

Amendment by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 7.1 - St James Quarter - Introduction of an Experimental Traffic Regulation Order

Agrees that St James Square has been designed to be principally a pedestrian space and an area where people can sit and linger.

Agrees therefore not to proceed with the ETRO trial.

Moved by:

Seconded by:

Amendment by the SNP Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.1 - St James Quarter – Introduction of an Experimental Traffic Regulation Order

Deletes 1.1 in its entirety and replaces with:

1.1 Committee agrees not to approve the commencement of the statutory procedures for an Experimental Traffic Regulation Order (ETRO) as detailed in Appendix 3.

Moved by:

Seconded by:

Addendum by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 7.2 – Road Safety – Service and Delivery Plan Update for 2023/24

Regrets that the current resources available to the road safety team are not sufficient to meet the reasonable expectations of the public.

Request that the Road Safety – Service and Delivery Plan 2024/25 plan is tabled for approval as soon as possible after the February 2024 budget meeting.

Moved by:

Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.2 – Road Safety – Service and Delivery Plan Update for 2023/24

Committee

- Deletes 1.1.1 and 1.1.2 and inserts:

“1.1.1 expresses its significant concern at the continued delays to the delivery of important road safety projects across the city, and therefore welcomes the updates provided in the report and which are designed to address this, including the creation of a new infrastructure delivery team.”

“1.1.2 agrees the priorities for road safety as set out in 4.3 of the report, with the following adjustments:

- 4.3.2 amended to also include the implementation of action plans arising from School Travel plan reviews.
- A new additional priority of making full use of external funding sources for road safety.

and notes how the way these priorities are to be resourced, as set out in appendix 1.”

- At end of 1.1.4 adds “but notes how resourcing issues means this revised plan represents significantly less in the way of delivered projects than what was set out to committee in December 2022.”
- Add at end

1.1.5 agrees the report does not address rolling action 31 from 8 December 2022 and that there remains an outstanding action to provide a members’ briefing, detailing the specific speed reduction measures to be introduced for those schemes listed in Appendix 3, sections B and C.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Green Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.2 - Road Safety – Service and Delivery Plan Update for 2023/2024

In recommendations, add at end:

"1.1.5 Notes data from the Insurance Institute for Highway Safety which suggests that pedestrian deaths involving SUVs are increasing at a faster rate than other cars; further notes data from the VIAS institute in Belgium which suggests that with every 300kg increase in the mass of a car, the probability of death for vulnerable road users increases by 23%; further notes the recent call from the European Transport Safety Council to ban SUVs in urban areas, and therefore agrees that the next road safety delivery programme, due to be presented to committee in March 2024, should explore the feasibility of steps to discourage or restrict larger and heavier vehicles in the city;

1.1.6 Notes with disappointment the lack of progress on the roll-out of pedestrian crossings set out in appendix 3 of the report and agrees that sufficient officer resource will be allocated to the design/procurement and delivery of pedestrian crossings, with the aim that all projects in sections B and C of appendix 3 should be delivered during the 2023/24 financial year;

1.1.7 Notes that modal filters can have significant road safety benefits when introduced in residential neighbourhoods, and therefore agrees that the new Local Traffic team outlined in paragraph 4.14 of the report should consider a mechanism to allow the roll out of modal filters to any residential neighbourhood where these measures are needed or requested by a significant number of residents, and feed back on delivery of these mechanisms to committee."

Moved by: Councillor Booth

Seconded by: Councillor O'Neill

Addendum by the Green Group

Transport & Environment Committee

Thursday 12 October 2023

Item 7.3 – Actions to Deliver Edinburgh’s City Mobility Plan – Consultation Update

In recommendations, at the end, insert:

"1.2 Notes that, in order to meet the council's climate emissions targets and to achieve the key performance indicators set out in the City Mobility Plan, we must be ambitious and some policies will be required which are supported in market research but less so in the consultation responses and workshop findings due to a less representative reach; agrees that in these cases a degree of political leadership and consideration of the Climate and Nature emergencies is required from all councillors; and expects that, when the first review of the CMP is presented to committee in February 2024, additional actions for consideration to meet the aims of the CMP will not be limited to those which appear in the public's response."

Moved by: Councillor O'Neill

Seconded by: Councillor Booth

Addendum by the Conservative Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.3 - Actions to Deliver Edinburgh's City Mobility Plan - Consultation Update

1.2 Committee recognises:

1.2.1 The consultation is a major piece of work for a very complex City Mobility Plan that will have significant impacts across the city.

1.2.2 Formulating simple questions about complex issues is a difficult task.

1.2.3 The Consultation raised many interesting points but there was little consensus beyond marginal or only relatively strong support for the suite of actions.

1.3 Committee acknowledges:

1.3.1 Concerns have been raised about question wording and the provision of clear information; that may not meet Consultation or Market Research standards, that may not be adequate to inform decision making, and that could be legally challenged.

1.3.2 The City Council is a member of The Consultation Institute that can provide a robust audit of end-to-end consultations process to provide public endorsement.

1.4 Committee therefore instructs Officers to investigate how to refer this Report to the Consultation Institute so it can be put through their end-to-end quality assurance audit process before February 2024, and to report the results of this investigation to Committee in one cycle.

1.5 Committee further acknowledges that the consultations on the City Mobility Plan and the various supporting plans and strategies have yet to consult the public on street design layouts and traffic circulation routes within the city. That the result is that the wider public have no appreciation of the impact the dramatic changes envisaged would have on everyday journeys both locally and city-wide and that no indication of public support for change can be evidenced until this work is set out in a way that individuals can assess relative to the impact it would have on the journeys they make on a regular basis.

1.6 Council therefore agrees that any final decision can only be taken when a comprehensive masterplan of proposed changes is set out, alongside full costings and

impacts on public transport and businesses in the city, and that when such a plan is available it should be subject to full public consultation prior to starting work on individual projects.

Moved by: Cllr Marie-Clair Munro
Seconded by: Cllr Christopher Cowdy

Addendum by the SNP Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.4 – East London Street

Adds to recommendations:

2.1.1 Notes that East London Street (ELS) sits in near proximity to several key infrastructure hubs (Annandale Street Bus Depot, McDonald Road Fire Station and Gayfield Police Station) in addition to being situated in the city centre and therefore is likely to always have an element of high axle weight through-traffic without an intervention from the Council. Due to the settled nature of the street, this impacts residential amenity regarding the noise impact of said traffic.

2.1.2 Further notes that major works to ELS have been unable to be carried out for a number of years due to Phase 1 and Phase 2 of the tram works, which restricted what works could be carried out across the city centre.

2.1.3 Recognises the Annandale Bus Depot as a significant centre of transport infrastructure that benefits the city, but understands that the scale of its operations do impact the residential amenity of surrounding streets, this is especially significant in those streets that are settled such as ELS.

2.1.4 Understands that without intervention, it is likely to be multiple years before ELS settled carriageway is fixed, and that once reinstated could degrade quickly due to levels of heavy vehicle usage.

Therefore:

3.1.1 Requests Officers bring a report to committee on 11 January 2024 alongside the results of the traffic monitoring detailing:

- The merit and demerits for maintaining the status quo on ELS inclusive of cost, impact on noise levels, sustainability, timescale for the reconstruction of the setts.
- The merits and demerits for reprofiling ELS from settled to standard carriageway inclusive of cost, impact on noise levels, sustainability, timescale for the tarmacking the central

carriageway, recommendations for resident engagement ahead of making this transition and process for obtaining an exemption to the settled street policy.

- Additional potential and costed options for improving the sustainability of the status-quo or tarmacked carriageway via restricting heavy traffic movements inclusive of any recommendations to improve the environment around St. Mary's Primary School.

3.1.2 Requests Officers work with Lothian Busses to understand the total access and egress options for the operation of the Annandale Street depot to identify whether adjustments to the surrounding road network could benefit a more sustainable and evenly spread operation lessening the impact on surrounding residential amenity overall.

Moved by: Councillor Finlay McFarlane

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.5 – Litter Bin Siting Policy

Committee Notes the Litter Bin siting Policy in Annex 1 and wishes to add:

- under **Prioritisation Criteria**, bullet point 'Key routes in relation to secondary schools' to request more detail in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024 on the policy detail on providing litter bins around schools and to report on any schools where the requirement is not being met.
- under **Prioritisation Criteria**, bullet point 'Public transport hubs' to add a final point: "bins to be placed downstream unless factors prevent this being possible".
- under **Parks and other similar green spaces**, to add:
"during periods of fine weather during the summer, particularly at weekends and on public holidays, larger and /or additional facilities will be provided with additional uplifts to minimise the excessive waste that arises as a result of under provision."
- under **Recycling**, notes the challenges described in respect of separating waste streams for recycling under current policy and practices and requests a report on best practice (eg from other leading European cities) to be included in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024
- under **Litter Bin Siting Policy Appendix 1: Factors for Consideration**, requests more detail around the considerations in respect of "Terrorism" and requests more detail around the factors in the next report on Neighbourhood Environmental Services due to be reported back to Committee in May 2024, including a report on best practice (eg from other leading European cities)

Moved by: Cllr Stuart Dobbin

Seconded by: Cllr Danny Aston

Amendment by the Green Group

Transport & Environment Committee

Thursday 12th October 2023

Item 7.5 - Litter Bin Siting Policy

Amend recommendations to read:

1.1 Transport and Environment Committee is asked to approve the revised Litter Bin Siting Policy (Appendix 1) with the following inclusion:

Replace 4.13 with:

As per Edinburgh Design Guidance: Part C – Detailed Design Manual PT2 – Bus Stops, bins should be located downstream of a bus stop and within five (5) metres of the bus stop. This ensures better accessibility and visibility for both passengers and drivers. The type of bin provided will be a minimum of 140 litres where the width of the footway supports this. There is a clear correlation between lower cleanliness scores and areas of higher deprivation so bus stops in these areas will be the initial focus for review.

Moved by: Councillor O'Neill

Seconded by: Councillor Booth

Amendment by the Conservative Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.5 – Litter Bin Siting Policy

Deletes all and replaces:

1.1 Committee notes the Litter Bin Siting Policy is not a litter reduction strategy as the Council has suggested to the media and that no approval should be given until such a strategy is produced so that litter bins can be sited in line with a wider approach to reducing littering in the city.

1.2 Committee therefore agrees that Officers develop a clear litter reduction strategy with measurable goals and results, and operational targets.

1.3 The strategy should set out, amongst other things:

1.3.1 The Council's theory of behaviour change, and show clearly what interventions, in addition to positioning and emptying litter bins, the Council will make to ensure those bins are used, including an assessment of the work of Keep Scotland Beautiful on behaviour change interventions.

1.3.2 It should also assess the considerable learning from Councils in other parts of the UK to look for ideas on public communications and local signage as well as bin siting policies.

1.3.3 In addition to patronage information from current bins, it should include data on heavily littered areas (including more than 20m from a road) and information gathered from engagement and liaison with Community Councils and other stakeholder groups.

Moved by: Cllr Christopher Cowdy

Seconded by: Cllr Marie-Clair Munro

Addendum by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 7.6 - Reform of the Council's Transport Companies

Notes that Edinburgh Trams and Lothian Buses are part of what defines Edinburgh, and agrees that their continued success is due to the commitment shown by all who work at these companies and Transport for Edinburgh.

Agrees that the continued success of bus and tram operations in Edinburgh key to our Capital's economic prosperity and Net Zero ambitions.

Agrees that the January 2024 Business Bulletin should provide a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 give local authorities to control or influence public transport operations.

Moved by:

Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

Thursday 12 October 2023

Item 7.6 – Reform of the Council’s Transport Companies

Committee deletes recommendations and inserts:

1.1.1 note the concerns expressed at the time of the findings of the short life working group on the Council’s Transport ALEOs being published, and that officers are now proposing a different scheme to that agreed by a majority decision of the Council in August 2021.

1.1.2 believes the issues raised originally about Edinburgh Trams being a subsidiary company of Lothian Buses are not fully addressed by the alternative contracting model set out.

1.1.3 believes that, more than two years on, it also remains unclear as to what tangible benefits will be delivered for passengers from these structural changes.

1.1.4 expresses specific concern at the proposal to close Transport for Edinburgh at a time when a strategic and integrated approach is needed towards transport across the city.

1.1.5 therefore agrees not to progress the changes as proposed.

1.1.6 agrees that, once the final Public Transport Action Plan is agreed, officers should look to update the ownership agreement in place with Lothian Buses to ensure it is fit for purpose taking into account the Transport (Scotland) Act 2019, and that officers should return to committee with a new agreement for approval.

1.1.7 meanwhile, believes there is merit in establishing a stakeholder forum similar to that set out in appendix 1 but with respect to Lothian Buses, and agrees officers should seek to pursue this with minority shareholders before returning to committee for final decision.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 8.2 - Speed Limits Review: 20mph

Notes that a key concern raised by residents is the perceived effect reducing the speed limit on roads to 20mph would have on journey times and emissions, and therefore agrees that the February 2024 report will detail any impact for vehicles travelling along selected key routes.

Notes the concerns that continually changing the speed limit on key routes has on driver frustration, and therefore agrees steps should be taken to minimise this in any proposals tabled in February 2024.

Notes the points made by Friends of Prestonfield Primary School in their written deputation and asks that:

1. the February 2024 report will give due consideration to switching the speed limits adjacent to all primary and secondary schools (public and private) to 20mph.
2. an update is provided to the January 2024 Committee which gives consideration to the other points raised (crossings, parking and KEEP CLEAR markings).

Moved by:

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

Thursday 12 October 2023

Item 8.4 - Heart of Midlothian Football Club

ADDS:

1.2 Committee notes that Heart of Midlothian FC have experienced some delays meaning that the proposed works to the Haymarket Memorial will now not proceed this year and therefore deletes 5.1 and replaces with:

“5.1 Council officers will continue to work with the Football Club to support the refurbishment works for the Haymarket Memorial to commence in 2024.”

Moved by: Cllr Danny Aston

Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

Thursday 12 October 2023

Item 8.5 – Incorrect Parking on the Tram Route

Committee

After 1.1.1 add “as an update”.

Delete 1.1.3 and replace with:

1.1.3 Notes that the contents of the report are based on the original motion by Cllr Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.

1.1.4 Notes that as a result, several actions from the composite motion remain outstanding.

1.1.5 Therefore agrees to receive a further report to the December meeting of the Transport and Environment Committee so that the outstanding actions can be addressed.

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Kevin Lang

Addendum by the Green Group

Transport and Environment Committee

Thursday 12 October 2023

Item 8.5 - Incorrect Parking on the Tram Route

In recommendations:

Add at the end of paragraph 1.1.2, ", and agrees to provide a briefing to transport spokespeople and ward councillors once a solution has been identified;"

Add new paragraph 1.1.4, "Agrees to update committee on progress as part of the existing process of tendering and contract development for the new parking contract, by September 2024."

Moved by: Councillor Chas Booth
Seconded by: Councillor Kayleigh O'Neill

Addendum by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 9.1 - Motion by Councillor Aston - HES Strategic Plan for Holyrood Park

Notes that as part of the circulation plan development Council Officers committed to continued discussion with HES on the management of the roads in Holyrood Park with “a view to further reducing traffic” and agrees that the consultation responses should maintain this position.

Further agrees that the consultation responses should make clear that if HES does decide to stop traffic cutting through the park the Council will support them and work with them to minimise any negative impacts on the surrounding communities.

Agrees that the consultation response should make clear that any use of the car parks in the park should be focused on park users.

Moved by: Cllr Scott Arthur

Seconded by:

Addendum by the Green Group

Transport and Environment Committee

Thursday 12 October 2023

Item 9.1 - Motion by Councillor Aston – HES Strategic Plan for Holyrood Park

After point 5) insert a new point 6) which reads:

6) Given the extensive work done by volunteers across multiple charities and shared ambition of all parties on making Holyrood Park safer, urges HES to proactively involve stakeholders such as Spokes and Living Streets through all strategic processes.

Renumber accordingly.

Moved by:

Seconded by:

Amendment by the Conservative Group

Transport & Environment Committee

Thursday 12 October 2023

Item 9.1 - Motion by Councillor Aston - HES Strategic Plan for Holyrood Park

1) - Delete “which explicitly sets out to align with key Council strategies such as the City Mobility Plan, City Plan 2030, and the draft net zero 2030 Climate Strategy.”

2) Replaces “Welcomes” with “Notes”

5) Replace with – “Recognises that additional restrictions on the use of Queen’s Drive will have negative impacts, particularly in surrounding areas, from displaced traffic on: journey times, congestion, and pollution”.

Adds:

“7) Recognises the importance of Queen’s Drive and Duddingston Low Road around the edge of the park for Emergency Services and for residents to get around the city or access to enjoy the park, particularly for the elderly and others with restricted mobility.”

Moved by: Cllr Marie-Clair Munro

Seconded by: Cllr Christopher Cowdy

Addendum by the Administration

Transport and Environment Committee

Thursday 12 October 2023

Item 9.2 - Motion by Councillor Dijkstra-Downie - Trial of Speed-Responsive Traffic Lights

Notes that “Reverse Speed Discrimination Signals” have been installed on the A75 at Springholm since 2017 under a trial operated by Transport Scotland.

Asks that Council Officers include an update on this trial as part of the report requested.

Moved by: Cllr Scott Arthur

Seconded by:

Emergency Motion by Councillor McKenzie

Transport and Environment Committee Thursday 12 October 2023 Controlled Parking Zone S6(E)

Committee -

Notes:

1. Controlled Parking Zone S6(E) is due to come into operation on Monday 23rd October.
2. A letter informing affected residents and businesses of this date, and signposting to the permit application process, was sent out in September.
3. Many residents and businesses did not receive this letter.
4. The letter contains no information about how to apply for permits offline, no information about visitor permits, no contact telephone number, and no map of Controlled Parking Zone S6(E).

Agrees:

6. That enforcement of Controlled Parking Zone S6(E) will be paused until a further letter is sent out containing the information in point 4, with special care taken to ensure that the letter is delivered to all residents and businesses.
7. A report will come to the next Transport and Environment Committee which addresses the following concerns:
 - a. The communication failures outlined in points 3 and 4 and proposed measures to prevent these from occurring in the future.
 - b. The increased cost associated with paying for residents' permits in instalments, with consideration of mitigations to protect low income households.

c. The cost of Retail, Trades and Business permits, including the requirement for vehicles to have business insurance to obtain these, and consideration of how these costs could impact small businesses.

Moved by: Councillor Ross McKenzie
Seconded by:

September 2023

STRATEGIC REVIEW OF PARKING NEW PARKING CONTROLS: Zone S6 (Gorgie)

We previously wrote to you earlier this year to advise that work to implement the new Controlled Parking Zones was about to start.

With that work now nearing completion in your area, we are making the final preparations to bring the new Zone S6 into operation.

The key dates are as follows:

Permits will be made available to pre-purchase from **Monday 2 October 2023**

Zone S6 will come into operation on **Monday 23 October 2023**

How will this affect you?

From 2 October 2023 eligible residents and businesses will be able to apply for permits. Any permits obtained during October will be valid from 23 October 2023.

As of 23 October 2023, all yellow lines and parking bays will become operational and will be enforced by the Council's Parking Attendants.

Anyone wishing to park on-street after this date will need to park in marked bays and will need to either obtain a permit or pay to park. Most restrictions will operate Monday to Friday, between 8:30am and 5:30pm. Please note that some restrictions are enforceable 24-hours a day so you should check signs before parking.

How can I find out about permits?

Full details of the range of permits that the Council issues, the costs involved and details of how each permit works, can be found here: www.edinburgh.gov.uk/parking-permits

Those pages also explain how to apply for each permit type.

What are the Parking Charges?

Full details of our parking charges can be found here: www.edinburgh.gov.uk/parking-spaces

There will be some ticket machines in key locations and these will be cashless, accepting only card payment. In all other areas payments will be via RingGo (Text, Mobile, Web/App payment) only. The permitted lengths of stay vary by location, with options including 1 hour, 4 hours, 6 hours and 9 hours (all day).

How can I find more information?

Additional information that explains how controlled parking, our permits and parking bays operate, and the answers to some of the more frequently asked questions can be found here: www.edinburgh.gov.uk/parkingreview

Parking Operations

Network Management and Enforcement, Place, 4 East Market Street, Edinburgh, EH8 8BG