report stated at 4.35 that the Brighton Place/Southfield Place corridor 'continued to provide a good link into and out of the Portobello area', and that 'this scheme did not propose to make changes to this link'.
- 9) To note however that the Brighton Place/Southfield Place corridor formed part of the route to two primary schools partly serving Portobello (Duddingston and St John's) and to the two high schools serving Portobello (Portobello High School and Holyrood High School), and additionally note that the Brighton Place/Southfield Place corridor was part of an important active travel route, forming the link from the Promenade to the segregated cycleway at Duddingston Road/Duddingston Road West, and through Figgate and Treverlen parks.
- 10) To further note that the report acknowledged that the volume of vehicles travelling via the Brighton Place/Southfield Place corridor had increased since the implementation of the ETRO at Brunstane Road, that the footways at the Brighton Place/Southfield Place corridor were narrow, that there was a bottleneck caused by the railway bridge, that many drivers were regularly ignoring the 20mph speed limit on the route, and that these issues were in part recognised by the pursuit of a TRO to implement double yellow line parking restrictions on Southfield Place.
- 11) To request therefore that officers identified further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring be conducted with a view towards increasing mitigations should evidence indicate that those were needed.
- 12) To recognise that Portobello was one of the most complete 20 minute neighbourhoods in the city and there was evidence for potential support for a Low Traffic Neighbourhood, possibly including a bus gate on Portobello High Street; request that a potential LTN with bus gate and other measures be considered as part of the forthcoming Movement and Public Realm Strategy for Portobello.

(References – Transport and Environment Committee 2 December 2021 (item 1); report by the Executive Director of Place, submitted.)

6. Review of Parking Policy

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation supported the proposals to remove the observation period if a vehicle was parked on a cycleway and to reduce the thresholds for “persistent offenders”, as they believed that these measures would make Edinburgh safer and more pleasant for those walking, wheeling and cycling in Edinburgh.

b) Report by the Executive Director of Place

Details were provided on the review of existing parking policy, as well as suggestions for changes which could be made to Council parking policy.

Motion

- 1) To note the report by the Executive Director of Place and the intention to bring forward updated policy proposals for approval by this Committee as part of an updated Parking Action Plan early in February 2023.
- 2) To agree to introduce the following changes to the Council’s enforcement protocol that are proposed in response to the issues raised by Elected Members and members of the public:
 - a) Reducing the threshold for persistent evaders to three or more outstanding parking tickets for which statutory notices have been issued to the registered keeper of the vehicle;
 - b) Reducing the threshold for persistent offenders to five or more parking tickets received within the previous three months; and
 - c) Removing the requirement to provide any observation period to vehicles which park on and obstruct footways and/or cycleways.
- 3) To note the addition of a further three mobile parking attendant resources to the daily deployment levels of the Decriminalised Parking Enforcement (DPE) contract in order to better respond to requests for enforcement.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment

- 1) To note the report by the Executive Director of Place and the intention to bring forward updated policy proposals for approval by this Committee as part of an updated Parking Action Plan early in February 2023.
- 2) To agree to introduce the following changes to the Council’s enforcement protocol that are proposed in response to the issues raised by Elected Members and members of the public:

- a) Reducing the threshold for persistent evaders to three or more outstanding parking tickets for which statutory notices have been issued to the registered keeper of the vehicle;
 - b) Reducing the threshold for persistent offenders to five or more parking tickets received within the previous three months; and
 - c) Removing the requirement to provide any observation period to vehicles which park on and obstruct footways and/or cycleways.
- 3) To note the addition of a further three mobile parking attendant resources to the daily deployment levels of the Decriminalised Parking Enforcement (DPE) contract in order to better respond to requests for enforcement.
 - 4) As part of the updated Parking Action Plan, calls on officers to investigate and recommend ways to take action against persistent evaders of PCNs.
 - 5) In relation to paragraphs 4.58-59 of the report, asks officers to engage and brief group transport spokespeople during the process of tender and contract development.

- 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 report by the Executive Director of Place and the intention to bring forward updated policy proposals for approval by this Committee as part of an updated Parking Action Plan early in February 2023.
- 2) To agree to introduce the following changes to the Council's enforcement protocol that were proposed in response to the issues raised by Elected Members and members of the public:
 - a) Reducing the threshold for persistent evaders to three or more outstanding parking tickets for which statutory notices had been issued to the registered keeper of the vehicle;
 - b) Reducing the threshold for persistent offenders to five or more parking tickets received within the previous three months; and
 - c) Removing the requirement to provide any observation period to vehicles which park on and obstruct footways and/or cycleways.
- 3) To note the addition of a further three mobile parking attendant resources to the daily deployment levels of the Decriminalised Parking Enforcement (DPE) contract in order to better respond to requests for enforcement.
- 4) As part of the updated Parking Action Plan, to call on officers to investigate and recommend ways to take action against persistent evaders of PCNs.

- 5) In relation to paragraphs 4.58-59 of the report, to ask officers to engage and brief group transport spokespeople during the process of tender and contract development.

(References – Transport and Environment Committee, 18 August 2022 (reconvened on 1 September 2022) (item 12); report by the Executive Director of Place, submitted.)

7. Minutes

Decision

- 1) To approve the minute of the Transport and Environment Committee of 6 October 2022 as a correct record.
- 2) To approve the minute of the Transport and Environment Committee of 3 November 2022 as a correct record, subject to the inclusion of Councillor Jenkinson in attendance as a substitute for Councillor Graham and not Councillor Mackenzie.

(References – Minutes of 6 October and 3 November 2022, submitted.)

8. 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)

9. 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 3** – Transport and Environment Committee Rolling Actions Log - Action Flyposting Enforcement
 - Action 4** – Transport Asset Management Plan (TAMP)
 - Action 5** – Annual Air Quality Update
 - Action 13** – Edinburgh Low Emission Zone – Regulations and Guidance Consultation Response and Programme Update
 - Action 24** – Vision Zero – Motion by Councillor Miller
 - Action 25** – Rolling Actions Log – Maintenance of Cycle and Footpaths
 - Action 27** – Rolling Actions Log – Use of Camera Footage
 - Action 42(2)** – Updated Pedestrian Crossing Prioritisation 2022/23
 - Action 44(1) and (2)** – Strategic Review of Parking – Results of Phase 1 Traffic Order

Action 47(2) – Motion by Councillor Macinnes – Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68

Action 50(1) – Motion by Councillor Neil Ross – Electric Vehicle Charging Points

Action 51(2) – Our Future Streets Circulation Plan

Action 55(2) – Concessionary Travel on Edinburgh Trams for Young People (Under 22)

Action 58(2) – Motion by Councillor Arthur – Burnside Bridge

Action 61 – Penalty Charge Notices for Parking Enforcement Consultation results.

2) **Rolling Action 40 – Business Bulletin – Petition on Station Road, Ratho Station**

- a) To note the status of **Rolling Action 40** with respect to the petition on an HGV restriction on Station Road in Ratho Station.
- b) To note how the motion approved unanimously by committee in March 2022 agreed that “officers should, at the earliest possible stage, engage directly with the ward councillors elected following the May elections and with the Newbridge and Ratho Station Community Association on the issues raised in the petition”.
- c) To regret that, seven months on from the election, there had been no such engagement with ward councillors or the community association.
- d) To further note that, while the rolling actions log stated there was an update in the December 2022 Business Bulletin, the published bulletin contained no such update.
- e) To therefore instruct officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update could be provided to the February meeting of the committee.

3) **Rolling Action 19 – Wardie Bay and Beach – Response to Motion**

- a) To further note the status of **Rolling Action 19** with respect to Wardie Bay and Beach.
- b) To regret that seven months on from the election, there had been no engagement with the community or with ward councillors despite explicitly expressed interest by several parties.
- c) To further note that no update had been given on the status of a letter in support of the community led bathing water status application, the submission of which had been requested by SEPA by the end of November.
- d) To therefore, instruct officers to engage directly with ward councillors and relevant community organisations on progress within the next six weeks,

so that a substantive business bulletin update could be provided to the February meeting of the committee.

- 4) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

10. Revision to the Air Quality Action Plan

A draft Air Quality Action Plan (AQAP) for approval to proceed to statutory consultation and engagement was presented.

Motion

- 1) To approve the draft Air Quality Action Plan (AQAP) for statutory consultation and engagement. As noted in the report by the Executive Director of Place, this would be carried out alongside consultation on the Circulation Plan and other action plans, and would be for a period of 12 weeks.
- 2) To note that the revised AQAP will, once approved following consultation, represent the Council's new statutory plan for reducing concentrations of air pollutants and exposure to air pollution across the city.
- 3) To note that the draft AQAP has been created in tandem with emerging placemaking and mobility-led strategies and action plans to maximise delivery of relevant strategic objectives in the Council's City Mobility Plan, 2030 Climate Strategy, and emerging City Plan 2030.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment

- 1) To approve the draft Air Quality Action Plan (AQAP) for statutory consultation and engagement. As noted in the report by the Executive Director of Place, this would be carried out alongside consultation on the Circulation Plan and other action plans, and would be for a period of 12 weeks.
- 2) To note that the revised AQAP will, once approved following consultation, represent the Council's new statutory plan for reducing concentrations of air pollutants and exposure to air pollution across the city.
- 3) To note that the draft AQAP has been created in tandem with emerging placemaking and mobility-led strategies and action plans to maximise delivery of relevant strategic objectives in the Council's City Mobility Plan, 2030 Climate Strategy, and emerging City Plan 2030.
- 4) To note ongoing relevant work at local, regional and national level described in the report (such as the upcoming local development plan "City Plan 2030", National Planning Framework 4, vehicle emission standards, and a re-convened steering group for the Salamander Street AQMA) which will report and/or come into force during the period of the AQAP, and asks officers to consider how the action plan can be updated or appended and approved by Committee at an appropriate date.

- 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 approve the draft Air Quality Action Plan (AQAP) for statutory consultation and engagement. As noted in the report by the Executive Director of Place, this would be carried out alongside consultation on the Circulation Plan and other action plans, and would be for a period of 12 weeks.
- 2) To note that the revised AQAP would, once approved following consultation, represent the Council's new statutory plan for reducing concentrations of air pollutants and exposure to air pollution across the city.
- 3) To note that the draft AQAP had been created in tandem with emerging placemaking and mobility-led strategies and action plans to maximise delivery of relevant strategic objectives in the Council's City Mobility Plan, 2030 Climate Strategy, and emerging City Plan 2030.
- 4) To note ongoing relevant work at local, regional and national level described in the report (such as the upcoming local development plan "City Plan 2030", National Planning Framework 4, vehicle emission standards, and a re-convened steering group for the Salamander Street AQMA) which would report and/or come into force during the period of the AQAP, and ask officers to consider how the action plan could be updated or appended and approved by Committee at an appropriate date.

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

11. Draft Road Safety Action Plan – Delivering City Mobility Plan

The draft Road Safety Action Plan for Edinburgh to 2030 was presented for approval to progress to public consultation in early 2023, alongside the other City Mobility Plan (CMP) Delivery Plans together with the associated Road Safety Improvements Delivery Plan to 2024 for approval.

Motion

- 1) To approve the Draft Road Safety Action Plan to be presented for public consultation in early 2023.
- 2) To note the targets set out within the draft Action Plan to further reduce the number of personal injury collisions on Edinburgh's roads.
- 3) To note that these either meet or exceed the national targets set out in the Scottish Government's Road Safety Plan for Scotland to 2030.
- 4) To approve the Road Safety Improvements - Delivery Plan to 2024.
- 5) Notes that the Draft Road Safety Action Plan proposes Low Traffic Neighbourhoods as an accident reduction measure as they reduce unwanted traffic cutting through residential areas. Further notes that academic research which used Waltham Forrest as a case study observed a "three-fold decline" in

injuries, and that walking and cycling became “3-4 times safer per trip” (see: <https://tinyurl.com/p44jawtn>).

- 6) Therefore, agrees that well designed schemes have significant potential to both reduce the risk of accidents and improve community wellbeing by creating “connected neighbourhoods” as a result promoting walking, wheeling and cycling.
- 7) Agrees, therefore, that the Road Safety Action Plan & Active Travel Action plan consultations are used to explore the role connected neighbourhoods could play in Edinburgh, and how their deployment could be prioritised.

- moved by Councillor Arthur, seconded by Councillor McKenzie

Amendment 1

- 1) To approve the Draft Road Safety Action Plan to be presented for public consultation in early 2023.
- 2) To note the targets set out within the draft Action Plan to further reduce the number of personal injury collisions on Edinburgh’s roads.
- 3) To note that these either meet or exceed the national targets set out in the Scottish Government’s Road Safety Plan for Scotland to 2030.
- 4) To approve the Road Safety Improvements - Delivery Plan to 2024.
- 5) Welcomes the recognition that meeting the targets of eliminating road casualties and reducing serious injuries set out in the Draft Safety Action Plan will require better education of road users.
- 6) Recognises that there is a particular responsibility for reduction of danger amongst those whose modes of travel create the highest levels of risk, i.e., drivers of motor vehicles.
- 7) Notes the update to the Highway Code in early 2022 which introduced several changes to improve the safety of more vulnerable road users and thanks officers for their social media campaign to disseminate the new rules to road users at the time.
- 8) Notes with concern that illegal and dangerous driver behaviour remains a significant road safety issue across the city.
- 9) Agrees that compliance with road rules cannot and should not rely on constant police presence and enforcement.
- 10) Welcomes the educational measures targeted at Young Drivers and Older Drivers outlined in the report by the Executive Director of Place.
- 11) Requests council officers to explore further measures and partnerships to educate drivers about safe and legal driving and present these options to committee in the next update on the plan post-consultation. Further options should focus on educating:
 - Drivers currently not targeted by existing measures

- Professional drivers (HGVs, taxis, etc.)
- 12) Further recognises that while collision analysis can be a useful indicator of which road safety interventions should be prioritised, people should not need to be injured or killed for the need for an intervention to be recognised.
 - 13) Agrees, therefore, to include data on near-misses and perceptions of safety when considering the need for road safety measures.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 2

- 1) To approve the Draft Road Safety Action Plan to be presented for public consultation in early 2023.
- 2) To note the targets set out within the draft Action Plan to further reduce the number of personal injury collisions on Edinburgh's roads.
- 3) To note that these either meet or exceed the national targets set out in the Scottish Government's Road Safety Plan for Scotland to 2030.
- 4) To approve the Road Safety Improvements - Delivery Plan to 2024.
- 5) Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further speed reduction measures' of appendix 2 to the report.

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

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the Draft Road Safety Action Plan to be presented for public consultation in early 2023.
- 2) To note the targets set out within the draft Action Plan to further reduce the number of personal injury collisions on Edinburgh's roads.
- 3) To note that these either met or exceeded the national targets set out in the Scottish Government's Road Safety Plan for Scotland to 2030.
- 4) To approve the Road Safety Improvements - Delivery Plan to 2024.
- 5) To note that the Draft Road Safety Action Plan proposed Low Traffic Neighbourhoods as an accident reduction measure as they reduced unwanted traffic cutting through residential areas. To further note that academic research which used Waltham Forrest as a case study observed a "three-fold decline" in injuries, and that walking and cycling became "3-4 times safer per trip" (see: <https://tinyurl.com/p44jawtn>).
- 6) To therefore, agree that well designed schemes had significant potential to both reduce the risk of accidents and improve community wellbeing by creating

“connected neighbourhoods” as a result promoting walking, wheeling and cycling.

- 7) To agree, therefore, that the Road Safety Action Plan & Active Travel Action plan consultations be used to explore the role connected neighbourhoods could play in Edinburgh, and how their deployment could be prioritised.
- 8) To welcome the recognition that meeting the targets of eliminating road casualties and reducing serious injuries set out in the Draft Safety Action Plan would require better education of road users.
- 9) To recognise that there was a particular responsibility for reduction of danger amongst those whose modes of travel created the highest levels of risk, i.e., drivers of motor vehicles.
- 10) To note the update to the Highway Code in early 2022 which introduced several changes to improve the safety of more vulnerable road users and thank officers for their social media campaign to disseminate the new rules to road users at the time.
- 11) To note with concern that illegal and dangerous driver behaviour remained a significant road safety issue across the city.
- 12) To agree that compliance with road rules could not and should not rely on constant police presence and enforcement.
- 13) To welcome the educational measures targeted at Young Drivers and Older Drivers outlined in the report by the Executive Director of Place.
- 14) To request council officers to explore further measures and partnerships to educate drivers about safe and legal driving and present these options to committee in the next update on the plan post-consultation. Further options should focus on educating:
 - Drivers currently not targeted by existing measures
 - Professional drivers (HGVs, taxis, etc.)
- 15) To further recognise that while collision analysis could be a useful indicator of which road safety interventions should be prioritised, people should not need to be injured or killed for the need for an intervention to be recognised.
- 16) To agree, therefore, to include data on near-misses and perceptions of safety when considering the need for road safety measures.
- 17) To agree that officers should provide a follow up members’ briefing, detailing the specific measures which would be introduced by the end of 2023 under the sections of ‘accident investigation and prevention’, ‘section 75s’, ‘school travel’, and ‘further speed reduction measures’ of appendix 2 to the report.

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

12. Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Update and Short, Medium and Longer Term Safety Improvements

a) Councillor Whyte

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

Councillor Whyte expressed concern at the proposals at the serious traffic congestion being caused by the narrowing of the junction at Sir Harry Lauder Road together with the problems of the use of residential side streets due to the introduction of a no left turn.

Councillor Whyte asked the committee to consider the wider implications of introducing the changes to these route which were main arterial routes used by heavy goods traffic. He indicated that any changes should only be carried out when the nature of the area and the traffic using it changed.

b) Report by the Executive Director of Place

An update was provided on short, medium and longer-term measures to improve safety for vulnerable road users at the Portobello High Street/Inchview Terrace/Sir Harry Lauder Road junction.

Motion

To note the update provided in the report by the Executive Director of Place.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment

- 1) To note the update provided in the report by the Executive Director of Place.
- 2) Agrees that the design needs to make sure the safe cycle route is clearly visible and sign-posted to cyclists.

- moved by Councillor Bandel, seconded by Councillor Miller

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 provided in the report by the Executive Director of Place.
- 2) To agree that the design needed to make sure the safe cycle route was clearly visible and sign-posted to cyclists.

(References – Transport and Environment Committee, 18 August 2022 (adjourned to 1 September 2022) (item 3); report by the Executive Director of Place, submitted)

13. Lothian Buses – Appointment and Remuneration of Executive Directors

Approval was sought for the appointment of Executive Directors to the Board of Lothian Buses (LB) and for the remuneration of the Executive Directors, as set in the report by the Executive Director of Place.

Decision

- 1) To note that the appointment of Directors to the Board of Lothian Buses Limited (LB) and executive remuneration were Reserved Matters, which required the consent of the Council.
- 2) To approve the appointments and remuneration recommendations of the LB Board, as set out in paragraphs 4.3 – 4.4 of the report by the Executive Director of Place.

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

14. Maintenance of Footways and Cyclepaths

An update on the Council's approach to the maintenance of footways and cycleways, including both the on-road and off-road network which was designed to complement the Council's Transport Asset Management Plan (TAMP) was provided, together with an outline of some ongoing planned improvements for environmental maintenance of these assets moving forward.

Motion

To note the report by the Executive Director of Place and the estimated costs associated with improving the Council's approach to maintenance of footways and cycleways.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment

- 1) To note the report by the Executive Director of Place and the estimated costs associated with improving the Council's approach to maintenance of footways and cycleways.
- 2) Agrees that taking an equalities approach to public policy, spending, and service delivery is vital to ensure the Council treats all people equally and with fairness.
- 3) Notes that a gender budget analysis of winter maintenance policy in Stockholm found that prioritising maintenance of roads favoured men over women, and that prioritising pavements and cycleways instead led to a reduction in pedestrian injuries.
- 4) Welcomes the trial of a dedicated team for pathway and cycleway maintenance in the North West area.
- 5) Requests officers to explore the possibility of:
 - Providing a pathway and cycleway maintenance team for other localities;

- Employing this team to provide a more proactive approach to leaf sweeping during leafing season;
- Reallocating a share of road gritting resources to path and cycleway gritting;
- along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023.

- moved by Councillor Bandel, seconded by Councillor Miller

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 report by the Executive Director of Place and the estimated costs associated with improving the Council's approach to maintenance of footways and cycleways.
- 2) To agree that taking an equalities approach to public policy, spending, and service delivery was vital to ensure the Council treated all people equally and with fairness.
- 3) To note that a gender budget analysis of winter maintenance policy in Stockholm found that prioritising maintenance of roads favoured men over women, and that prioritising pavements and cycleways instead led to a reduction in pedestrian injuries.
- 4) To welcome the trial of a dedicated team for pathway and cycleway maintenance in the North West area.
- 5) To request officers to explore the possibility of:
 - Providing a pathway and cycleway maintenance team for other localities;
 - Employing this team to provide a more proactive approach to leaf sweeping during leafing season;
 - Reallocating a share of road gritting resources to path and cycleway gritting;
 - along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023.

(References – Transport and Environment Committee, 6 October 2022 (item 4); report by the Executive Director of Place, submitted)

15. Public Utility Company Performance and Road Work Co-ordination April 2021 to March 2022

Details were provided on the performance of Public Utilities (PUs) during 2021/22 together with a review of the major issues and actions taken to address road works co-ordination issues.

Decision

- 1) To note the report by the Executive Director of Place and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To note the scale of the public utility works in Edinburgh, and agree that the resultant disruption could often have non-trivial impacts on public transport and other essential traffic.
- 3) To ask that the 2022/23 report detail the benefits of increased partnership working with public transport providers.

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

16. School Travel Plan Review Update

An update was provided on progress on the citywide review of School Travel Plans and arrangements for future reporting of progress on both the review itself and the delivery of the resulting infrastructure improvements.

Motion

- 1) To note the progress update on the School Travel Plan Review.
- 2) To note that, going forward, quarterly progress updates would be presented to the Committee as part of the Business Bulletin.
- 3) To note that the plans to deliver infrastructure improvements arising from the School Travel Plan Review process would be set out as part of the Road Safety Improvements Delivery Plan.
- 4) Welcomes the reported progress on this important issue.
- 5) Welcomes the proposed Business Bulletin updates, and asks that these enable the progress made at each school to be tracked in more detail.
- 6) Further asks that the Business Bulletin provides more detail relating to the budget requirements, and the potential to accelerate the delivery of the scheme using external funding.

- moved by Councillor Arthur, seconded by Councillor Jenkinson

Amendment 1

- 1) To note the progress update on the School Travel Plan Review.
- 2) To note that, going forward, quarterly progress updates would be presented to the Committee as part of the Business Bulletin.
- 3) To note that the plans to deliver infrastructure improvements arising from the School Travel Plan Review process would be set out as part of the Road Safety Improvements Delivery Plan.
- 4) Agrees that the 10 school travel plans which have been signed off for delivery should be published on the 'Streets Ahead' website and provided directly to ward councillors, as agreed by the Transport and Environment Convener at the

30 June 2022 and 27 October 2022 meetings of the Council, and that this process should continue as and when new travel plans are signed off.

- 5) Agrees that, going forward, ward councillors should also be given the opportunity to become involved in the process set out in paragraph 4.5 of the report by the Executive Director of Place.

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

Amendment 2

- 1) To note the progress update on the School Travel Plan Review.
- 2) To note that, going forward, quarterly progress updates would be presented to the Committee as part of the Business Bulletin including details of the road safety interventions agreed in completed School Travel Plans.
- 3) To note that the plans to deliver infrastructure improvements arising from the School Travel Plan Review process would be set out as part of the Road Safety Improvements Delivery Plan.
- 4) Requests officers to circulate School Travel Plans among Transport and Environment Committee members and ward councillors upon completion.

- moved by Councillor Bandel, seconded by Councillor Miller

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the progress update on the School Travel Plan Review.
- 2) To note that, going forward, quarterly progress updates would be presented to the Committee as part of the Business Bulletin.
- 3) To note that the plans to deliver infrastructure improvements arising from the School Travel Plan Review process would be set out as part of the Road Safety Improvements Delivery Plan.
- 4) To welcome the reported progress on this important issue.
- 5) To welcome the proposed Business Bulletin updates, and ask that these enable the progress made at each school to be tracked in more detail.
- 6) To further ask that the Business Bulletin provide more detail relating to the budget requirements, and the potential to accelerate the delivery of the scheme using external funding.
- 7) To agree that the 10 school travel plans which had been signed off for delivery should be published on the 'Streets Ahead' website and provided directly to ward councillors, as agreed by the Transport and Environment Convener at the 30 June 2022 and 27 October 2022 meetings of the Council, and that this process should continue as and when new travel plans were signed off.

- 8) To agree that, going forward, ward councillors should also be given the opportunity to become involved in the process set out in paragraph 4.5 of the report by the Executive Director of Place.
- 9) To request that officers circulate School Travel Plans among Transport and Environment Committee members and ward councillors upon completion.

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

17. Revenue Monitoring Update – 2022/23 Month Five Position

Details were provided on the 2022/23 projected month five revenue monitoring position for Place Directorate services based on an analysis of actual expenditure and income to the end of August 2022 with expenditure and income projections for the remainder of the 2022/23 financial year. At month five, the 2022/23 overall Place gross budget pressure (excluding COVID-19 impact) was currently forecast to be £2.720m.

Decision

- 1) To note that the Place revenue budget position for the 2022/23 financial year at month five was a projected £2.7m overspend (excluding COVID-19 impact). Services within the remit of the Committee were forecasting an overspend of £1.785m reflecting the combined impact of inflationary pressures in excess of those for which corporate budgetary provision had been made.
- 2) To note that General Fund COVID-19 costs of £8.292m were forecast for the Place Directorate at month five, with £7.042m relating to services within the remit of the Committee. At this stage the approved level of budget provision for COVID-19 financial effects in 2022/23 was assessed to be sufficient.
- 3) 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)

18. Motion by Councillor Aston – Responding to Conflicts as Leith Walk Reopens to Vehicles

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

“Committee:

- 1) Notes with concern the conflict caused by car drivers making prohibited turns into junctions and the danger that brings to pedestrians and cyclists and cars mounting raised table junctions and that both of these are occurring at most junctions on Leith Walk which provide a through route from and to Easter Road.
- 2) Accepts that the current period where partial reopening has resulted in some but not all routes between Easter Road and Leith Walk providing vehicular access is concentrating conflicts in a smaller number of locations and that full reopening will likely dilute this;

- 3) Notes however that this means still a substantial period of time in which these significant risks will continue and that some of the conflicts are caused by design issues.
- 4) Notes that the Brunswick Road junction in particular has generated huge numbers of incidents over the last few days, well documented on social media and elsewhere with drivers not adhering to the instructions on signage prohibiting right and left turns from Leith Walk and into Brunswick Street, leading to a number of near misses by car drivers which have risked injury to crossing pedestrians and cyclists.
- 5) Welcomes that Police Scotland have been active in providing enforcement at the Brunswick Street junction in recent days but accepts that this cannot and must not represent the entirety of the response to these problems and that a preventative approach is required.
- 6) Notes that the raised table junction at Dalmeny Street is generating conflict between cars on the one hand and pedestrians and cyclists on the other, with many drivers apparently either unaware of or deliberately ignoring the fact that pedestrians and cyclists have priority at these.
- 7) Further notes that the similar problems noted at the Brunswick Street raised table junction resulted in the junction being temporarily closed shortly after it was reopened to vehicular access and that it has remained closed since because a solution to these problems has not yet been implemented.
- 8) Notes that these conflicts are only becoming apparent when each junction reopens to vehicles as the Trams to Newhaven works progress to completion.
- 9) Therefore calls upon the Trams to Newhaven project team and the relevant council transport teams urgently to:
 - a) Take a proactive approach to identifying where there is potential for conflicts, prior to junctions reopening to vehicular access;
 - b) Improve signage at the relevant junctions to ensure that drivers know what the layout is and which road users have priority;
 - c) Work with the Council's media team and with Police Scotland urgently to implement a campaign to promote awareness among drivers of the new layout of junctions and of the requirements on them when approaching raised tables where pedestrians and cyclists have priority;
 - d) Write to all businesses in the area of Leith Walk requesting that they alert their suppliers to the new arrangements;
 - e) Return to elected members with a briefing note of actions taken and planned within one cycle."

Decision

To note that Councillor Aston had withdrawn his motion.

19. Motion by Councillor Miller – Driver Behaviour

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

“Committee:

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

- moved by Councillor Miller, seconded by Councillor Bandel

Decision

To approve the motion as adjusted by Councillor Miller.

20. Motion by Councillor McFarlane – Low Emission Zones

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

“Committee:

- 1) Notes that LEZs help to improve air quality by discouraging the most polluting vehicles from entering a specified area - helping to improve public health and wellbeing and Edinburgh’s legal obligations on improving air quality.
- 2) Notes that the Low Emission Zone guidance states there is an exemption for historic vehicles, which is defined as:
 - The vehicle was manufactured or registered under the Vehicle Excise and Registration Act 1994, for the first time at least 30 years ago.
 - The vehicle is no longer in production, and
 - The vehicle has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.
- 3) Understands that this vehicle class is a national exemption and is subject to The Low Emission Zones (Emission Standards, Exemptions and Penalty Charges)

(Scotland) Regulations 2021. As such, Edinburgh's LEZ enforcement system will automatically 'whitelist' all vehicles over the age of 30. It is then the responsibility of the Council to remove vehicles from the whitelist, if they do not meet the legal definition.

- 4) Notes that whilst this exemption may be proportionate in scale for personal use historic vehicles, there are wholly commercial operations operating primarily or totally within the Edinburgh LEZ that utilise polluting historic vehicles in their fleet.

Understands that the hours spent driving around the LEZ for commercial purposes far surpass the normal residential use of a historic vehicle and therefore is a significant and above average contributor of vehicle emissions.

- 5) Requests officers explore the feasibility of removing commercially operating historic vehicles from the Low Emission Zone exemption whitelist, with an update provided to the Transport and Environment Committee Business Bulletin within three cycles."

Motion

To approve the motion by Councillor McFarlane.

- moved by Councillor McFarlane, seconded by Councillor Work

Amendment

In Paragraph 5) of the motion by Councillor McFarlane, delete from "with an update" to end, and insert;

"with a report within three cycles to the Transport and Environment Committee for decision."

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

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

Decision

To approve the following adjusted motion by Councillor Aston:

- 1) To note that LEZs helped to improve air quality by discouraging the most polluting vehicles from entering a specified area - helping to improve public health and wellbeing and Edinburgh's legal obligations on improving air quality.
- 2) To note that the Low Emission Zone guidance stated there was an exemption for historic vehicles, which was defined as:
 - The vehicle was manufactured or registered under the Vehicle Excise and Registration Act 1994, for the first time at least 30 years ago.
 - The vehicle is no longer in production, and
 - The vehicle has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.

- 3) To understand that this vehicle class was a national exemption and was subject to The Low Emission Zones (Emission Standards, Exemptions and Penalty Charges) (Scotland) Regulations 2021. As such, Edinburgh's LEZ enforcement system would automatically 'whitelist' all vehicles over the age of 30. It was then the responsibility of the Council to remove vehicles from the whitelist, if they did not meet the legal definition.
- 4) To note that whilst this exemption might be proportionate in scale for personal use historic vehicles, there were wholly commercial operations operating primarily or totally within the Edinburgh LEZ that utilised polluting historic vehicles in their fleet.

To understand that the hours spent driving around the LEZ for commercial purposes far surpassed the normal residential use of a historic vehicle and therefore was a significant and above average contributor of vehicle emissions.
- 5) To request officers to explore the feasibility of removing commercially operating historic vehicles from the Low Emission Zone exemption whitelist, with a report within three cycles to the Transport & Environment Committee for decision.

21. Motion by Councillor Bandel – Mobility Analysis

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

- “1) Notes that the City of Edinburgh Council's new upgraded CCTV system is able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations.
- 2) Notes that analysis of this data (e.g. traffic counts, analysis of pedestrian desire lines and modal analysis) has the potential to inform and improve the work of Transport and Environment Committee.
- 3) Requests a report on the scope of opportunities that this system can present and to identify those transport strategies and action plans which can be improved using this evidence base within three cycles.”

Motion

To approve the motion by Councillor Bandel.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment

To add to the motion by Councillor Bandel:

- “4) Requests that the report considers the use of Artificial Intelligence to monitor traffic movements at key junctions.”

- moved by Councillor Arthur, seconded by Councillor Jenkinson

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 Bandel:

- 1) To note that the City of Edinburgh Council's new upgraded CCTV system was able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations.
- 2) To notes that analysis of this data (e.g. traffic counts, analysis of pedestrian desire lines and modal analysis) had the potential to inform and improve the work of Transport and Environment Committee.
- 3) To request a report on the scope of opportunities that this system could present and to identify those transport strategies and action plans which could be improved using this evidence base within three cycles.
- 4) To request that the report consider the use of Artificial Intelligence to monitor traffic movements at key junctions.

22 Motion by Councillor Munro – City Council Plan for Whitehouse Loan

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

“Committee

- 1) Regrets that residents believe the City Council's Plan for Whitehouse Loan to remain closed is seriously flawed.
- 2) Recognises that the current Plan appears to do little to address the longstanding frustration residents feel towards the road closure. Understands that Clinton Road is now being used as a rat run which regularly see's vehicles having to mount the pavement to pass one another which in turn causes a risk to those walking especially children.
- 3) Notes that the residents believe a compromise could be had by creating a proper cycle lane which accommodates those in the area looking to cycle while allowing residents to access their properties without having to use side streets.
- 4) Requests officers revise their plans to address local concerns and reach agreement with residents.”

Decision

To note that Councillor Munro had withdrawn her motion.