

## Transport and Environment Committee

10:00am, Thursday 20 April 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. Minute

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#### Decision

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

### 2. Transport and Environment Committee Work Programme

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The Transport and Environment Committee Work Programme was presented.

#### Decision

To note the work programme.

(Reference – Work Programme 20 April 2023, submitted)

### 3. Transport and Environment Committee Rolling Actions Log

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The Transport and Environment Committee Rolling Actions Log was presented.

#### Decision

1) To agree to close the following actions:

Action 14 – Motion by Councillor Miller – Cyclist Fatality

Action 25 – Motion by Councillor Whyte – Cleaning Up Edinburgh

Action 28 – Business Bulletin – Short, Medium and Long Term Improvements on Portobello High Street and Surrounding Streets

Action 35(1&3) – Cleaning Up Edinburgh – Motion by Councillor Whyte

Action 40 – Motion by Councillor Lezley Marion Cameron – Small Business Saturday 2022

Action 42 – Motion by Councillor Arthur – Dynamic Pricing on EV Charging

Action 43 – Motion by Councillor Dijkstra-Downie – Free Bus Travel Pass – Young People Aged 5-21

Action 45 – Motion by Councillor Caldwell – On-Street and In-Park Recycling Bins

Action 63(1) – Canal Strategy

Action 63(2) – Wardie Bay Management

Action 66 – Travelling Safely – Drum Brae North Cycleway Modification

Action 67 – Response to Motion by Councillor Lang – Parking on Pavements and at Dropped Kerbs

2) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log 20 April 2023, submitted.)

#### **4. Business Bulletin**

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

##### **Decision**

To note the updates in the Business Bulletin.

(Reference – Business Bulletin 20 April 2023, submitted.)

#### **5. Major Junctions Review Update**

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##### **a) Deputation – Edinburgh Bus Users Group**

The deputation expressed concern that bus stops had been described in the appendix to the Executive Director’s report as a hazard rather than an asset with the first default option appearing to be to relocate them. The deputation’s view was that this was contrary to the Council’s own street design guidance where it stated that bus stops should be located at or near road junctions or other pedestrian cycle routes to maximise route choices. This placement can help buses enter and exit the stop without being impeded.

The deputation requested members to consider increasing the level of engagement with bus users before making decisions on any planned changes to bus stops.

##### **b) Report by the Executive Director of Place**

An update was provided on the major junctions review including an overview of the methodology used to establish a prioritised list of 40 junctions across the city where short term early interventions could be introduced to improve safety and accessibility for those walking, wheeling and cycling.

A further 10 junctions had been identified for more substantive, longer term improvements as part of existing work programmes such as Active Travel Investment Programme, Edinburgh City Centre Transformation, Trams to Newhaven and the Local Development Plan Action Programme.

## **Motion**

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
  - 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.
  - 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
  - 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
- moved by Councillor Arthur, seconded by Councillor Graham

## **Amendment**

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
  - 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.
  - 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
  - 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
  - 5) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.
- moved by Councillor Aston, seconded by Councillor Kumar

In accordance with Standing Order 22(12), Amendment 1 was accepted as an addendum to the motion, as verbally adjusted in accordance with Standing Order 22(5).

## **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the Major Junctions Review and the methodology developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
- 2) To approve the prioritised list of 40 junctions as set out in appendix 1 of the report by the Executive Director of Place.

- 3) To note the measures in appendix 2 of the report to be considered as potential early interventions at these 40 junctions.
- 4) To approve the next stage of work – to progress with assessment and design of early interventions at these 40 junctions and commence feasibility work for more substantive, longer term improvement at the top 10 junctions.
- 5) To agree that, going forward, consultation should be carried out with bus user groups before any planned changes to bus stops were made.
- 6) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.

(References – Transport and Environment Committee 12 November 2020 (item 17); report by the Executive Director of Place, submitted; written submission from SPOKES, submitted)

### **Declaration of Interest**

Councillor Miller made a transparency statement as a resident of a property at one of the junctions mentioned in the report.

## **6. Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24**

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Approval was sought for the allocation of the roads and infrastructure capital budgets and programme of works for 2023/24. This included carriageways, footways, street lighting and traffic signals and structures.

The budget figures set out in the report included the approved budget for 2023/24 and an additional £11m capital investment to improve paths, pavements and roads.

### **Motion**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that the Roads and Infrastructure Investment Capital Delivery Budget (£21.781M) was set at its highest level since 2013/14 (£24.5m).
- 5) To note that the Roads and Infrastructure Investment Capital Delivery Budget had fluctuated considerably from year to year and this made it difficult to effectively plan and deliver improvements to our roads and pavements in the most efficient manner.
- 6) To note the proposed budget allocation was insufficient to adequately maintain the Council's bridge stock. It had been estimated that an additional £2.2m would be required in each future financial year.

This issue was compounded by rising construction costs, and acquisition of additional assets from new developments and Active Travel projects. Additional funding would be required in future to prevent further deterioration.

- 7) To agree that to inform the budget setting process that a 5 year funding requirement be reported for each budget subheading to Committee in September, and that updated information be included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. The plan should detail the level of funding needed to maintain the relevant assets at an acceptable standard.
  - 8) To note the mention of the Edinburgh Street Design Guidance in 4.23.
  - 9) To note the policy that EV charging points in Edinburgh were not installed on footpaths.
  - 10) To note that, however, feeder pillars housing the electrical connection to the grid were currently classed as “street furniture” and could be installed by statutory undertakers within the footway.
  - 11) To agree that the Edinburgh Street Design Guidance should be amended to make clear that feeder pillars for EV charging points should not be installed on public footpaths.
- moved by Councillor Arthur, seconded by Councillor Graham

#### **Amendment 1**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
  - 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
  - 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
  - 4) To note how the scale of the investment set out in the report was only made possible because of the additional £11 million allocated through the agreed Council budget for 2023/24.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

#### **Amendment 2**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that Edinburgh’s setted and cobbled streets were managed and budgeted for outwith the capital delivery priorities of the wider carriageway and footway scheme as noted in the report.

- 5) To further note that the poor condition of a setted street could cause significant disruption to residential amenity and public safety through the amplification of road traffic noise and the risk to those walking wheeling and cycling on an uneven surface.
  - 6) To understand that the Council's Setted Street Policy aimed to retain setts and cobbles where they currently existed, especially within the UNESCO World Heritage Site and Edinburgh's Conservation Areas.
  - 7) To further understand that whilst setted and cobbled streets contributed significantly to the city's heritage and setting, setted street repair was significantly more costly than a regular road repair, round topped cobbles could be a barrier for those cycling and some pedestrians, and that in areas where there was regular heavy traffic impact e.g buses setts could quickly deteriorate even after full reinstatement.
  - 8) To therefore request a report in one cycle outlining the current proposed work programme of setted street repair for 2023/2024, 2024/2025, 2026/2027, 2027/2028 and 2028/2029. The report should also include:
    - The current setted street policy as an appendix
    - The metrics used by officers to prioritise work on setted streets
    - The current annual budget allocation for setted street repair
    - Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.
- moved by Councillor Aston, seconded by Councillor Work

### **Amendment 3**

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve to retain the current approach approach to carriageway renewals to ensure efficiency in delivering public realm, street design guidance, and active travel improvements in tandem, and reduce disruption but notes that the Council should return to its current approach in the next year and commits to delivering active travel and public realm improvements in tandem wherever possible.
- 4) To note that the methodology of prioritisation used to identify projects was approved in January 2016 and designed to "reflect and support the Council's Local Transport Strategy objectives" that are now seven years and two council administrations out of date.
- 5) To thank officers for prioritising investment in areas of higher footfall and cycle use.
- 6) To note, however, that while council transport policy had significantly evolved since 2016, most notably with the approval of the City Mobility Plan in 2021, the methodology had not been updated to reflect changing priorities.

- 7) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan action plans in time for the Capital Delivery Priorities for 2024/25.
  - 8) To ask officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may require TROs.
- moved by Councillor Bandel, seconded by Councillor Miller

In accordance with Standing Order 22(12), Amendments 1 and 2 in their entirety and Amendment 3, as verbally adjusted in accordance with Standing Order 22(15) were accepted as addendums to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the breakdown of the allocation of the capital budget for 2023/24 as set out in appendix 1 of the report by the Executive Director of Place.
- 2) To approve the programme of proposed works for 2023/24 as set out in section 3 and appendices 1,2 and 3 of the report.
- 3) To approve the approach to carriageway delivery as detailed in paragraphs 4.3 to 4.19 of the report.
- 4) To note that the Roads and Infrastructure Investment Capital Delivery Budget (£21.781M) was set at its highest level since 2013/14 (£24.5m).
- 5) To note that the Roads and Infrastructure Investment Capital Delivery Budget had fluctuated considerably from year to year and this made it difficult to effectively plan and deliver improvements to our roads and pavements in the most efficient manner.
- 6) To note the proposed budget allocation was insufficient to adequately maintain the Council's bridge stock. It had been estimated that an additional £2.2m would be required in each future financial year. This issue was compounded by rising construction costs, and acquisition of additional assets from new developments and Active Travel projects. Additional funding would be required in future to prevent further deterioration.
- 7) To agree that to inform the budget setting process that a 5 year funding requirement be reported for each budget subheading to Committee in September, and that updated information be included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. The plan should detail the level of funding needed to maintain the relevant assets at an acceptable standard.
- 8) To note the mention of the Edinburgh Street Design Guidance in 4.23.
- 9) To note the policy that EV charging points in Edinburgh were not installed on footpaths.

- 10) To note that, however, feeder pillars housing the electrical connection to the grid were currently classed as “street furniture” and could be installed by statutory undertakers within the footway.
- 11) To agree that the Edinburgh Street Design Guidance should be amended to make clear that feeder pillars for EV charging points should not be installed on public footpaths.
- 12) To note how the scale of the investment set out in the report was only made possible because of the additional £11 million allocated through the agreed Council budget for 2023/24.
- 13) To note that Edinburgh’s setted and cobbled streets were managed and budgeted for outwith the capital delivery priorities of the wider carriageway and footway scheme as noted in the report.
- 14) To further note that the poor condition of a setted street could cause significant disruption to residential amenity and public safety through the amplification of road traffic noise and the risk to those walking wheeling and cycling on an uneven surface.
- 15) To understand that the Council’s Setted Street Policy aimed to retain setts and cobbles where they currently existed, especially within the UNESCO World Heritage Site and Edinburgh’s Conservation Areas.
- 16) To further understand that whilst setted and cobbled streets contributed significantly to the city’s heritage and setting, setted street repair was significantly more costly than a regular road repair, round topped cobbles could be a barrier for those cycling and some pedestrians, and that in areas where there was regular heavy traffic impact e.g buses setts could quickly deteriorate even after full reinstatement.
- 17) To therefore request a report in one cycle outlining the current proposed work programme of setted street repair for 2023/2024, 2024/2025, 2026/2027, 2027/2028 and 2028/2029. The report should also include:
  - The current setted street policy as an appendix
  - The metrics used by officers to prioritise work on setted streets
  - The current annual budget allocation for setted street repair
  - Suggestions for improving the longevity of setted street repair work and for possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.
- 18) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan action plans in time for the Capital Delivery Priorities for 2024/25.
- 19) Where possible, to ask officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may require TROs.
- 20) to agree that the actions requested be captured and reported back in a single report to Committee in September 2023 and that a workshop with elected members be held prior to that report being prepared.

(References – Act of Council No.3 of 23 February 2023; report by the Executive Director of Place, submitted)

## **7. Sustrans “Places for Everyone” Funding for Projects**

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The Council had successfully secured a grant award through the Sustrans “Places for Everyone” Fund for 12 schemes across the city.

The grant award totalled £3.65m and would enable the progression of the 12 projects through the Royal Institute British Architects Stages 0-2 (Strategic Definition to Concept Design only).

### **Decision**

- 1) To note the successful applications submitted by the Council to Sustrans “Places for Everyone” Fund for initial development funding to progress twelve separate schemes.
- 2) To note that an award of £3.65m would allow twelve projects to progress through Stages 0-2 (Royal Institute British Architects – Strategic Definition to Concept Design Only).
- 3) To note that the twelve schemes now being progressed as described in paragraph 4.1 of the report by the Executive Director of Place.

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

## **8. 2022 Air Quality Annual Progress Report**

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An update was provided on the most recently available ratified annual air quality monitoring data (2021), local pollutant trends and emerging issues in Edinburgh as required by the statutory Local Air Quality Management Framework.

### **Decision**

To note the statutory Air Quality Annual Progress Report which fulfilled the requirements of the Local Air Quality Management Framework.

(References – Transport and Environment Committee 8 December 2022 (item 10); report by the Executive Director of Place, submitted)

## **9. Street Cleansing Performance Report**

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The six-monthly update on street cleanliness across the city was presented, together with progress being made in respect of the actions agreed by Committee on 6 October 2022.

An update was also provided on on-street and in-park recycling bins in response to a motion by Councillor Caldwell to Council in November 2022.

### **Motion**

- 1) To note the current street cleaning performance levels.
- 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell’s motion on on-street and in-park recycling bins.

- 3) To note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.
- moved by Councillor Arthur, seconded by Councillor Graham

### **Amendment**

- 1) To note the current street cleaning performance levels.
  - 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell's motion on on-street and in-park recycling bins.
  - 3) To note the substantial additional cleaning activity now made possible because of the extra £3 million agreed within the Council budget for 2023/24 and to note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22(12), the amendment was verbally adjusted in accordance with Standing Order 22(15) and accepted as an addendum to the motion.

### **Decision**

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the current street cleaning performance levels.
- 2) To note the actions being progressed following Committee in October 2022 and the information provided in response to Councillor Caldwell's motion on on-street and in-park recycling bins.
- 3) To note the substantial additional cleaning activity now made possible because of the extra £3 million agreed within the Council budget for 2023/24 which came on top of the improved performance being delivered by the Council's current waste and cleansing team and to note the breakdown of how the additional funding would be allocated in order to deliver improvements in the performance of the cleansing service including the intention to set aside up to £0.5m in 2023/24 in recognition it was unlikely that the best value service review would be able to be fully delivered in 2023/24 and that it would take time to fully implement all of the service improvements.

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

## 10. Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/ Gyle Ward 3)

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

### **Motion**

Committee notes:

- that Parkgrove Drive is a well-used walking and cycling route for pupils attending Clermiston Primary School
- that the recommended “quiet route” is less direct, less well-used and less clearly identified than a route including Parkgrove Drive

Committee further notes:

- that Parkgrove Drive is used regularly as a “rat run” by westbound drivers from Queensferry Road via Parkgrove Avenue to Drum Brae North
- the important role played by the supported 68 bus service
- the poor condition of the road surface and footway on this stretch of road, presenting dangers to both pedestrians and cyclists

Committee therefore calls for a report back to Committee in two cycles outlining options, while protecting the supported 68 bus service, to:

- make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils
- reduce “rat running” in the area
- improve the road and footway surface.”
- moved by Councillor Thornley, seconded by Councillor Hyslop

### **Amendment**

To approve the motion and add the words “if this can be justified within existing policies and budgets” to the end of the final bullet point and call for a report back to Committee in three cycles.

- moved by Councillor Arthur, seconded by Councillor Graham

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 Thornley:

- 1) To note:
  - That Parkgrove Drive was a well-used walking and cycling route for pupils attending Clermiston Primary School .
  - that the recommended “quiet route” was less direct, less well-used and less clearly identified than a route including Parkgrove Drive.

- 2) To further note:
  - that Parkgrove Drive was used regularly as a “rat run” by westbound drivers from Queensferry Road via Parkgrove Avenue to Drum Brae North.
  - the important role played by the supported 68 bus service.
  - the poor condition of the road surface and footway on this stretch of road, presenting dangers to both pedestrians and cyclists.
- 3) To therefore call for a report back to Committee in three cycles outlining options, while protecting the supported 68 bus service, to:
  - make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils.
  - reduce “rat running” in the area.
  - improve the road and footway surface if this could be justified within existing policies and budgets.

## **11. Emergency Motion by Councillor Parker – Canaan Lane**

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The Convener ruled that the following items, 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 Parker was submitted in terms of Standing Order 17:

### **Motion**

1. Notes that a TTRO has been in place for a road closure at Canaan Lane since 6<sup>th</sup> December 2021 to allow for a building development.
2. Notes that extensions to the original TTRO have been agreed on multiple occasions since the order was made, owing to delays to the building works.
3. Notes that the road closure has reduced rat running and had a positive impact on road safety, especially for children on their journey to school at the Royal Blind School, South Morningside Primary School and Canaan Lane Primary School; and that this feedback has been reflected in the consultation completed as part of the school travel survey, and shared by the Parent Council.
4. Notes that the school travel plan for South Morningside Primary School and Canaan Lane Primary is still in draft format but that retention of the road closure at Canaan Lane is a key factor under consideration in order to implement a “School Streets” scheme there on a permanent basis.
5. Recognises that the reopening of Canaan Lane to through traffic now runs the risk of the road becoming a rat run again, endangers young people on their journey to school and threatens the ability of the Council to implement an effective “School Streets” scheme there in the future. Further recognises that the reopening of Canaan Lane to through traffic causes road safety issues for residents in the street, especially whilst further building works are ongoing at Deanbank House.

6. Therefore, requests that as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised, and permanent alternatives are proposed and put in place as part of this work, in consultation with the Parent Council, local residents and other stakeholders. Further requests that officers meet with ward Cllrs to discuss this work, and to set out a timeline for longer term improvements in the area.

- moved by Councillor Parker, seconded by Councillor Munro

Members also considered written deputations from South Morningside Primary School Parent Council and Canaan Lane Primary School Parent Council supporting the terms of the motion.

### **Decision**

To approve the motion by Councillor Parker.

(References – written submissions from South Morningside Primary School Parent council and Canaan Lane Parent Council, submitted)