

Transport and Environment Committee

10.00am, Thursday 11 January 2024

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Dobbin, Faccenda (except item 1), Graham (substituting for Councillor Faccenda, item 1 only) Lang, McFarlane, Munro and O'Neill.

Also present

Councillors Mowat (as mover of the original motion in respect of item 14); Councillor McKenzie (as a ward member in respect of item 8)

1. Deputations

(a) **Liberton and District Community Council** (in relation to item 6 – Major Junctions Review)

Having expressed concern on many occasions, the deputation shared their disappointment with the ranking of the Liberton Brae Junction on the list of prioritised junctions. They raised a number of points including the lack of signalised pedestrian crossings on two arms of the junction and potential increased traffic due to housing developments. The deputation requested committee take the points raised into consideration in the review.

(b) **Spokes Portobello** (in relation to item 6 – Major Junctions Review)

The deputation shared their concern, frustration, and disappointment at the lack of progress to deliver the King's Road / Portobello High Street Junction safety scheme. The deputation made five clear requests to the committee which included but were not limited to providing a full explanation why the timetable had slipped and to provide monthly written progress updates via email to Portobello communities (including ward councillors, the Community Council and Spokes Party).

(c) **New Town & Broughton Community Council** (in relation to item 7 – East London Street)

The deputation reminded committee there had now been three separate petitions raised seeking improvements at East London Street. The noise levels were the primary concern for the residents; however they had not been mentioned in the report. The deputation welcomed and supported the amendment from the SNP Group to progress the resurfacing of East London Street as a matter of urgency.

**(d) Westfield Street Residents
(in relation to item 8 – Strategic Review of Parking: Progress Update)**

The deputation shared a variety of challenging issues experienced by residents of Westfield Street due to a huge influx of nuisance parkers, an unenforced Greenway and the unwanted removal of a boundary fence between the street and the supermarket. The deputation shared their appreciation for the support given from the Council since their deputation at the November Transport and Environment committee and requested Westfield Street is included in the CPZ as soon as possible with a mutually agreed and controlled area.

**(e) Spokes Planning Group
(in relation to item 10 – Accessibility Commission)**

The deputation expressed concern there was a lack of local disabled cycling representation in the proposed commissioners for the Accessibility Commission. They requested that Spokes were added to the list of organisations in Section 2.7. The deputation had members with lived experience of using their cycles as essential mobility aids who were willing to take part, and whose experiences and points of view would be useful to the commission.

**(f) GMB
(in relation to item 10 – Accessibility Commission)**

The deputation expressed strong belief private hire cars and hackney cabs should be commissioners for the Accessibility Commission. Both currently provided a service to passengers with vulnerabilities or disabilities. The deputation believed the voice and opinion of private hire and hackney should be heard.

**(g) Community Councils Together on Trams
(in relation to item 14 – Trams to Newhaven)**

The deputation noted the report did not meet their expectations which was to see included in the report, more detail on the close out of the remaining work, the hand over to the council and the governance of that. The deputation called for transparency and visibility with a greater public oversight, requesting that any report coming back to a future committee was clearer.

**(h) New Town and Broughton Community Council and Community Councils Together on Trams
(in relation to item 16 – Motion by Councillor Caldwell - Public Realm (scrutiny) along the Trams Phase 2)**

The deputation identified issues with the design in many areas of the public realm associated with this project but felt they had been dismissed as being of secondary importance, however the residents and businesses along the new Trams route, regarded these as being critical to its overall success.

The deputation supported the motion by Councillor Caldwell with the understanding that approving the motion would ensure there was a transparent review of the public realm delivered by the Trams to Newhaven project against current design standards and whether it was fit for purpose.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 11 January 2024 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme would be updated as per the update sent to members by email prior to the meeting.

(Reference – Work Programme 11 January 2024, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

1) To agree to close the following actions:

- Action 9 – Business Bulletin – Climate Risk Assessment
- Action 44 (1&3) – George Street and First New Town – Operational Plan and Project Update
- Action 50 – Response to motion by Councillor Macinnes – Travelling Safely – Braid Road and Comiston Road
- Action 53 – Motion by Councillor O’Neill – Reinforcing the Equal Pavements Pledge
- Action 55 (1) – Business Bulletin
- Action 57 (5&6) – Phased Reduction in Use of Glyphosate
- Action 58 (1-3) (5) – Strategic Review of Parking: Progress Update
- Action 59 – Motion by Councillor Mowat – Tram Project
- Action 60 (4) – Motion by Councillor Rae – Illegal Parking Disrupting Tram Operations
- Action 61 (1) – Work Programme
- Action 63 – Incorrect Parking on the Tram Route
- Action 64 – East London Street
- Action 66 (3) – Reform of the Council’s Transport Companies
- Action 73 (1) – Response to the Edinburgh Tram Inquiry
- Action 75 (3) – Implementing the new Parking Prohibitions
- Action 77 (1) – Travelling Safely Schemes

- Action 85 – Motion by Councillor Heap – Westfield Street Parking

2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log, 11 January 2024, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

Part 1 – Trams to Newhaven Update

- 1) To note the public concern regarding Lothian Buses regularly removing services from Leith Street due to delays at Picardy Place.
- 2) To agree that a report is brought to the March 2024 Transport and Environment Committee analysing the problem, and proposing changes which help the flow of buses, trams and goods/services moving through the area whilst respecting the sustainable transport hierarchy.
- 3) This report should consider all key routes to Picardy Place, and the additional demand created by the St James Quarter.

Part 2 – Cycle Hire Scheme

- 4) To note that in February 2023 Transport and Environment Committee agreed Edinburgh should be open to a Cycle Hire Scheme operating as a concession with no ongoing cost for the Council, and that since then 3 providers have informally approached the Convener.
- 5) To agree that a report would be brought to the April 2024 Transport and Environment Committee detailing how a concession could begin at the earliest possible opportunity.
- 6) To agree that this report should be informed by a members' workshop.

Part 3 – Corstorphine Connections

- 7) To provide a briefing to committee members on processes and arrange a site visit to the City Operations Centre.
- 8) Officers to include the analysis of the community feedback data in the report to committee in March and also include data on who was being issued with bus gate fines (local residents or visitors).
- 9) To amend the wording on the Community feedback to ensure the views displayed matched the contents of the report.
- 10) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, 11 January 2024, submitted.)

6. Major Junctions Review Update

An update was provided on the Major Junctions Review (MJR) which highlighted the intention to review the programme once the Future Streets Framework (FSF) for the City

Mobility Plan (CMP) was approved. The FSF was expected to define modal priorities for the city's road network and, as this may have impacts on MJR outcomes it was proposed to review the MJR programme once this is approved.

Motion

- 1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.
- 2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.
- 3) To agree a note is issued to Transport and Environment Committee / Local members on the likely timeline to complete the Kings Road junction works, and also information on what the current competing priorities are.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.
- 2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.
- 3) To note the Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction report to the June 2023 Committee indicated that 'delivery of the improvements would take place in summer 2024.
- 4) To note with concern however that delivery is now not expected until 2026 because TRO and redetermination processes have not yet commenced and are not due to be commenced until the Spring.
- 5) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and

17, Portobello and Craigentenny/Meadowbank community councils, and Spokes Party).

- 6) To agree these processes would commence as soon as practicable.
- 7) To note the costs outlined at 6.1 of major junction improvement schemes.
- 8) To agree officers would work with political groups to identify where there are budget requirements in order to deliver the priorities identified in the Major Junctions Review, ahead of the 24/25 budget setting process.

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To express significant concern about the lack of progress on the medium-term road safety improvements to Kings Road / Portobello High Street junction.
- 2) To request officers to seek appropriate funding to progress with engagement, detailed design and traffic orders promotion as a matter of priority.
- 3) To request a short update report within two cycles to outline the benefits and risks and provide expected timelines for the following options:
 - a) Proceeding with the status quo as outlined in this report
 - b) Resourcing work on the medium-term improvements immediately, along with an outline of which projects would have to be deprioritised instead.
 - c) Progressing the plan for long-term improvements for the junction
- 4) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.

- moved by Councillor Bandel, seconded by Councillor O'Neill

In accordance with Standing Order 22.13, Amendment 1 was accepted as an addendum to the motion. Amendment 2 was withdrawn.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources were available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.
- 2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review

of the resources required to project manage and programme each package moving forward.

- 3) To agree to issue a note to Transport and Environment Committee / Local members on the likely timeline to complete the Kings Road junction works, and also information on what the current competing priorities were.
- 4) To note the Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction report to the June 2023 Committee indicated that 'delivery of the improvements would take place in summer 2024.
- 5) To note with concern however that delivery was now not expected until 2026 because TRO and redetermination processes had not yet commenced and were not due to be commenced until the Spring.
- 6) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and 17, Portobello and Craigtinny/Meadowbank community councils, and Spokes Party).
- 7) To agree these processes would commence as soon as practicable.
- 8) To note the costs outlined at paragraph 6.1 of major junction improvement schemes.
- 9) To agree officers would work with political groups to identify where there were budget requirements in order to deliver the priorities identified in the Major Junctions Review, ahead of the 24/25 budget setting process.

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

7. East London Street

A response was provided to the request from Committee to address resident concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.

Motion

- 1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.
- 2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.
- 3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.
- 4) Based on the updated information in the report, to agree to take no further action at this time.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.

- 2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.
- 3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.
- 4) To note East London Street is not within the World Heritage Site and is on the extreme periphery of the New Town conservation area.
- 5) To note adjacent London Street's asphalt carriageway despite being within the World Heritage Site and the New Town conservation area.
- 6) To note the most western section of East London Street is asphalt.
- 7) To acknowledge that noise reduction on the street remains the primary concern of the New Town & Broughton Community Council and a significant number of residents who signed the 2023 petition to the Transport and Environment Committee and who have engaged with Ward Councillors.
- 8) To note the understanding that the physical geography of East London Street, its city centre location and proximity to the operational centre of Lothian Buses, a police and fire station and St. Mary's Primary School mean that even if the setted carriageway is restored traffic noise would continue to impact residential amenity on the street at night.
- 9) Recognising the importance of the 2018 Setted Street Policy, agree that there could be merit in setting aside the policy in respect of the specific circumstances for those living on East London Street and instruct officers to begin the required engagement exercise, including heritage bodies and residents to generate a report to the relevant committee immediately.
- 10) To agree that investment of capital to setted streets of specific importance to the visitor economy may be worthy of consideration for funds raised by the Transient Visitor Levy.
 - moved by Councillor McFarlane, seconded by Councillor Aston

Amendment 2

- 1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.
- 2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.
- 3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.
- 4) To welcome the exploration of Green Street as an alternative route for buses.
- 5) To note this route would lead to an increase traffic near important pedestrian routes across Bellevue Place, including for pupils of Drummond High School.
- 6) To request officers engage with City Centre and Leith Walk ward councillors in the development of options for a Green Street bus route that ensure road safety at

Bellevue Place in addition to the Green Street / Annandale Street junction, ideally retaining the street trees, and to report back to committee within three cycles.

- 7) To request officers consider the following road safety improvements to East London Street to calm residual traffic:
 - a) Refurbishment of the speed bumps
 - b) Narrowing the wider sections of the street by widening the pavement
 - c) Consultation of Saint Mary's RC Primary School on replacing the parking spaces in front of the playground with a pavement build-out.”

- moved by Councillor Bandel, seconded by Councillor O'Neill

In accordance with Standing Order 22.13, Amendments 1 and 2 were accepted as addenda to the motion.

In accordance with Standing Order 22.13, Amendment 1 was adjusted and accepted as an addendum to Amendment 2.

Voting

The voting was as follows:

For the motion (as adjusted) – 9 votes

For Amendment 2 (as adjusted) – 2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and Munro.

For Amendment 2 (as adjusted) – Councillors Bandel and O'Neill.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.
- 2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.
- 3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.
- 4) To note East London Street was not within the World Heritage Site and was on the extreme periphery of the New Town conservation area.
- 5) To note adjacent London Street's asphalt carriageway despite being within the World Heritage Site and the New Town conservation area.
- 6) To note the most western section of East London Street was asphalt.
- 7) To acknowledge that noise reduction on the street remained the primary concern of the New Town & Broughton Community Council and a significant number of residents who signed the 2023 petition to the Transport and Environment Committee and who had engaged with Ward Councillors.

- 8) To note the understanding that the physical geography of East London Street, its city centre location and proximity to the operational centre of Lothian Buses, a police and fire station and St. Mary's Primary School meant that even if the setted carriageway was restored traffic noise would continue to impact residential amenity on the street at night.
- 9) Recognising the importance of the 2018 Setted Street Policy, to agree that there could be merit in setting aside the policy in respect of the specific circumstances for those living on East London Street and to instruct officers to begin the required engagement exercise, including heritage bodies and residents to generate a report to the relevant committee immediately.
- 10) To agree that investment of capital to setted streets of specific importance to the visitor economy may be worthy of consideration for funds raised by the Transient Visitor Levy.
- 11) To welcome the exploration of Green Street as an alternative route for buses.
- 12) To note this route would lead to an increase traffic near important pedestrian routes across Bellevue Place, including for pupils of Drummond High School.
- 13) To request officers engaged with City Centre and Leith Walk ward councillors in the development of options for a Green Street bus route that ensure road safety at Bellevue Place in addition to the Green Street / Annandale Street junction, ideally retaining the street trees, and to report back to committee within three cycles.
- 14) To request officers considered the following road safety improvements to East London Street to calm residual traffic:
 - a) Refurbishment of the speed bumps
 - b) Narrowing the wider sections of the street by widening the pavement
 - c) Consultation of Saint Mary's RC Primary School on replacing the parking spaces in front of the playground with a pavement build-out.

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

8. Strategic Review of Parking: Progress Update

An update was provided on the progress of the Strategic Review of Parking, including a post-implementation update on Phase 1. It further considered areas of concern that had arisen because of the implementation of the new zones, explaining the current position in each instance.

Motion

- 1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.
- 2) To note the update requested by Committee on parking on Westfield Street.

- 3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.
 - 4) To recognise the CPZ rollout has resulted in displacement parking, which is concerning some residents, and that some are asking for the Council to introduce additional restrictions in response.
 - 5) To agree that officers would engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders, to understand what adjustments could be made.
 - 6) To agree the outcome of this engagement be reported back to committee at the earliest opportunity.
 - 7) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.
 - 2) To note the update requested by Committee on parking on Westfield Street.
 - 3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.
 - 4) To note concern about the level of parking displacement that has been caused by the introduction of Shandon (Zone S5) and Craiglockhart (Zone S7) CPZs, particularly into the Craiglockhart North area.
 - 5) To agree officers would engage immediately with Ward Councillors, Community Councils and affected residents' groups in order to agree a suitable course of action in order to minimize further resident disruption, especially in Lockharton Gardens, Avenue and Crescent. This outcome must take cognizance of any further parking displacement that may occur as a result of new adjustments.
 - 6) To agree to progress option 3 for Westfield Street as outlined at appendix 2, part C to be implemented as quickly as possible without ruling out future adoption.
 - 7) To request a separate report on Westfield Street within two cycles, which provides full details of the ownership of the whole street, including the access road to the Gorgie War Memorial Hall and the BMC Social Club, and include consideration of how the public realm can be improved and maintained in the future, including the possibility of adoption. The report should also provide an update on implementation of option 3.
 - 8) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.
- moved by Councillor Aston, moved by Councillor Dobbin

Amendment 2

- 1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.
- 2) To note the update requested by Committee on parking on Westfield Street.
- 3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.
- 4) To note the original Strategic Parking Review report on 12 September 2019 set out a phasing and timetable graph within Appendix 8 and which clearly set out for affected residents the lengthy process from design through to implementation.
- 5) To therefore, request a business bulletin update within two cycles setting out the revised timetable graph, and for this to be made available on the relevant page of the Council website.
- 6) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.
 - moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.
- 2) To note the update requested by Committee on parking on Westfield Street.
- 3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.
- 4) To note Phase 1 Controlled Parking Zone (CPZ)/Investigation Area 2 (covering Shandon, Gorgie North, Gorgie, and Craiglockhart) has CPZ area designations: S5, S6(E), S6(W) and S7. S5 is the main area in need of parking restrictions while the others were included mostly because of possible effects from displacement.
- 5) To note roll out to S6(W) has been paused pending further review of effects from displacement.
- 6) To note S7 is an unusual spur off the main body of Area 2 and part was originally the B8 Priority Parking Area (PPA) that has now been extended and uprated to a CPZ.
- 7) To note many residents, from both the new S7 CPZ and the adjacent Lockharton area, have complained the new CPZ has worsened conditions, either by overly restricting residents parking or by causing displacement, and call for it to either be overturned or otherwise altered.

- 8) To note an extended S7 Zone would meet the requirements for a PPA (as defined in the Strategic Review of Parking report presented to Committee in August 2018) and would combat the main problem of long-term parking by non-residents.
- 9) To request engagement with local residents and stakeholders in and around S7 to understand the extent of the problems and possible solutions, and present a Report to Transport and Environment Committee in March on options including:
 - 9.1) Replacing the S7 CPZ as a PPA
 - 9.2) Extending the area controlled by the S7 Zone and changing restrictions to a PPA rather than a CPZ. The extended area to include Lockharton Avenue, Lockharton Crescent, North Meggetland, and Meggetland Wynd.
 - 9.3) Any alternative suggestion Officers feel appropriate.
- 10) To report back to committee with the results of the review of effects from displacement on S6(W) before making a decision on whether to continue the CPZ rollout in this area.
- 11) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.
 - moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, Amendment 1 was adjusted and accepted as an addendum to the motion. Amendment 2 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	9 votes
For Amendment 3	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O'Neill.

For Amendment 3 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.
- 2) To note the update requested by Committee on parking on Westfield Street.
- 3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.
- 4) To recognise the CPZ rollout had resulted in displacement parking, which was concerning some residents, and that some were asking for the Council to introduce additional restrictions in response.

- 5) To agree that officers would engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders, to understand what adjustments could be made.
- 6) To agree the outcome of this engagement be reported back to committee at the earliest opportunity.
- 7) To note concern about the level of parking displacement that has been caused by the introduction of Shandon (Zone S5) and Craiglockhart (Zone S7) CPZs, particularly into the Craiglockhart North area.
- 8) To agree officers would engage immediately with Ward Councillors, Community Councils and affected residents' groups in order to agree a suitable course of action in order to minimize further resident disruption, especially in Lockharton Gardens, Avenue and Crescent. This outcome must take cognizance of any further parking displacement that may occur as a result of new adjustments.
- 9) To agree to progress option 3 for Westfield Street as outlined at appendix 2, part C to be implemented as quickly as possible without ruling out future adoption.
- 10) To request a Business Bulletin update on Westfield Street within two cycles, which provided full details of the ownership of the whole street, including the access road to the Gorgie War Memorial Hall and the BMC Social Club, and include consideration of how the public realm could be improved and maintained in the future, including the possibility of adoption. The report should also provide an update on implementation of option 3.
- 11) To note the original Strategic Parking Review report on 12 September 2019 set out a phasing and timetable graph within Appendix 8 and which clearly set out for affected residents the lengthy process from design through to implementation.
- 12) To therefore, request a business bulletin update within two cycles setting out the revised timetable graph, and for this to be made available on the relevant page of the Council website.
- 13) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

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

9. Incorrect Parking on the Tram Line

An update was provided on incorrect parking on the tram line, as requested by the Council in August 2023 and Transport and Environment Committee in October 2023.

Motion

To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.
- 2) To note that the contents of the report were based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.
- 3) To note that as a result, several actions from the composite motion remain outstanding.
- 4) To agree to receive a further report to the February meeting of the Transport and Environment Committee so that the outstanding actions can be addressed.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 2

- 1) To note this update on incorrect parking on the tram line as requested by the Council and Committee.
- 2) To regret that a briefing from parking officers, with Transport spokespeople and ward Councillors had not taken place despite Committee agreeing to have this offered by the end of September 2023.
- 3) To request a briefing is organised with relevant officers, Transport spokespeople and ward councillors on the issues raised in Councillor Rae's original motion.
- 4) To request a revised report comes to Committee in 3 cycles which addresses the issues raised and the following:
 - a) how effective, accessible and well used the current reporting systems are.
 - b) what the financial and environmental benefits of reducing car parking spaces on Leith Walk would be.
 - c) how we can proactively implement physical measures and prioritise these in future business cases.
 - d) how these measures are crucial in reducing car kilometres, dependency on the private car, and congestion whilst ensuring our public transport options remain the most accessible and attractive form of mobility in Edinburgh.

- moved by Councillor O'Neill, seconded by Councillor Bandel

In accordance with Standing Order 22.13, Amendments 1 and 2 were adjusted and accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on incorrect parking on the tram line as requested by the Council and Committee.

- 2) To note the report was based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.
- 3) To note that as a result, several actions from the composite motion remained outstanding.
- 4) To regret that a briefing from parking officers, with Transport spokespeople and ward Councillors had not taken place despite Committee agreeing to have this offered by the end of September 2023.
- 5) To request a briefing was organised with relevant officers, Transport spokespeople and ward councillors on the issues raised in Councillor Rae's original motion.
- 6) To request a revised report comes to Committee in March which addressed the issues raised and the following:
 - a) how effective, accessible and well used the current reporting systems were.
 - b) what the financial and environmental benefits of reducing car parking spaces on Leith Walk would be.
 - c) how we could proactively implement physical measures and prioritise these in future business cases.
 - d) how these measures were crucial in reducing car kilometres, dependency on the private car, and congestion whilst ensuring our public transport options remained the most accessible and attractive form of mobility in Edinburgh.

(References – Act of Council No 28 of 31 August 2023; report by the Executive Director of Place, submitted.)

10. Accessibility Commission

Information was provided on progress towards establishing an Accessibility Commission for Edinburgh including its Terms of Reference and associated next steps to enable formal establishment.

Motion

To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh
 - 2) To recognise disabled people who cycle have insights and experiences which would be of key value to the future work of the Accessibility Commission and therefore agree to add a commissioner nominated by Spokes to the list at 2.7
- moved by Councillor Aston, seconded by Councillor Dobbin

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh.
- 2) To recognise disabled people who cycled had insights and experiences which would be of key value to the future work of the Accessibility Commission and to therefore agree to add a commissioner nominated by Spokes to the list at paragraph 2.7 of the report.

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

11. Air Quality Annual Progress Report

An annual update was provided on the most recently available ratified annual air quality monitoring data (2022), local pollutant trends and emerging issues in Edinburgh, fulfilling the requirements of the statutory Local Air Quality Management Framework.

Motion

- 1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.
- 2) To agree that the Council should work with organisations like NHS Lothian, the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh improves beyond the minimum standard set by the Scottish Government.
- 3) To note the Scottish Parliament has urged the Scottish Government to work with local authorities to map out pathways for achieving the WHO air quality guidelines, and to consider enshrining a continuous improvement approach into air quality policy.
- 4) To agree the Convener would write to the Scottish Government asking for an update on any progress made.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.
- 2) To agree having no exceedance of Statutory Parameters for either NO₂ or PM in Edinburgh is an outcome worth celebrating.

- 3) To agree the continued downward trend of pollutants across the city provides additional evidence in support of revoking the AQMA for Inverleith Row and amending the AQMA for St John's Road.
- 4) To agree given the consistent improvements in air quality, the Report to Committee in February on the draft AQAP would include a section on the targets and process of revoking the remaining AQMAs.
 - moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	9 votes
For the Amendment	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O'Neill.

For the Amendment – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.
- 2) To agree that the Council should work with organisations like NHS Lothian, the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh improved beyond the minimum standard set by the Scottish Government.
- 3) To note the Scottish Parliament had urged the Scottish Government to work with local authorities to map out pathways for achieving the WHO air quality guidelines, and to consider enshrining a continuous improvement approach into air quality policy.
- 4) To agree the Convener would write to the Scottish Government asking for an update on any progress made.
- 5) To agree having no exceedance of Statutory Parameters for either NO₂ or PM in Edinburgh was an outcome worth celebrating.

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

12. Revenue Budget Monitoring 2023/24 – Month Five

The report summarised the month five 2023/24 revenue monitoring position for the services within the remit of the committee.

Decision

- 1) To note services within the remit of the Committee had collectively forecast an underspend against budget of £2.502m for 2023/24, as at month five. This was the net position, including £1.850m of non-recurring measures and adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures.
- 2) To note Place Directorate overall forecast a net pressure of £0.711m as at month five after adjustment for the impact of relevant provisions made.
- 3) To note appropriate measures would continue to be progressed by Place Directorate to offset budget pressures and fully deliver approved savings targets to achieve a position in line with the approved revenue budget for 2023/24.
- 4) To note updates would continue to be provided to Committee at agreed frequencies during the remainder of the year.

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

13. Transport Asset Management Plan

Approval was sought for the latest update of the Council's Transport Asset Management Plan (TAMP).

Motion

To approve the updated Transport Asset management Plan (TAMP), shown in Appendix 1 of the report by the Executive Director of Place.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the Plan assumed that motor vehicles on Edinburgh's road network would continue to increase, putting additional pressures on maintenance.
- 2) To note that this assumption conflicted with the stated objectives of the City Mobility Plan which set out to achieve a 30% reduction in kilometres travelled by car by 2030.
- 3) To request officers outline how these traffic reduction objectives are considered in the predictions of future conditions of transport assets and the investment strategies based on them, and to bring a revised report to the March meeting of Transport and Environment Committee.

- moved by Councillor Bandel, seconded by Councillor O'Neill

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	9 votes
For the amendment	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and Munro.

For the Amendment – Councillors Bandel and O’Neill.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the updated Transport Asset management Plan (TAMP), shown in Appendix 1 of the report by the Executive Director of Place.
- 2) To note the Plan assumed that motor vehicles on Edinburgh's road network would continue to increase, putting additional pressures on maintenance.
- 3) To note that this assumption conflicted with the stated objectives of the City Mobility Plan which set out to achieve a 30% reduction in kilometres travelled by car by 2030.
- 4) To request officers outline how these traffic reduction objectives were considered in the predictions of future conditions of transport assets and the investment strategies based on them, in the next Transport Asset Management Plan Report.

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

14. Trams to Newhaven

The report addressed the motion agreed by the Council in August 2023, providing information on the approach of the Trams to Newhaven project to defect management and resolution. It also described work to be undertaken on diversionary routes and committed to further reporting.

Motion

To note the report.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the report.
- 2) To recognise the continued and growing success of the tram extension delivered within the Trams to Newhaven project but note with regret that this report did not meet the requirements of the adjusted motion approved unanimously by Council at the August meeting.
- 3) To note that multiple snagging issues are still outstanding.
- 4) To agree that the project close out/lessons learned report would be coming to Committee in April 2024 and that the list of the outstanding defects would be reported to Committee as part of this.

- moved by Councillor Aston, seconded by McFarlane

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report.
- 2) To recognise the continued and growing success of the tram extension delivered within the Trams to Newhaven project but to note with regret that this report did not meet the requirements of the adjusted motion approved unanimously by Council at the August meeting.
- 3) To note that multiple snagging issues were still outstanding.
- 4) To agree that the project close out/lessons learned report would be coming to Committee in April 2024 and that the list of the outstanding defects would be reported to Committee as part of this.

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

15. Transport and Local Access Forum

Approval was sought for the Terms of Reference for a newly created Transport and Local Access Forum. The Group combined the responsibilities of the Transport Forum, the Local Access Forum and the Active Travel Forum into a single working group.

Motion

To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place.
- 2) To appoint Councillor Dijkstra-Downie as a member of the Forum in place of Councillor Lang.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place.
- 2) To appoint Councillor Dijkstra-Downie as a member of the Forum in place of Councillor Lang.

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

16. Motion by Councillor Caldwell – Public Realm (scrutiny) along the Trams Phase 2

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

“Committee notes:

1. The Trams to Newhaven Project has seen a significant redesign of the streetscape of Blenheim Place, Elm Row, Leith Walk, Constitution Street, Ocean Drive, and Lindsay Road.
2. There has been a substantial amount of media coverage of the public realm works and anecdotal reports of a significant amount of concern raised by residents and small businesses along the route on the design.
3. The public realm goes through Scotland’s most densely populated urban neighbourhood and affects multiple A-Roads, therefore compliance with Council policies is of critical importance.
4. The design was largely built to 2015 Edinburgh Street Design Guidance standards (ESDG), which have since been updated (separately after the Project was approved and commenced).
5. A broad report on the Project’s final completion (or ‘closure’) is due to Transport and Environment committee in Spring 2024.

Therefore requests the scheduled Trams to Newhaven ‘closure’ report in Point 5. also outlines;

6. A summary of areas and designs that were in the final published landscaping plans but have not been executed.
7. An anonymised breakdown of incidents and concerns raised from members of the public regarding the new designs post or during installation and mitigations made/proposed. This should include evidence gathered from;
 - A) Trams to Newhaven Contact Centre records.
 - B) Ward councillors.
 - C) Minutes from Community Councils Together on Trams.
 - D) Relevant Place officers (Trams to Newhaven and ‘mainstream’ departments).

Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by relevant Place departments.”

In accordance with Standing Order 22.6 the motion was verbally adjusted by Councillor Caldwell.

Decision

To approve the following adjusted motion by Councillor Caldwell:

- 1) To note the Trams to Newhaven Project had seen a significant redesign of the streetscape of Blenheim Place, Elm Row, Leith Walk, Constitution Street, Ocean Drive, and Lindsay Road.

- 2) To note there had been a substantial amount of media coverage of the public realm works and anecdotal reports of a significant amount of concern raised by residents and small businesses along the route on the design.
- 3) To note the public realm went through Scotland's most densely populated urban neighbourhood and affected multiple A-Roads, therefore compliance with Council policies was of critical importance.
- 4) To note the design was largely built to 2015 Edinburgh Street Design Guidance standards (ESDG), which had since been updated (separately after the Project was approved and commenced).
- 5) To note a broad report on the Project's final completion (or 'closure') was due to Transport and Environment committee in Spring 2024.
- 6) Therefore to request the scheduled Trams to Newhaven 'closure' report in Point 5. also outlined:
 - 6.1) A summary of areas and designs that were in the final published landscaping plans but had not been executed.
 - 6.2) An anonymised analysis of incidents and concerns raised from members of the public regarding the new designs post or during installation and mitigations made/proposed. This should include evidence gathered from;
 - A) Trams to Newhaven Contact Centre records.
 - B) Ward councillors.
 - C) Minutes from Community Councils Together on Trams.
 - D) Relevant Place officers (Trams to Newhaven and 'mainstream' departments).
 - E) Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by relevant Place departments.