

Minutes

Transport and Environment Committee

10.00am, Thursday 20 June 2019

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Arthur (items 1 to 2a), Bird, Booth, Bruce, Burgess, Cameron (substituting for Councillor Arthur, items 2b onwards) Cook, Douglas, Gloyer and Key.

1. The Edinburgh Parks Manifesto Update

(a) Deputation by FLY Open Air

The Committee agreed to hear a deputation from Tom Ketley and Fergus Myer on behalf of FLY Open Air in relation to the Edinburgh Parks Manifesto Update.

The deputation highlighted the following issues:

- The importance to the deputation that their electronic music event remained at the bandstand in Princes Street Gardens.
- That Fly Open Air had already developed a layout plan at the Event Planning Oversight Group (EPOG) with officers from Parks, Public Safety and Police Scotland that would allow Princes Street Gardens to remain open to the public.
- That the deputation only requested one weekend a year in order to run their music event.
- That there was insufficient time to accommodate for a new venue for this event.
- That the event was important to young people and had collected 6,000 signatures on a petition to keep the event at Prince's Street Gardens.
- That the event championed local music artists.
- That the alternatives suggested by officers were unviable to the deputation.

The deputation requested that the Committee consider the issues raised and to allow the music event to be kept at Princes Street Gardens.

(b) Report by the Executive Director of Place

On 22 November 2018 a motion by Councillor Miller was approved at Council requesting the Executive Director of Place to carry out a review of policies and procedures to simplify and combine these policies where possible; the review to include evaluation of the number and duration of events in order to reduce the impact of any commercial events on access for members of the public to public parks and green spaces.

Approval was requested to progress with re-procurement of existing contracts. It was also proposed to procure a further eight contracts; both of these procurements were for the period 2020 – 2022.

A full review of the Edinburgh Parks Events Manifesto was being progressed alongside a review of the Council's Public Spaces Protocol which were due to be reported to Committee in December 2019.

Decision

- 1) To approve the re-procurement of existing contracts for events in the Meadows and Inverleith Park for the period 2020 – 2022 and to note the intention to progress procurement of eight contracts for other parks in the city for the period 2020 – 2022 (the final award of contracts would be submitted to Committee for approval).
- 2) To note that a full review of the Edinburgh Parks Events Manifesto was being progressed alongside the review of the Public Spaces Protocol and that these would be reported to Committee on 5 December 2019.
- 3) To note that an update on this would be included in the next business bulletin for Culture and Communities Committee.

(References – Act of Council (No. 20), 22 November 2018; report by the Executive Director of Place, submitted)

2. Emergency Motion by Councillor Barrie – 2019 Fly Open Air Festival

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 the matter.

The following motion by Councillor Barrie was submitted in terms of Standing Order 16.2:

“Committee notes that the 2019 Fly Open Air Festival normally held in Princes Street Gardens East is in danger of being cancelled due to procedural matters out with the control of the organisers.

Committee recognises that this internationally recognised event for young people is a valuable boost to the city economy and that it provides an excellent showcase for the best of Scottish talent at an outstanding venue under the control of the City of Edinburgh Council.

Committee further recognises that this annual event has run smoothly in previous years and that there are no objections from any party that might normally give grounds to stop this event taking place.

Committee therefore agrees that permission for this event should take place in 2019, under the same or similar terms that it has been organised in previous years, should be given.”

- moved by Councillor Barrie, seconded by Councillor Cook

Decision

To approve the following adjusted motion by Councillor Barrie:

- 1) Committee notes that the 2019 Fly Open Air Festival normally held in Princes Street Gardens West was in danger of being cancelled due to procedural matters out with the control of the organisers.
- 2) Committee recognises that this internationally recognised event for young people was a valuable boost to the city economy and that it provided an excellent showcase for the best of Scottish talent at an outstanding venue under the control of the City of Edinburgh Council.
- 3) Committee further recognises that this annual event had run smoothly in previous years.
- 4) Committee therefore supports in principle this event should take place in 2019, under the same or similar terms that it had been organised in previous years.
- 5) Committee recognises that any future versions of this event would need to be reviewed under the guidance of the Edinburgh Parks Events Manifesto.

3. Annual Update on Council Transport Arms Length Companies

(a) Presentation by Lothian Buses

The Committee agreed to hear a presentation from Richard Hall, Managing Director, and Jim McFarlane, Chairman of the Board, on behalf of Lothian Buses in relation to the Annual Update on Council Transport Arms Length Companies.

The following was highlighted:

- The customer delivery focus of Lothian Buses.
- The design process for the new bus model, including the need to reduce the highlight five critical risk seating zones.
- That passenger safety was critical to Lothian Buses.
- That a serious incident resulting in a passenger fatality had influenced the design to a safer layout for the new buses.
- That the design of the new buses had been influenced by key legislation.
- That the review of the Conditions of Carriage had been completed.
- That new Driver's Guides were in progress.
- That new Customer Guides were in progress.
- That a Disability and Inclusion officer had been recruited.
- That all double-deck buses would have a second wheelchair space from next year.

Decision

- 1) To thank Richard Hall and Jim McFarlane for their presentation.
- 2) To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available.
- 3) To agree that the Convener would facilitate a discussion between Lothian Buses and the deputation from Edinburgh University Social Science – Maternity and other interested parties.

(b) Report by the Executive Director of Place

The progress made by Transport for Edinburgh, Edinburgh Trams Limited and Lothian Buses over the last 12 months was reported in line with the Council's governance arrangements, which required an annual update on performance of arms length organisations. This was the first update on the Transport companies.

Decision

- 1) To note the progress of the three Council arms length companies Transport for Edinburgh, Edinburgh Trams Limited, and Lothian Buses over the past 12 months.
- 2) To refer this report to Governance Risk and Best Value Committee for noting as part of the Council's governance arrangements.

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

Declaration of Interests

Councillors Booth, Doran and Macinnes declared a non-financial interest in this item as Directors of Transport for Edinburgh.

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 16 May 2019 as a correct record.

5. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

6. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for June 2019 was presented.

Decision

- 1) To agree to close the following actions:
 - Action 19(3) – Deputation Southside Association; Southside Community Council
 - Action 20 – Rolling Actions Log
 - Action 28 – Waste and Cleansing Performance Update
 - Action 29 – Motion by Councillor Gavin Corbett – Waste Collection Service Over the Festive Period 2018-19 (to Council)
 - Action 34 – Petition for Consideration: CCWEL Cycle Link – Small Business Compensation Scheme
- 2) To otherwise note the outstanding actions.
(Reference – Rolling Actions Log, submitted.)

7. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for June 2019 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

8. Petition for Consideration – Reinstate the Bus Stop at North Mid Liberton

On 22 June 2017 the City of Edinburgh Council agreed the Petitions Committee be discontinued and that petitions would be sent to the responsible executive committees or in future locality committees for consideration.

The Transport and Environment Committee was asked to consider a petition which requested that the Council reinstate the bus stop at north Mid Liberton and to consult with local residents on any future relevant proposals.

Decision

- 1) To consider the terms of the petition 'Reinstate the bus stop at North Mid Liberton' as set out in Appendix one.
- 2) To agree that a report would come to Committee in September 2019 that would look at options for development that could be undertaken to respond to the petitioners' request to reinstate the bus stop at North Mid Liberton.
- 3) To agree that one of these options would look at reinstatement of the bus stop at North Mid Liberton.
- 4) To agree that the Convener and officers would meet with the petitioners to discuss the issues specific to users of the bus stop at North Mid Liberton.

(References – Act of Council (No 2), 22 June 2017; report by the Chief Executive, submitted)

9. City Centre West to East Cycle Link and Street Improvements Project – Section 2 (Haymarket to Charlotte Square, and Melville Crescent to Rutland Street) – Representations to Traffic Regulation Order and Redetermination Order

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consisted of significant street improvements along a 4km route between Roseburn and Picardy Place, which would transform the nature and operation of these streets.

Section 2 of the CCWEL project ran from Haymarket to Charlotte Square, and included a spur from Melville Crescent to Rutland Street. The proposals for this section required a Traffic Regulation Order (TRO) and Redetermination Order (RSO). This report provided details of the statutory consultation for both Orders.

Decision

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note the amendment that was proposed to the advertised TRO to address concerns raised within representations, and agree that the TRO should be made with these changes.
- 3) To note the Council's responses to the TRO representations detailed in Appendix 9, and on this basis set these aside.
- 4) To give approval to make the advertised TRO following the amendment outlined in 4.78.1.
- 5) To agree that officials should refer the seven representations which include an objection to the RSO to Scottish Ministers.
- 6) To note the thorough and comprehensive Proposed Monitoring Plan in Appendix 10 which presented the intended structure for monitoring the CCWEL to provide information on the outcomes of the project.

(References – Transport and Environment Committee on 20 June 2018 (item 7); report by the Executive Director of Place, submitted)

10. Strategic Review of Parking – Review Results for Areas 2 and 3 and South Morningside Consultation Results

On 9 August 2018, the commencement of a Strategic Review of Parking reviewing parking pressures across the entire Edinburgh area had been approved. This review would help to form a citywide strategy for addressing parking pressures, taking a proactive approach on policy and strategy grounds. The report provided the results of that review for the south-west and north-east areas of the city.

Motion

- 1) To note the results of the initial investigation of parking pressures in Area 2 – South-west Edinburgh and Area 3 – North-east Edinburgh.
 - 2) To note the results of the consultation exercise conducted in the South Morningside area and approve the approach and resulting recommendations detailed in Appendix 5.
 - 3) To recognise the potential economic, traffic management and air quality benefits of reducing vehicle numbers in our local centres and urban villages.
 - 4) To approve both the proposed phasing and the design and implementation strategy for proposed parking controls as detailed in Appendix 8.
 - 5) To note that the existing B2 and B8 Priority Parking Areas would be included in the planned further investigation, with these areas recommended for transferral to Controlled Parking Zone (CPZ).
 - 6) To note that the results of the review in the remaining two areas would be reported to Committee in September 2019.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the results of the initial investigation of parking pressures in Area 2 – South-west Edinburgh and Area 3 – North-east Edinburgh.
- 2) To note the results of the consultation exercise conducted in the South Morningside area and, whilst Committee noted the recommendations made in Appendix 5, agreed:
 - a) To honour the results of the consultation with residents and proceed to introduce a westward expansion of the B2 Priority Parking Area as detailed in Appendix 5.
 - b) To honour the decision from Committee in May 2017 and proceed to introduce an eastward and southwards expansion of the B2 Priority Parking Area.
 - c) To set permit charges within the expanded areas of B2 in line with the charges that apply to the existing B2 area;
 - d) To agree to defer any further decision on extending the Controlled Parking Zone in south Morningside until the full results of the review were available, while recognising the need for future delivery of a CPZ to remain an option, and with agreement that such a decision should be based on evaluation of the enlarged B2 zone and further consultation.
 - e) To recognise that a CPZ would necessitate re-evaluation of a new Park and Ride at Lothianburn.
- 3) To recognise the potential economic, traffic management and air quality benefits of reducing vehicle numbers in our local centres and urban villages.

- 4) To note the proposed phasing and:
 - a) To approve proceeding with the design and implementation strategy for those areas identified in Appendix 8 as being included in Phase 1, including consultation with stakeholders on the draft designs.
 - b) To note that further recommendations on possible further phases would be made following consideration at Committee in September 2019 of the review results for Areas 4 and 5.
 - 5) To note that the existing B2 would be addressed as per paragraph 2 above and to note that the B8 Priority Parking Areas would be included in the planned further investigation, with this area recommended for transferral to Controlled Parking Zone (CPZ).
 - 6) To note that the results of the review in the remaining two areas would be reported to Committee in September 2019.
 - 7) To agree the importance that final proposals in all areas of the city would have to command the confidence of local residents.
 - 8) To note the proposed review of double and single yellow line restrictions in the vicinity of Myreside Road and Craighouse Road, as outlined in Part 2 of Appendix 3, and to agree that this review should also ensure that restrictions protected and enhanced cycling safety.
 - 9) To agree to extend the process of monitoring parking pressures to the area lying to the west of St Fillan's Terrace and south of Morningside Drive.
 - 10) To note the continuing need to widen the strategic overview of parking pressures to assess the overall volume of traffic coming into the city and into the areas highlighted, and to consider options to reduce that demand, including but not limited to: development of active travel infrastructure; improving and developing public transport; encouraging greater car-pooling and car sharing, and considering fiscal and regulatory tools to reduce the number of vehicles coming into the city.
 - 11) To note that the forthcoming September 2019 report would draw together the results from all five review areas and would make recommendations on future phasing of possible parking controls based on the full results, and to agree that sufficient capacity should be allocated to ensure this work proceeds swiftly.
- moved by Councillor Cook, seconded by Councillor Burgess

In terms of Standing Order 21.11, the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

To approve the adjusted motion by Councillor Macinnes.

(References – Transport and Environment Committee on 9 August 2018 (item 10); report by the Executive Director of Place, submitted)

11. Review of Chargeable Garden Waste Service

On 16 May 2019, the Transport and Environment Committee considered a report on a Review of the Council's Chargeable Garden Waste Service Policy. The Committee approved a Conservative amendment and a Green addendum which agreed in principle to cease the chargeable garden waste collection, subject to a report being presented to this Committee.

A response was provided to the decision and information on tonnages was outlined, detailing the implications of reverting to a 'free' fortnightly garden waste collection and on the possibility of combining food and garden waste collections.

Motion

- 1) To note the implications of the change to reintroduce free kerbside waste collection services.
 - 2) To agree that changing the recent decision to charge for garden waste collection should be a budget decision and would need to be agreed as part of that future process.
 - 3) To note the financial implications outlined in paragraphs 4.17 – 4.19 and in the financial implications of any change to the current garden waste service arrangements.
 - 4) To note the options and implications of co-collection of food and garden waste and agree to retain the current arrangements for collecting food and garden waste.
 - 5) To approve the arrangements set out in appendix 1 in respect of the chargeable garden waste collection service, subject to approval of recommendation two, namely:
 - i) To approve the revised policy and note that the Terms and Conditions would be updated in line with this.
 - ii) To approve that the £25 charge would be frozen for 2019/20 but that the service would cease for a four week period over Christmas (two collection cycles) to allow resources to be used to provide resilience to other services in the festive period.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note that a majority of this Council opposed the introduction of a charge for garden waste collection during the budget setting process and provided fully costed alternatives.
- 2) To recognise that this committee subsequently agreed in principle to cease charging for garden waste and that it was important to uphold democratic decision making.
- 3) To acknowledge that this report stated there would be an approximate £2.15 million financial pressure created by re-introduction of a free-service and that this

matter would therefore most effectively be considered as part of annual council budget setting in February.

- 4) To agree that officers include a variety of options for re-introduction of a universal free garden waste collection within Autumn draft budget proposals for 2020/21.

- moved by Councillor Cook, seconded by Councillor Burgess

Voting

For the motion - 5 votes

For the amendment - 6 votes

(For the motion – Councillors Arthur, Bird, Doran, Key and Macinnes

For the amendment – Councillors Booth, Bruce, Burgess, Cook, Douglas and Gloyer.)

Decision

- 1) To note that a majority of this Council opposed the introduction of a charge for garden waste collection during the budget setting process and provided fully costed alternatives.
- 2) To recognise that this committee subsequently agreed in principle to cease charging for garden waste and that it was important to uphold democratic decision making.
- 3) To acknowledge that this report stated there would be an approximate £2.15 million financial pressure created by re-introduction of a free-service and that this matter would therefore most effectively be considered as part of annual council budget setting in February.
- 4) To agree that officers include a variety of options for re-introduction of a universal free garden waste collection within Autumn draft budget proposals for 2020/21.

(References – Transport and Environment Committee on 16 May 2019 (item 18); report by the Executive Director of Place, submitted)

12. Investing in Active Travel and in People-Friendly Streets

The Council's programme of investment in walking and cycling was considered, including its strategic context, resources to enable delivery of the programme, and how the Council's Edinburgh Street Design Guidance (ESDG) was embedding better provision for active travel into roads and footways renewals.

An outline funding strategy for the Active Travel Investment Programme was detailed, as well as proposals to ensure that adequate staff and other support resources were in place to ensure effective programme management and delivery.

Motion

- 1) To approve the proposed Active Travel Investment Programme 2019-24, as summarised in Appendix 5.

- 2) To note the essential role of active travel investment in the emerging City Mobility Plan, City Centre Transformation, in working towards the Council's climate change commitments and health and social objectives, and in supporting the ability of the city to grow in a way that protects and enhances the quality of life of its citizens.
- 3) To note the work undertaken to deliver and develop active travel infrastructure in financial years 2017/18 and 2018/19.
- 4) To note the proposed revised active travel programme management and resourcing set out in the report and detailed in Appendix 10 - Active Travel Programme Delivery Plan.
- 5) To note the proposals to improve integration of the Council's Edinburgh Street Design Guidance (ESDG) into the roads and footways renewal programme and into new development in the city.
- 6) To refer this report to the Planning Committee for information.
 - moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To approve the proposed Active Travel Investment Programme 2019-24, as summarised in Appendix 5.
- 2) To note the essential role of active travel investment in the emerging City Mobility Plan, City Centre Transformation, in working towards the Council's climate change commitments and health and social objectives, and in supporting the ability of the city to grow in a way that protects and enhances the quality of life of its citizens.
- 3) To note the work undertaken to deliver and develop active travel infrastructure in financial years 2017/18 and 2018/19.
- 4) To note the proposed revised active travel programme management and resourcing set out in the report and detailed in Appendix 10 - Active Travel Programme Delivery Plan.
- 5) To note the proposals to improve integration of the Council's Edinburgh Street Design Guidance (ESDG) into the roads and footways renewal programme and into new development in the city.
- 6) To welcome the proposed upgrade of cycle lanes on major roads as outlined in paragraph 4.23 and to agree to receive regular updates on this work in future business bulletins.
- 7) To agree that whenever road layout was redesigned or roads resurfaced, consideration should be given to the potential for:
 - i) footway widening;
 - ii) installation of segregated cycling infrastructure;and that where these were not progressed, a full written explanation of the reasons for not progressing these should be given.

- 8) To agree that the council's street design guidance would be kept under regular review to ensure it complied with international best practice.
 - 9) To refer this report to the Planning Committee for information.
- moved by Councillor Booth, seconded by Councillor Burgess

In terms of Standing Order 21.11, the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To approve the proposed Active Travel Investment Programme 2019-24, as summarised in Appendix 5.
- 2) To note the essential role of active travel investment in the emerging City Mobility Plan, City Centre Transformation, in working towards the Council's climate change commitments and health and social objectives, and in supporting the ability of the city to grow in a way that protects and enhances the quality of life of its citizens.
- 3) To note the work undertaken to deliver and develop active travel infrastructure in financial years 2017/18 and 2018/19.
- 4) To note the proposed revised active travel programme management and resourcing set out in the report and detailed in Appendix 10 - Active Travel Programme Delivery Plan.
- 5) To note the proposals to improve integration of the Council's Edinburgh Street Design Guidance (ESDG) into the roads and footways renewal programme and into new development in the city.
- 6) To welcome the proposed upgrade of cycle lanes on major roads as outlined in paragraph 4.23 and to agree to receive regular updates on this work in future business bulletins.
- 7) To agree that whenever road layout was redesigned or roads resurfaced, consideration should be given to the potential for:
 - i) footway widening;
 - ii) installation of segregated cycling infrastructure;and that where these were not progressed, a full written explanation of the reasons for not progressing these should be given.
- 8) To agree that the council's street design guidance would be kept under regular review to ensure it complied with international best practice.
- 9) To refer this report to the Planning Committee for information.

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

13. Public Transport Priority Action Plan Update

An update was provided on the priority actions from Public Transport Priority Action Plan considered on 9 August 2018. The results of traffic modelling of bus lanes on the A90 were included.

Traffic modelling showed that if bus lanes were introduced on the A90, delays to vehicles in the general traffic lane would increase significantly. Queues would also increase at critical junctions which were already at capacity. This could negatively affect the ability of buses to access the lane in the first place and could result in buses experiencing more delay than present.

A consultation plan and programme had been prepared to inform a decision on a new operating regime for bus lanes. It was proposed that the consultation would be held between September and October 2019.

Motion

- 1) To note the updates on the A90 study.
 - 2) To agree refer this report to the West Edinburgh All Party Oversight Group.
 - 3) To recognise the unsatisfactory nature of the current report's conclusions and to request a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.
 - 4) To note that a consultation on amending bus lane operational hours would be held between September and October 2019.
 - 5) To agree that the development of a methodology for a bus stop rationalisation process, as described in the report. This would include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the Edinburgh Access Panel and would be brought back to Committee for approval.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the updates on the A90 study.
- 2) To note that a consultation on amending bus lane operational hours would be held between September and October 2019 and to agree to receive a consultation report at the first Transport and Environment Committee of 2020
- 3) To note that the Council was preparing a bus stop rationalisation methodology which would be brought back to Committee for approval within two cycles.
- 4) To welcome the new bus lane cameras which had recently become operational at Commercial Street, Liberton Road and South Gyle Broadway and to agree to maintain a close dialogue with public transport operators, and to consider installing additional bus lane cameras at locations where there was a persistent problem of unauthorised vehicles in the bus lane causing delays to buses.

- moved by Councillor Booth, seconded by Councillor Burgess

In terms of Standing Order 21.11, the amendment was accepted as an addendum to the motion by Councillor Macinnes.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the updates on the A90 study.
- 2) To agree to refer this report to the West Edinburgh All Party Oversight Group.
- 3) To recognise the unsatisfactory nature of the current report's conclusions and to request a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.
- 4) To note that a consultation on amending bus lane operational hours would be held between September and October 2019 and to agree to receive a consultation report at the first Transport and Environment Committee of 2020.
- 5) To agree that the development of a methodology for a bus stop rationalisation process, as described in the report. This would include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the Edinburgh Access Panel and would be brought back to Committee for approval.
- 6) To welcome the new bus lane cameras which had recently become operational at Commercial Street, Liberton Road and South Gyle Broadway and to agree to maintain a close dialogue with public transport operators, and to consider installing additional bus lane cameras at locations where there was a persistent problem of unauthorised vehicles in the bus lane causing delays to buses.

(References – Transport and Environment Committee on 9 August 2018 (item 1); report by the Executive Director of Place, submitted)

Declaration of Interests

Councillors Booth, Doran and Macinnes declared a non-financial interest in this item as Directors of Transport for Edinburgh.

14. Summertime Street Operations 2019

On 22 November 2018 Council considered the Managing Our City Festival City report which detailed a range of summertime issues affecting pedestrians in the Old Town. Council agreed that the report's proposals should be developed into appropriate interventions for summer 2019.

A series of interventions had been developed and were proposed to be in effect across the Old Town in summer 2019 (from 28 July to 1 September) through a Temporary Traffic Regulation Order (TTRO).

Under urgency provisions set out in paragraph 4.1 of the Committee Terms of Reference and Delegated Functions, the Executive Director of Place in consultation

with the Convener and Vice-Convener of Transport and Environment Committee, had approved these plans.

Decision

- 1) To note the proposals outlined in this report, describing temporary arrangements for streets in the Old Town (and the Pleasance), which would be in operation from 28 July to 1 September 2019. The proposals would be implemented through a Temporary Traffic Regulation Order.
- 2) To note that final agreement of the proposals had been undertaken by the Executive Director of Place in consultation with the Convener and Vice-Convener under urgency provisions due to the timings associated with the preparation of TTRO.

(References – Act of Council (No 6), 22 November 2018; report by the Chief Executive, submitted)

15. Hatters Lane Inclusion in Controlled Parking Zone

On January 2013 planning permission was granted for the mixed-use development to the north-east of Beaverhall Road under application 11/03374/FUL. Consent was granted with conditions that a Traffic Regulation Order was required to include the proposed road and parking spaces in the existing controlled parking zone (Zone N1), at no cost to the Council.

Approval was sought to set the parking permit charge within Hatters Lane and that the Executive Director of Place be requested to commence the statutory process to make the necessary variation order to the TRO to include Hatters Lane in the controlled parking scheme.

Decision

- 1) To set the permit parking charge at the parking places within Hatters Lane, as shown in Appendix 1 to this report.
- 2) To request that the Executive Director of Place commenced the statutory process to make the necessary Variation Order to the Traffic Regulation Order (TRO) governing the Controlled Parking Scheme to include Hatters Lane.

(References – Development Management Sub-Committee on 30 January 2013 (Appendix 1); report by the Chief Executive, submitted)

16. Objections to Traffic Regulation Order TRO/18/64A&B Picardy Place – Edinburgh Proposed Amendments to Various Restrictions

The objections to Traffic Regulation Order TRO/18/64A&B were detailed which would make variations to the previous Traffic Regulation Order promoted. The proposed traffic regulation amendments responded to the functional requirements demanded by the redevelopment of Picardy Place which had been endorsed by the Transport and Environment Committee on the 25 January 2018 and which had been further refined through a detailed design period.

These redevelopment works were being undertaken under the powers of the Edinburgh Tram (Line One) Act 2006.

Approval was sought to make the Order as advertised.

Decision

- 1) To note the objections received to the advertised Traffic Regulation Order.
- 2) To set aside the objections and give approval to make the Traffic Regulation Order as advertised.

(References – Transport and Environment Committee on 25 January 2018 (item 1); report by the Executive Director of Place, submitted)

17. Maybury Road – Reduction in Speed Limit – Objections to Traffic Regulation Order

The objections to Traffic Regulation Order TRO/18/64A&B were detailed which would make variations to the previous Traffic Regulation Order promoted. The proposed traffic regulation amendments responded to the functional requirements demanded by the redevelopment of Picardy Place which was endorsed by the Transport and Environment Committee on the 25 January 2018, which was further refined through a detailed design period.

These redevelopment works were being undertaken under the powers of the Edinburgh Tram (Line One) Act 2006.

Approval was sought to make the Order as advertised.

Decision

- 1) To note the eleven objections and four expressions of support received in relation to the advertised Traffic Regulation Order.
- 2) To set aside the eleven objections and give approval to make the Traffic Regulation Order as advertised.

(References – Transport and Environment Committee on 25 January 2018 (item 1); report by the Executive Director of Place, submitted)

18. Communal Bin Enhancement Update

A progress update on the Communal Bin Review project and the governance arrangements was provided.

Decision

- 1) To note the report.
- 2) To agree to receive an update every six months.

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

Declaration of Interests

Councillors Bird declared a non-financial interest in this item as a Board member of Changeworks.

19. Public Utility Company Performance and Road Work Co-ordination April to March 2018/19

The performance of Public Utility Companies (PUs) during the year 2018/19 from April 2018 to March 2019 was summarised. The full year was detailed and compared to trend information from previous years.

Major issues encountered during the previous year were outlined as well as the actions taken to address road work co-ordination issues.

Decision

- 1) To note the report.
- 2) To note the arrangements for securing an improved level of performance from all Public Utilities.

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

20. Edinburgh's Coastline

In response to a motion by Councillor Mary Campbell, the role of the Council in preserving and enhancing the historic and environmental features of Edinburgh's coastline and enhancing residents' access to Edinburgh's coastline was set out.

The approach to enhancing the accessibility of the coastline was set out, seeking to deliver a continuous coastal active travel route from South Queensferry to Joppa (and potentially beyond into East Lothian).

An update was provided on development along the waterfront including the delivery of a path connecting the existing Promenade terminus at Granton beach with Granton Harbour and options for providing a crossing over the Almond that would connect South Queensferry with Cramond and the waterfront promenade with active travel routes.

Decision

- 1) To note the significant protection given to the built and natural heritage of Edinburgh's coastline by the Edinburgh Local Development Plan (LDP) and the current work ongoing by the Council to further enhance this heritage.
- 2) To agree that the Council sought to deliver a continuous active travel route along Edinburgh's coastline from South Queensferry to Joppa while exploring with East Lothian Council the scope to extend this route eastward.
- 3) To note the political oversight provided by the Waterfront All Party Oversight Group.
- 4) To agree to discharge the motion of 31 May 2018 by Councillor Mary Campbell.
- 5) To agree to bring an update report to Committee in one year.
- 6) To agree to attach the link to the video produced by Edinburgh Shoreline Project to the minute of the meeting.

(References – Act of Council (No 21), 31 May 2018; [Edinburgh Shoreline Project video](#); report by the Executive Director of Place, submitted)

21. Pedestrian Countdown Timers at Traffic Signals

Background detail was provided on the way pedestrian crossings work at traffic signals and the way the crossing and clearance periods were set up. The concept of a “blackout” in the pedestrian sequence was explained as the point where no symbol was displayed. This occurred between the green man being replaced with a red man signal.

The development of the PCaTS system in London was also considered.

It was highlighted that due to the way the traffic signals were set up in Edinburgh, there would be limited or no benefit to the city and it was recommended that the system was not trialled or adopted in Edinburgh.

Decision

- 1) To note that the Pedestrian Countdown at Traffic Signals (PCaTS) system had been developed in London, and was now available for use by other authorities around the UK, including Edinburgh.
- 2) To note that when considering the potential benefits of the PCaTS system, the concept of the “blackout” needed to be understood. This was the period in the sequence after the green man went out and before the red man was displayed. This was explained fully in the report.
- 3) To note that benefits seen in London reflected the way they had set up their pedestrian crossing signals, with absolute minimum green man times and long “blackout” clearance times, which did not reflect current practice in Edinburgh, where the “blackout” was set at a fixed three seconds.
- 4) To accept that the PCaTS system was unlikely to bring any benefits to Edinburgh.
- 5) To agree to discharge the motion with no further action to be taken.

(References – Act of Council (No 21), 31 May 2018; report by the Executive Director of Place, submitted)