

# Addendum by the Administration

## Transport and Environment Committee

2 February 2023

### Item 6.1 – Business Bulletin

Committee:

Acknowledges the value of Burnside Bridge to the local community.

Agrees to exceptionally fund the re-opening of Burnside Bridge from the Roads and Infrastructure budget, and take all reasonable steps to recover the costs.

**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Addendum by the SNP Group

## Transport and Environment Committee – 2 February 2023

### 6.1 Business Bulletin: Motion by Councillor Arthur – Burnside Bridge (Stenhouse Mill Lane Bridge)

#### Committee:

1. Welcomes the work by officers both in researching possible ownership of the bridge and in identifying potential legal powers available to the Council to ensure that the bridge is made safe to use for travel and to thereby restore the public right of way.
2. Recognises that there is unavoidable uncertainty as to when the land adjacent to the bridge might be subject to a planning application and that this could take potentially years, meaning that the bridge and public right of way continue to be unusable and that that has already been the position since summer 2019.
3. Therefore requests a report to Full Council in one cycle outlining a programme of works to restore the bridge for safe use.

**Moved by**      **Councillor Danny Aston**

**Seconded by**   **Councillor**

# Amendment by the Green Group

## Transport and Environment Committee

**Thursday 2 February 2023**

### Item 6.1 – Business Bulletin

Re Business Bulletin item “Motion by Councillor Miller – Driver Behaviour”

Committee asks that the “further discussions [...] ongoing on a wider campaign around driver behaviours” are briefed to committee members and a report is provided for approval when recommendations have been developed.

**Moved by: Councillor Claire Miller**

**Seconded by: Councillor Jule Bandel**

# Addendum by the Green Group

## Transport and Environment Committee

02 February 2023

### Item 7.1 Circulation Plan – Delivering the City Mobility Plan

Adds after 1.1.1:

1.1.2 Reaffirms the objectives and vision of the City Mobility Plan to create a safe and inclusive net zero carbon transport system which were approved by Transport and Environment Committee in 2021 following extensive public consultation.

1.1.3 Notes that good public engagement requires consultations to be clear about the scope of what is being consulted on to avoid confusion and disillusionment among citizens.

1.1.4 Agrees that the forthcoming consultation should be clear that the Council is not re-consulting on the objectives that have already been agreed but rather seeking views on how to resolve the outstanding challenges and conflicts that come with reallocation of limited street space in line with the sustainable transport hierarchy to successfully deliver the objectives of the City Mobility Plan.

Renumbers accordingly.

**Moved by:** Cllr Jule Bandel

**Seconded by:** Cllr Claire Miller

# Amendment by the Conservative Group

## Committee - Transport and Environment

**Date – 2<sup>nd</sup> February 2023**

### **Item – 7.1 Circulation Plan – delivering the City Mobility Plan**

Committee agrees to:

Note recommendation 1.1.1

Delete 1.1.2 and replace with:

1.1.2 Notes the Circulation Plan currently consists of themes rather than specific schemes.

1.1.3 Recognises that consultation on themes is unlikely to provide clear feedback that can easily help inform decision making.

1.1.4 Therefore, Committee instructs Officers to provide more detailed plans before starting Consultations that include:

- 1) A list of proposed schemes that are achievable within the lifetime of this Council in order to determine public support
- 2) How much each scheme will cost
- 3) The funding sources available
- 4) The anticipated timescales for delivery

In order to provide consultees a clearer picture of what they are being asked. No consultation to take place until this work is complete and reported to Committee.

**Moved by: Councillor Munro**  
**Seconded by: Councillor Cowdy**

# Addendum by the Administration

## Transport and Environment Committee

2 February 2023

### Item 7.2 – Public Transport Action Plan 2023 – Delivering the City Mobility Plan

Committee:

Notes action PG5 “Bus Stop Realignment” and previous public concerns regarding “Bus Stop Rationalisation”, particularly from an equalities perspective.

Agrees that any plans to move/combine bus stops should (1) consider accessibility needs, (2) be mindful of operational needs for bus service reliability and aim to increase patronage/modal shift, (3) should consider initially focusing on the arterial routes defined in the Circulation Plan’s “public transport and active travel priority corridors” and/or the PTAP’s UTC/AVL roll out (PG4), and (4) be informed by a public engagement exercise.

Agrees that TEC members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.

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**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Amendment by the Liberal Democrat Group

## Transport & Environment Committee

**2<sup>nd</sup> February 2023**

### **Item 7.2 - Public Transport Action Plan – Delivering the City Mobility Plan**

#### **Committee**

In 1.1.1, add at end “subject to the following adjustments”:

- In action PG1, delete “particularly in the city centre”
- Remove PG5
- In action PR4, add “so as to expand existing and deliver new park and ride capacity.”
- In PR7, after “express bus services.” add, “This must be done in a way that avoids reducing public transport options for Edinburgh residents.”

**Moved by: Councillor Kevin Lang**

**Seconded by: Councillor Sanne Dijkstra-Downie**



# Addendum by the Green Group

## Transport and Environment Committee

02 February 2023

### Item 7.2 Public Transport Action Plan 2023 – Delivering the City Mobility Plan

Adds to the recommendations:

1.1.5. Welcomes the action to carry out a trial of Demand Responsive Transport (DRT) but notes with concern the lengthy timescales attached to it.

1.1.6 Agrees that in light of bus withdrawals across the city, work on DRT and supported bus services should be prioritised.

1.1.7 Notes the decision of Full Council on the 30<sup>th</sup> June 2022 to carry out a review of community requirements for supported bus services across and report back within two cycles. Further notes that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review is still outstanding.

1.1.8 Requests officers to carry out the review as per the decision on 30<sup>th</sup> June 2022 and report back as soon as possible.

**Moved by:** Cllr Jule Bandel

**Seconded by:** Cllr Claire Miller

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date – 2<sup>nd</sup> February 2023

### Item – 7.2 Public Transport Action Plan

Replaces 1.1.1 with

1.1.1 Acknowledges that:

- i. Full delivery of the Action Plan, even over a period of a decade or more, would require a substantial increase in funding and resources. (6.1 Financial impact)
- ii. It is proposed to develop a business case and delivery programme for the PTAP and to seek funding from partners to support delivery. (6.1 Financial impact)
- iii. There is a need for further development work on the PTAP, which will “enable us to present a detailed, integrated case for investment in a transport system.” (Foreword by the Convener)
- iv. The PTAP is largely conceptual and fails to propose a list of specific, deliverable actions that the public can understand in terms of impact and usefulness.
- v. consultations using the current draft plan cannot provide clear feedback that can easily help inform decision making.

1.1.2 Therefore, Committee agrees not to proceed and that Officers should instead provide more detailed plans of a specific list of prioritised schemes for Consultation that include:

- a) How much each scheme will cost

b) How they will be funded

c) The anticipated timescales for delivery

to provide consultees and the general public a clearer picture of what they are being asked about.

**Moved by: Councillor Munro**  
**Seconded by: Councillor Cowdy**

# Addendum by the SNP Group

## Transport and Environment Committee

2 February 2023

### Item 7.3 - Active Travel Action Plan 2023 – Delivering the City Mobility Plan

Adds:

#### 1.1.6 Piershill to Powderhall Railway Line

1.1.6.1 Welcomes the ongoing aspiration of bringing the defunct Piershill to Powderhall railway line into use as an off-road walking and cycling, recognising the enormous benefits that this new link would bring to active travel between the North and the East of the city, connecting to the North Edinburgh Path Network.

1.1.6.2 Regrets however that this outcome is not expected until after 2026 and recognises that Network Rail's approach is the obstacle.

1.1.6.3 Directs officers to continue discussions with Network Rail and other relevant parties regarding the acquisition of the railway line by the City of Edinburgh Council and to report back through a Business Bulletin update in three cycles.

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**Moved by      Councillor Danny Aston**

**Seconded by   Councillor**

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date – 2<sup>nd</sup> February 2023

### Item – 7.3 Active Travel Action Plan

Replaces 1.1.1 with:

#### 1.1.1 Acknowledges

- i. Delivering every action in this plan to its fullest extent would cost £824m - £1,124bn (at 2022 prices). - (Funding and resourcing the plan)
- ii. A delivery programme will be determined by how much funding can be secured for this work. - (Funding and resourcing the plan)
- iii. Full delivery of the Action Plan, even over a long period of time, will require a substantial increase in funding and resources. - (6.2 Financial impact)
- iv. It is proposed to seek funding to develop a business case and delivery programme for the ATAP. - (6.2 Financial impact)
- v. That consultations using the current draft plan will not provide clear feedback that can easily help inform decision making as it is impossible for the public to determine which aspects of the plan are likely to be prioritised, receive match funding or be approved in the early stages.

1.1.2 Therefore, Committee instructs Officers to provide more detailed plans and a specific and prioritised delivery programme before starting Consultations that include:

- a) How much each scheme will cost
- b) How they will be funded
- c) The anticipated timescales for delivery

to provide consultees and the general public a clearer picture of what they are being asked about. This plan should explain what is being done to achieve delivery of the previously agreed and funded Active Travel Programme, and should concentrate on a realistic programme of actions that can be delivered within the lifetime of this Council.

1.1.5 - Removes the words “final”

**Moved by: Councillor Munro**  
**Seconded by: Councillor Cowdy**

# Addendum by the Administration

## Transport and Environment Committee

2 February 2023

### Item 7.4 – Parking Action Plan – Delivering the City Mobility Plan

Committee:

Notes the concerns of trade unions regarding the Workplace Parking Levy, and that no decision has been made to impose this charge.

Therefore, agrees that Action 8 should be redrafted to “...and the Workplace Parking Levy if it is agreed to impose this charge.”

Notes that over the lifetime of the PAP many people in Edinburgh will choose to switch from diesel/petrol cars to EVs.

Notes that large and inefficient vehicles of all types, including EVs, can have a negative impact on our city.

Therefore, agrees Officers should monitor the situation and potentially apply additional surcharges as and when EV efficiency is better understood.



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**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Amendment by the Liberal Democrat Group

## Transport & Environment Committee

**2<sup>nd</sup> February 2023**

### **Item 7.4 - Parking Action Plan – Delivering the City Mobility Plan**

#### **Committee**

Add at end “subject to the following adjustments:

- In action 2, after ‘provide parking controls’, insert; ‘where there is clear evidence of parking issues and community support for change’
- In action 8, before ‘the Workplace Parking Levy’, insert; ‘subject to the Council’s consideration of a full business case,’
- Ensuring the phasing map as shown in Section 3 of the plan accurately reflects the committee’s decisions of December 2022.

**Moved by: Councillor Kevin Lang**

**Seconded by: Councillor Sanne Dijkstra-Downie**

# Addendum by the Green Group

## Transport and Environment Committee

Thursday 2 February 2023

### Item 7.4 – Parking Action Plan 2023

Adds the following additional recommendations:

“1.2 In addition to the actions outlined in the draft Parking Action Plan, requests that the following be included for consultation:

- 1.2.1 Introducing a congestion charge
- 1.2.2 Varying parking charges by the overall impact of a vehicle, for example weight / size
- 1.2.3 Setting a target for annual reduction of parking
- 1.2.4 Increasing the price of parking to reflect the total cost
- 1.2.5 Exploring charges for other non-residential parking in addition to the WPL
- 1.2.6 Changing the uses of some car parking spaces, for example "parklets"
- 1.2.7 Making blue badge applications and renewals a more accessible process
- 1.2.8 Alongside consultation questions on EV charging, include questions about charging EV motability vehicles
- 1.2.9 Providing easy ways for people to report problems to the council for rapid action, such as pavement parking
- 1.2.10 Consideration of in-sourcing part/all of parking enforcement services as an alternative to contract renewal”

**Moved by: Councillor Claire Miller**

**Seconded by: Councillor Jule Bandel**

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date – 2<sup>nd</sup> February 2023

### Item – 7.4 Parking Action Plan

Replaces 1.1.1 with

1.1.1 Notes that:

- i. This Plan sets out the Council's strategic approach to parking and kerbside management up to 2030.
- ii. The Plan is designed to help the Council target resources.
- iii. The Plan will only retain its relevance and effectiveness if we learn from its implementation and regularly update its actions.
- .
- iv. That a public consultation on strategic approaches to targeting resources requiring regular reviews is unlikely to provide clear feedback that can easily help inform decision making.

1.1.2 Committee further notes that the timescales for implementation of the zones currently approved are unlikely to be met and agrees to provide Committee with an updated implementation plan detailing the Phase 1 roll out order and how information can be provided to the public on the likely timescales for future zones.

1.1.3 Therefore, Committee instructs Officers to provide more detailed delivery programme before starting Consultations that includes:

- a) How much each scheme will cost
- b) How they will be funded
- c) realistic anticipated timescales for delivery

to provide consultees a clearer picture of what they are being asked about.

1.1.4 , Committee agrees that all future consultations should ask residents/consultees directly whether they support the implementation of a CPZ in their area. If the overwhelming majority of residents do not want a CPZ in their area then it should not proceed.

**Moved by: Councillor Cowdy**

**Seconded by: Councillor Munro**

# Addendum by the Administration

## Transport and Environment Committee

2 February 2023

### Item 7.5 – Edinburgh Cycle Hire Scheme – Options Appraisal

Committee:

Notes that political groups can choose to fund a Cycle Hire Scheme via the budget setting process.

Notes the content of the report and the transformative impact of the Thistle Foundation, Cargo Bike Movement, & Brake the Cycle projects, and also the benefits of the Edinburgh University scheme.

Agrees that Officers should work with the groups involved to identify possible internal and external funding to continue their work.

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**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Addendum by the SNP Group

## Transport and Environment Committee

2 February 2023

### Item - 7.5 - Edinburgh Cycle Hire Scheme Options Appraisal

Adds:

1.2 Transport and Environment Committee:

1.2.1 Recognises the enormous value of the city having a bike hire scheme with its potential to further sustainability and congestion objectives, improve health and wellbeing, tackle transport inequalities, and other benefits, as set out at 4.2.

1.2.2 Therefore refers the decision on a future Edinburgh Cycle Hire Scheme to Full Council so that it is considered as part of the 2023/24 budget setting process, with a view to Council agreeing a new scheme.



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**Moved by      Councillor Danny Aston**

**Seconded by   Councillor**

# Addendum by the Liberal Democrat Group

## Transport & Environment Committee

**2<sup>nd</sup> February 2023**

### **Item 7.6 - Edinburgh Cycle Hire Scheme – Options Appraisal**

#### **Committee**

Add

1.1.3 the decision around any new cycle hire scheme will be a matter for the Council budget setting process.

**Moved by: Councillor Sanne Dijkstra-Downie**

**Seconded by: Councillor Kevin Lang**

# Addendum by the Green Group

## Transport and Environment Committee

02 February 2023

### Item 7.5 Edinburgh Cycle Hire Scheme – Options Appraisal

Adds after 1.1:

1.2 Recognises that cycle hire schemes play an important role in facilitating a modal shift from cars to active travel by normalising and promoting cycling as a transport option.

1.3 Reaffirms the objectives agreed by Transport and Environment Committee in November 2021 that any new cycle hire scheme should be inclusive, secure, financially sustainable, integrated with public transport provision in Edinburgh, and aligned to the aims of the City Mobility Plan.

1.4 Notes that a cycle hire scheme meeting these requirements would require significant investment. However, further notes the long-term costs of not reinstating a cycle hire scheme, such as higher levels of congestion, greater damage to roads, adverse climate impacts, and poorer health outcomes.

1.5 Notes that the remaining funding approved for the previous cycle hire scheme has been used to fund several interim cycling measures but is now being proposed to be cut in the Revenue Budget Framework 2023-27 report to Finance and Resource Committee on 7 February 2023.

1.6 Recommends to Council to

1.6.1 Continue the funding for interim cycling measures, and

1.6.2 Consider how a new Edinburgh Cycle Hire Scheme could be funded.

1.7 Requests officers to continue work on developing an Edinburgh Cycle Hire Scheme and present an update in 6 months on progress made, taking into account the budget decision and any new learnings and external funding streams.

**Moved by:** Cllr Jule Bandel

**Seconded by:** Cllr Claire Miller

# Amendment by the Conservative Group

## Committee - Transport and Environment

Date – 2<sup>nd</sup> February 2023

### Item - 7.5 Edinburgh Cycle Hire Scheme

1.1.3 The environmental, health and economic benefits of cycling and cycle hire schemes as set out in section 3.4 of the Turner & Townsend report.

1.1.4 The points set out in section 4.26 of this report highlighting:

- i) The Council's forecast pressure on capital and revenue budgets.
- ii) The Council's current financial position in respect of revenue funding as set out in the financial impact section of this report (section 6).
- iii) There is no provision in the Council's Sustainable Capital Budget Strategy for a cycle hire scheme.

1.1.5 That a Concession model attracts least cost and risk to the Council.

1.1.6 That Dundee, and Glasgow, along with Brighton and Hove, operate successful Concession schemes with the Glasgow scheme in particular being low cost to users, widespread within the city and long term having been in place for eight years.

1.2 Committee therefore agrees that Officers should initiate work on introducing a Concession scheme in Edinburgh at the earliest opportunity and report back to Committee accordingly.

Moved by: Councillor Cowdy

Seconded by: Councillor Munro

# Addendum by the Administration

## Transport and Environment Committee

**2 February 2023**

### **Item 7.6 – Response to Motion by Councillor Booth – Rainbow Bridge/Lindsay Road Bridge – Infilling**

Committee:

Agrees to seek external funding to develop a feasibility study for Option 2 in partnership with the local community.

Agrees that an update should be provided to TEC no later than September 2023.

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**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Addendum by the Liberal Democrat Group

## Transport & Environment Committee

**2<sup>nd</sup> February 2023**

### **Item - 7.6 - Response to Motion by Councillor Booth - Rainbow Bridge / Lindsay Road Bridge - Infilling**

#### **Committee**

Add

- 1.2. The committee agrees that Option 1 presents the best and most cost effective solution, and recognises that issues in terms of funding will be considered as part of the Council's budget setting process.

**Moved by: Councillor Sanne Dijkstra-Downie**

**Seconded by: Councillor Kevin Lang**

# Amendment by Leith ward councillors

## Transport and Environment Committee

2 February 2023

### Item 7.6, Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling

Delete recommendations and insert:

“Committee:

1. Notes the report and thanks officers for their work in preparing it;
2. Notes the value of the Pride Bridge to the community of Leith, both as an important active travel route from Leith to Newhaven, as a community space, and also as an emerging cultural landmark for the LGBT+ community;
3. Notes the risks identified by officers for an infilling solution at paragraph 4.10 and notes that an infilling solution is unlikely to receive external funding and agrees that an infilling solution around the existing corroding steelwork is not progressed;
4. Notes the two additional options presented in the report; considers that the proposed modular bridge (option 1) outlined at paragraphs 4.16-4.18 would replace the active travel route but would destroy the emerging LGBT+ cultural landmark and is therefore not an acceptable way forward;
5. Notes the proposed option 2 of a wider community space at span 3 with a modular bridge over spans 1 and 2, as outlined in paragraphs 4.19-4.21 is a welcome attempt to address community concerns, but still leads to demolition of the majority of the bridge;
6. Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;
7. Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more



spans and including the option to preserve and refurbish some or all of the existing structure;

8. Therefore asks officers to submit a bid to Sustrans for a feasibility study and a detailed design which retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.

9. Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a further report will be brought back to committee on options to agree the way ahead.

**Moved by: Chas Booth, Katrina Faccenda and Adam McVey**

# Amendment by the Administration

## Transport and Environment Committee

2 February 2023

### Item 9.1 – Motion by Councillor Lang – Flooding in Kirkliston

Committee:

Welcomes the motion on this important issue.

Replace final paragraph with: Committee therefore requests a Report to the May Committee setting out short-term mitigations and long-term solutions which could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.

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**Moved by** Councillor Scott Arthur

**Seconded by** Councillor

# Amendment by the Liberal Democrat Group

## Transport & Environment Committee

**2<sup>nd</sup> February 2023**

### **Item 9.2 - Motion by Councillor Macinnes - Edinburgh Freight Conference**

#### **Committee**

Delete 2.1 and 2.2 and insert;

2.1 notes the update included in the December 2022 business bulletin on the development of the operational management plan (OMP) as set out in the City Mobility Strategy, and the specific references to freight, consolidation hubs, servicing and deliveries.

2.2 believes there should be ongoing engagement with the delivery and logistics industry on reducing delivery vehicle kms in the development and delivery of the OMP.

2.3 notes SEStran held a Logistics and Freight Forum in November 2022 and Transport Scotland held a Decarbonising Last Mile Delivery in Scotland event in September, and that Edinburgh Council officers have been involved with both conferences and continue the dialogue at a regional and national level.

2.4 agrees the Freight Forum should be reconstituted and that group transport spokespeople should be invited along with Edinburgh business representatives.

2.5 agrees officers should continue to focus on agreeing the final OMP and provide an update to committee in May.

**Moved by: Councillor Kevin Lang**

**Seconded by: Councillor Sanne Dijkstra-Downie**