

Transport and Environment Committee

10:00am, Thursday 2 March 2023

Present

Councillors Arthur (Convener), Aston, Bandel, Cameron (substituting for Councillor Graham for items 9 to 12), Cowdy, Dijkstra-Downie, Graham (items 1 to 8), Lang, McFarlane, Miller, Munro, Rae (substituting for Councillor Bandel for item 9) and Work.

1. Travelling Safely – Drum Brae North Cycleway Modification

a) Deputation – Spokes

The deputation expressed a number of concerns around the proposed Drum Brae North Cycleway modification.

The deputation believed the previous layout with a protected northbound cycle lane along the full length of Drum Brae North should be reinstated as it was safer for cyclists. The protection was necessary to prevent drivers from endangering cyclists by driving illegally and parking in mandatory cycle lanes.

The deputation urged the Committee to fully reinstate the cycleway.

b) Report by the Executive Director of Place

Approval was sought to reinstate a small section of cycle segregation units on Drum Brae North in response to concerns from residents and following observation and monitoring.

Motion

- 1) To note that, as part of the Travelling Safely Programme, at its meeting of 18 August 2022 (reconvened on 1 September 2022), Committee approved the removal of cycle segregation units on Drum Brae North.
- 2) To note the issues which had been raised since the units were removed in January 2023.
- 3) To approve the reinstatement of cycle segregation units northbound from no.56 Drum Brae North to the end of the cycleway just north of the junction with Barntongate Avenue in response to concerns raised from residents.
- 4) To thank officers for acting robustly to deal with a situation that was putting pedestrians and cyclists at risk.

- 5) To note the stated limitations on the extent of the cycle lane defenders that could be reintroduced.
 - 6) To agree that the lane was monitored as part of the Travelling Safely programme following the reintroduction of any cycle lane defenders and further recommendations were made on the length of the lane as appropriate.
- moved by Councillor Arthur, seconded by Councillor Graham

Amendment

- 1) To note that, as part of the Travelling Safely Programme, at its meeting of 18 August 2022 (reconvened on 1 September 2022), Committee approved the removal of cycle segregation units on Drum Brae North.
 - 2) To note the issues which had been raised since the units were removed in January 2023 which had also coincided with an 8 week closure of Clermiston Road North and the subsequent diversion of substantial levels of traffic to Drum Brae North.
 - 3) To agree that, immediately following the re-opening of Clermiston Road North, there should be a two-week period of monitoring of the northbound cycle lane with a subsequent report and recommendation to committee.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

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

Voting

For the motion (as adjusted)	-	7 votes
For the amendment	-	4 votes

(For the motion – Councillors Arthur, Aston, Bandel, Graham, McFarlane, Miller and Work.

For the amendment – Councillors Cowdy, Dijkstra-Downie, Lang and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note that, as part of the Travelling Safely Programme, at its meeting of 18 August 2022 (reconvened on 1 September 2022), Committee approved the removal of cycle segregation units on Drum Brae North.
- 2) To note the issues which had been raised since the units were removed in January 2023 which had also coincided with an 8 week closure of Clermiston Road North and the subsequent diversion of substantial levels of traffic to Drum Brae North.

- 3) To agree that, immediately following the re-opening of Clermiston Road North, there should be a two-week period of monitoring of the northbound cycle lane with a briefing to be provided to Transport and Environment Committee members and Local Ward members.
- 4) To thank officers for acting robustly to deal with a situation that was putting pedestrians and cyclists at risk.
- 5) To note the stated limitations on the extent of the cycle lane defenders that could be reintroduced.
- 6) To agree that the lane was monitored as part of the Travelling Safely programme following the reintroduction of any cycle lane defenders and further recommendations were made on the length of the lane as appropriate.

(References – Transport and Environment Committee 18 August 2022 (item 14); report by the Executive Director of Place, submitted)

Declaration of Interest

Councillor Miller made a transparency statement as a member of SPOKES.

2. Revenue Monitoring

The projected month eight revenue monitoring position for the Place Directorate for 2022/23 was submitted based on analysis of actual expenditure and income to the end of November 2022 with expenditure and income projections for the remainder of the 2022/23 financial year.

The overall Place gross budget pressure for 2022/23 (excluding Covid-19 impact) was currently forecast to be £2.382m.

Decision

- 1) To note that the Place revenue budget position for the 2022/23 financial year at month eight was a projected £2.382m overspend (excluding Covid-19 impact).
- 2) To note that Services within the remit of the Committee were forecasting an overspend of £1.852m reflecting the combined impact of inflationary pressures in excess of those for which corporate budgetary provision had been made.
- 3) To note that the General Fund Covid-19 costs of £8.150m were forecast for the Place Directorate at month eight, with £6.948m relating to services within the remit of the Committee and that, at this stage, the approved level of budget provision for Covid-19 financial effects in 2022/23 was assessed to be sufficient.
- 4) To note the Executive Director of Place was taking measures to address budget pressures and that progress would be reported to Committee at agreed frequencies.

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

3. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 2 February 2023 as a correct record.

4. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) **Transport Infrastructure Investment – Capital Delivery Priorities** – To request the Executive director of Place to consider if any additional priorities could be brought forward in the report as a result of the Council Budget decision on 23 February 2023.
- 2) To otherwise note the work programme.

(Reference – Work Programme 2 March 2023, submitted)

5. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 14** – Wardie Bay
 - Action 28** – Motion by Councillor Macinnes – Accessibility Commission
 - Action 34(2)** – Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation
 - Action 36(1&2)** – Motion by Councillor Neil Ross – Electric Vehicle Charging Points
 - Action 38(3)** – Cleaning Up Edinburgh – Motion by Councillor Whyte
 - Action 44(1)** – Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road
 - Action 45(1&2)** – Response to Motion by Councillor Macinnes – Workplace Parking Levy
- 2) **Action 47 – Motion by Councillor Dijkstra-Downie – Free Bus Travel Pass – Young People Aged 5-21** – To note that the briefing note requested would be circulated to members within the next 2 weeks once the relevant data was available.
- 3) **Action 50 – Restoring a Bus Service for Willowbrae/Lady Nairne and Bus for Dumbiedykes** – To share information on Dumbiedykes with Groups.
- 4) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log 2 March 2023, submitted.)

6. Business Bulletin

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

- 1) **Canal Strategy** - To provide a written briefing update to Members on the Canal Strategy to include timescales and anticipated completion date for the refresh.
- 2) **Wardie Bay** - To ask the Executive Director of Place to confirm to Members if the letter had been sent to SEPA confirming the Council's preparedness to take on the day to day management of Wardie Bay.
- 3) To otherwise note the updates in the Business Bulletin.

(Reference – Business Bulletin 2 March 2023, submitted.)

7. Strategic Business Case for an Edinburgh Workplace Parking Levy

Information was provided on the outcome of the Strategic Business Case process for an Edinburgh Workplace Parking Levy (WPL). Detailed revenue estimates, together with the objectives of the scheme, next steps and timescales for delivery were outlined.

The objectives explained the potential economic and social impacts and operational risks of the scheme together with the likely costs for delivery.

Motion

To note the findings from the Strategic Business Case including:

- i) revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions.
 - ii) the proposed draft objectives to develop a WPL revenue plan which was required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal.
 - iii) the detailed indicative timescales for the delivery of an Edinburgh WPL.
- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To note the findings from the Strategic Business Case including:
 - i) revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions.
 - ii) the proposed draft objectives to develop a WPL revenue plan which was required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal.
 - iii) the detailed indicative timescales for the delivery of an Edinburgh WPL.

- 2) To agree to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these would be reported back to Committee no later than September.
- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the findings from the Strategic Business Case including:
 - i) revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions.
 - ii) the proposed draft objectives to develop a WPL revenue plan which was required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal.
 - iii) the detailed indicative timescales for the delivery of an Edinburgh WPL.
 - 2) To agree that the tasks set out in Section 5 of the report by the Executive Director of Place should be progressed with a view to a public consultation being completed and the finding assessed by the end of February 2024.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note the findings from the Strategic Business Case including:
 - i) revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions.
 - ii) the proposed draft objectives to develop a WPL revenue plan which was required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal.
 - iii) the detailed indicative timescales for the delivery of an Edinburgh WPL.
 - 2) To note that this Council's City Mobility Plan and 2030 Climate Strategy both pledged to proceed to consult on a Workplace Parking Levy in order to support targets such as a 30% reduction in car kilometres and reaching net carbon zero by 2030, and to agree to proceed to consultation on introduction of an Edinburgh WPL.
- moved by Councillor Miller, seconded by Councillor Bandel

Amendment 4

- 1) To consider that the imposition of a Workplace Parking Levy would be an additional and unwelcome tax on jobs burdening businesses and workers with extra costs, especially during the difficult economic times of a cost-of-living crisis.
 - 2) To note that Council Officers' time could be better spent elsewhere.
 - 3) To agree to take no further action on this proposal.
- moved by Councillor Munro, seconded by Councillor Cowdy

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

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

In accordance with Standing Order 24(4), the Convener ruled that a first vote be taken for or against Amendment 4 for no action.

First Vote

The voting was as follows:

Voting

For Amendment 4 - 2 votes
Against Amendment 4 - 9 votes

(For Amendment 4 – Councillors Cowdy and Munro.

Against Amendment 4 – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Graham, Lang, McFarlane, Miller and Work.

As the vote for no action was lost, a second vote was then taken between the Motion by Councillor Arthur (as adjusted) and Amendment 3 by Councillor Miller (as adjusted).

Second Vote

The voting was as follows:

Voting

For the motion (as adjusted) - 2 votes
For Amendment 3 (as adjusted) - 7 votes
Abstentions - 2

(For the motion (as adjusted) – Councillors Arthur and Graham.

For Amendment 3 (as adjusted) – Councillors Aston, Bandel, Dijkstra-Downie, Lang, McFarlane, Miller and Work.

Abstentions – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted amendment by Councillor Miller:

- 1) To note the findings from the Strategic Business Case including:
 - i) revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions.
 - ii) the proposed draft objectives to develop a WPL revenue plan which was required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal.
 - iii) the detailed indicative timescales for the delivery of an Edinburgh WPL.
- 2) To note that this Council's City Mobility Plan and 2030 Climate Strategy both pledged to proceed to consult on a Workplace Parking Levy in order to support targets such as a 30% reduction in car kilometres and reaching net carbon zero by 2030, and to agree to proceed to consultation on introduction of an Edinburgh WPL.
- 3) To agree to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these would be reported back to Committee no later than September.
- 4) To agree that the tasks set out in Section 5 of the report by the Executive Director of Place should be progressed with a view to a public consultation being completed and the findings assessed by the end of February 2024.

(References – Transport and Environment Committee 3 November 2022 (item 9); report by the Executive Director of Place, submitted)

Declaration of Interest

Councillor Aston made a transparency statement as a member of the National Union of Journalists.

8. Response to Motion by Councillor Arthur and Project Update – Electric Vehicle Charging

In response to a motion by Councillor Arthur, an update was provided on the Council's ongoing progress in expanding Electric Vehicle charging provision across Edinburgh.

A full review of the current enforcement and tariff regime had been undertaken as part of the budget setting process for 2023/24 ensuring that the revised tariffs continued to cover the operating costs in the face of recent increases to the cost of electricity.

In response to customer feedback, it was also proposed to revise the maximum stay periods for fast (22kW) and rapid (50 kW) chargers, removing overnight maximum stay periods from fast chargers and increasing the maximum stay period for rapid chargers from 30 minutes to 1 hour.

Motion

- 1) To note the update on the Electric Vehicle Charging Point implementation project.
 - 2) To note the changes to the charging and enforcement tariffs.
 - 3) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
 - 4) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
 - 5) To note that a further update would be provided to Committee prior to commencing procurement.
- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To note the update on the Electric Vehicle Charging Point implementation project.
 - 2) To note the changes to the charging and enforcement tariffs.
 - 3) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
 - 4) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
 - 5) To note that a further update would be provided to Committee prior to commencing procurement.
 - 6) To agree that the further update would address the potential need for ultrafast 150kW and 350kW charging points.
- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the update on the Electric Vehicle Charging Point implementation project.

- 2) To note the changes to the charging and enforcement tariffs.
 - 3) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
 - 4) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
 - 5) To note that the most recent contract for on-street chargers had been awarded to a provider with well-documented reliability issues.
 - 6) To note that a further update would be provided to Committee prior to commencing procurement and that this update would provide reassurance that the procurement process would be robust and timescales sufficient to encourage the best possible range of providers to take part.
- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 3

- 1) To note the update on the Electric Vehicle Charging Point implementation project.
- 2) To note the changes to the charging and enforcement tariffs.
- 3) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
- 4) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
- 5) To note that a further update would be provided to Committee prior to commencing procurement.
- 6) To call on contract management officers to provide members with ongoing regular progress updates on the operational issues highlighted in paragraph 4.2 of the report aiming to resolve these and provide good service to customers.
- 7) To ask for further updates on proactive action on misuse of EV bays including by parking attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during periods when attendants were off duty.

- 8) To ask officers to explore additional areas for inclusion in a concession-type contract such as lamppost charging, where accessible, and commercial charging for electric bus operators and to engage with committee members to shape the contract scope.

- moved by Councillor Miller, seconded by Councillor Bandel

Amendment 4

- 1) To note the update on the Electric Vehicle Charging Point implementation project.
- 2) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
- 3) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
- 4) To note that a further update would be provided to Committee prior to commencing procurement.
- 5) To agree the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following:
 - Removal of the time limit for “fast” (AC 7 or 22kW) charge points overnight between 8pm to 8am to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times.
 - Agrees that the 30-minute period for rapid chargers was extremely short and to extend the limit to 90 minutes
 - Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it was no longer rapid anymore and calls for a further report regarding the implementation of this approach.
 - Agrees that there should be no time limit on “fast” (7kW AC Type 2) charge points at park and rides but that rapid chargers at park and rides should have a time limit of 90 minutes with overstay penalties enforced.

- moved by Councillor Munro, seconded by Councillor Cowdy

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the Electric Vehicle Charging Point implementation project.

- 2) To agree the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following:
 - Removal of the time limit for “fast” (AC 7 or 22kW) charge points overnight between 8pm to 8am to allow EV drivers to charge overnight without them having to move their vehicles at unsuitable times.
 - Agrees that the 30-minute period for rapid chargers was extremely short and to extend the limit to 90 minutes.
 - Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it was no longer rapid anymore and calls for a further report regarding the implementation of this approach.
 - Agrees that there should be no time limit on “fast” (7kW AC Type 2) charge points at park and rides but that rapid chargers at park and rides should have a time limit of 90 minutes with overstay penalties enforced.
- 3) To note the scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements.
- 4) To note that the Business Case detailed in the report by the Executive Director of Place would be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding.
- 5) To note that the most recent contract for on-street chargers had been awarded to a provider with well-documented reliability issues.
- 6) To note that a further update would be provided to Committee prior to commencing procurement and that this update would provide reassurance that the procurement process would be robust and timescales sufficient to encourage the best possible range of providers to take part.
- 7) To agree that the further update would address the potential need for ultrafast 150kW and 350kW charging points.
- 8) To call on contract management officers to provide members with ongoing regular progress updates on the operational issues highlighted in paragraph 4.2 of the report aiming to resolve these and provide good service to customers.
- 9) To ask for further updates on proactive action on misuse of EV bays including by parking attendants but also investigating the potential to remotely monitor and follow up with those who misuse bays during periods when attendants were off duty.

- 10) To ask officers to explore additional areas for inclusion in a concession-type contract such as lamppost charging, where accessible, and commercial charging for electric bus operators and to engage with committee members to shape the contract scope.

(References – Transport and Environment Committee 3 November 2022 (item 11) and 8 December 2022 (item 9); report by the Executive Director of Place, submitted)

Declaration of Interest

Councillor Miller made a transparency statement as she had sought advice from a Green Party colleague who worked in the industry.

9. Leith Connections Phase 1A Representations to Traffic Regulation Orders and Redetermination Order

Information was provided on the representations received following the public advertising of the Traffic Regulation Orders and Redetermination Order for Phase 1A of the Leith Connections project and the Council's comments in response.

Implementation of the restrictions on moving traffic contained within Traffic Regulation Order TRO/21/22A, in combination with the future promotion of an Experimental Traffic Regulation Order for additional trial measures in the east of the project area, would allow implementation of the Leith low traffic neighbourhood (Phase 2 of Leith Connections).

Motion

- 1) To note the representations received to the advertised Traffic Regulation Orders TRO/21/22A and TRO/21/22B and Redetermination Order RSO/22/01 for Phase 1A of Leith Connections and the Council's comments in response.
 - 2) To note that implementation of the restrictions on moving traffic contained within Traffic Regulation Order TRO/21/22A in combination with the future promotion of an Experimental Traffic Regulation Order for additional trial measures in the east of the project area would allow implementation of the Leith low traffic neighbourhood (Phase 2 of Leith Connections).
 - 3) To approve setting aside the 21 remaining objections to Traffic Regulation Order TRO/21/22A and making the Order as advertised.
 - 4) To approve setting aside the 13 remaining objections to Traffic Regulation Order TRO/21/22B and making the Order as advertised.
 - 5) To approve referring the 13 objections to Redetermination Order RSO/22/01 to Scottish Ministers for determination.
 - 6) To request a Business Bulletin update on travel times and lessons learned in six months' time.
- moved by Councillor Arthur, seconded by Councillor Miller

Amendment

- 1) To note the representations received to the advertised Traffic Regulation Orders TRO/21/22A and TRO/21/22B and Redetermination Order RSO/22/01 for Phase 1A of Leith Connections and the Council's comments in response.
 - 2) To note that implementation of the restrictions on moving traffic contained within Traffic Regulation Order TRO/21/22A in combination with the future promotion of an Experimental Traffic Regulation Order for additional trial measures in the east of the project area would allow implementation of the Leith low traffic neighbourhood (Phase 2 of Leith Connections).
 - 3) To agree to continue consideration of TRO/21/22A, TRO/21/22B and the Redetermination Order for two cycles in order that:
 - Full copies of all the objections and representations received could be circulated to members of the Committee so that they could consider the details of objections properly, these to be accompanied with a full rationale from officers setting out why they considered any individual objections should be repelled.
 - A specific equality impact assessment was undertaken and presented to the Committee in order that the equalities issues raised in objections could be considered in full.
 - A site visit was arranged for the Committee to examine how the proposals would affect the local street layout and their impact on different types of road user within the agreed transport hierarchy.
- moved by Councillor Cowdy, seconded by Councillor Munro

Voting

For the motion - 9 votes
for the amendment - 2 votes

(For the motion – Councillors Arthur, Aston, Cameron, Dijkstra-Downie, Lang, McFarlane, Miller, Rae and Work.

For the amendment – Councillors Cowdy and Munro.)

Decision

To approve the motion by Councillor Arthur.

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

Declaration of Interest

Councillor Bandel declared a non-financial interest in the above item as she had participated as a student in the project, withdrew from the meeting and took no part in consideration of the item.

10. Response to Motion by Councillor Macinnes – Accessibility Commission

In response to a motion by Councillor Macinnes, an update was provided on the Council's actions to improve accessibility together with information on the next steps in working with partners to improve the Council's understanding of accessibility issues and to support decision making in the future.

It was proposed to set up a city-wide round table discussion to address some of these key issues of accessibility within the city and would also focus on how the Council could strengthen engagement with the Edinburgh Access Panel and other key organisation to support decision making on transport and placemaking policies and actions.

Decision

- 1) To note the progress being made through collaborative working with external partners focussed on accessible streets.
- 2) To note that a round table discussion with partners was proposed to take place by Summer 2023 to help ensure accessibility was at the heart of placemaking and transport projects in Edinburgh.
- 3) To note that an annual progress update would be provided to the Transport and Environment Committee.

(References – Act of Council No.23 of 30 June 2022; report by the Executive Director of Place, submitted)

11. Response to Motion by Councillor Lang – Parking on Pavements and at Dropped Kerbs

In response to a motion by Councillor Lang, an update was provided on the Council's ongoing work in preparation for the enforcement of footway, dropped kerb and double parking in accordance with the provisions of the Transport (Scotland) Act 2019.

The Council was well-prepared for the introduction of the new parking prohibitions and the start of enforcement, having already assessed all roads within the city. Work was continuing to assess the outcomes of the street surveys and further updates would be reported to Committee.

Decision

- 1) To note the report.
- 2) To request the Convener of the Transport and Environment Committee to write to the Scottish Government's Transport Minister i) stating the cross-party support for a pavement parking ban in Edinburgh; ii) noting the preparatory progress made to date and iii) requesting clarity on when Edinburgh would be able to implement the ban.

(References – Act of Council No.3 of 25 August 2022; report by the Executive Director of Place, submitted)

12. Emergency Motion by Councillor Arthur – Improving Street Cleansing

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

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

Motion

“Committee:

Notes that the publicly available Local Government Benchmarking Framework data for Scotland shows that Edinburgh’s in-house waste collection service already operates at a below average cost (£66.30 per premise compared to the Scottish Average of £72.35 and £69.50 for comparable authorities).

Notes that complaints from the public in relation to kerbside waste collections continue to fall, and that the kerbside missed collection rate is now c.0.1%, and that the Council has a Communal Bin Review project in place to drive improvements in communal waste and recycling collections.

Thanks Council staff for their role in improving this service.

Notes that the previous attempt to outsource waste collection in Edinburgh allowed for a missed collection rate of 0.25% before any performance penalties could be applied, and agrees therefore that waste collection and cleansing is best run as an in-house service.

Notes, however, that at the October Committee the underfunding of the street cleansing service was detailed, and therefore welcomes the increased funding for this service allocated as part of the 2023/24 budget.

Asks for Officers to provide a report in one cycle which details the improvements to the in-house Waste and Cleansing service in Edinburgh that can be made using the additional funding allocated as part of the 2023/24 budget.”

- moved by Councillor Arthur, seconded by Councillor Cameron

Amendment

To approve the motion by Councillor Arthur and add the following, verbally adjusted in terms of Standing Order 22.5:

Recognises the Council Leader’s commitment to “invest in public service, protect our council workforce and stand up for our city” but notes with concern that the Administration has passed a budget committing to a ‘*best value*’ review ‘*specifically looking at privatising Waste and Cleansing Services*’ alongside a saving of £600,000 by withdrawing the commitment to no compulsory redundancies despite the pledge forming part of the agreed pay claim for this year.

Acknowledges the alarm and uncertainty this decision has caused among council waste and cleansing workforce during a cost-of-living crisis, following a protracted period where waste and cleansing staff risked their lives to provide front-line essential services during the pandemic.

Therefore:

Requests the report also covers the status of the 2023/24 budget passed by Labour, Conservative and Liberal Democrat Councillors with respect to waste and cleansing and outlines a timeline and options for any financial decision to be reversed or blocked along with the implications of doing so with regard to continuing to meet our legal obligations to run a balanced budget with office advice to be shared with all political parties as soon as possible.

- moved by Councillor McFarlane, seconded by Councillor Aston

At this point in the meeting, Councillor Arthur withdrew his motion and no further action was taken on the matter.