

# Emergency Motion by the Liberal Democrat Group

## Transport and Environment Committee

7 March 2024

### Collision and death on Whitehouse Road

#### Committee

1. Notes with deep sadness the death of 11-year-old Thomas Wong on Whitehouse Road on 1 March 2024 following a collision with a commercial bin lorry.
2. Expresses its profound and sincere sympathies to Thomas' family and friends, and to people across Cramond and Barnton who are impacted by this tragic incident.
3. Expresses its thanks to the emergency services who responded and attended the scene so quickly.
4. Further expresses thanks to the staff of Cramond Primary for their hard work and compassion in helping the pupils and parents who are understandably and inevitably impacted by such a devastating event.
5. Notes the police investigation into this accident is ongoing, that officers continue to appeal for any witnesses or footage of the area from the time of the incident, and that Council officers will be invited to attend a joint site meeting with the police in due course.
6. Agrees that, once this site meeting takes place and any police feedback is received, officers should consider as a matter of urgency what actions are required to improve safety within this area including, if required, a review of the Cramond Primary School Travel Plan in conjunction with the school and Parent Council.
7. Requests that the committee is kept fully informed as matters are progressed and agrees a full report should come to the committee as soon as possible once conclusions and recommendations for action are available.

**Moved by: Cllr Kevin Lang**  
**Seconded by:**

# Addendum by the Green Group

## Transport and Environment Committee

7 March 2024

### Emergency Motion – Collision and death on Whitehouse Road

*At the end of 6 “[...] Parent Council” insert:*

We wish to include but not limit to considering;

- a) Full implementation of safe routes to schools
- b) Segregated cycle infrastructure
- c) Restriction of Heavy Goods Vehicles and private cars during school travel times
- d) improved markings on problematic roads
- e) possibility of new traffic calming measures in the area
- f) parking restrictions and improvement of pavements

**Moved by: Cllr. Kayleigh O’Neill**

**Seconded by: Cllr. Jule Bandel**

# Amendment by the SNP Group

## Transport and Environment Committee

7 March 2024

### Item 6.1 – Business Bulletin – Ratho Bus Service

Committee notes:

1. Ratho community's preference for a direct but route. The Ratho community would also encourage a variant / hybrid approach to what has been published in the tender specification document.
2. For information Ratho community provides to council a variant suggestion. This was discussed with Pentland Hills Ward Councillors on 4/3/2024. Ratho community sees a hybrid route which can support employment and social inclusion amongst many other IIA markers and support a reduction of car reliance. The Ratho community suggested variant includes:
  - AM peak (0600 till 0900) 30 minute interval direct service to City Centre via Ratho Station
  - Interpeak (0900 till 1500) 60 minute interval shuttle service Ratho - Ratho Station – Gyle
  - PM peak (1530 till 1900) 30 minute interval service direct via Ratho Station
  - Evening (1900 till 2400) 60 minute interval service direct via Ratho Station
3. Key points noted on this hybrid route:
  - Gyle access from the direct service for employment etc would be from the A8 pedestrian crossing/footpath
  - Interpeak service would mean a connection to Edinburgh/Ratho but daylight hours ensures it's safer to achieve this.
4. Related to the current procurement, council officers are asked to confirm to Transport and Environment Committee members:
  - 4.1 If any Invitations To Tender (ITTs) been issued for supported bus services?
  - 4.2 Can a copy of the procurement timetable be provided to the TEC?
  - 4.3 Would a variant bid in respect of Ratho that combined aspects of the four route options be permitted?
  - 4.4 If a variant bid is possible, can example(s) of variant route(s) / timetable be provided to tenderers to support a successful bidding process

**Moved by: Councillor Danny Aston**

**Seconded by:**

# Addendum by the SNP Group

## Transport and Environment Committee

7 March 2024

### 7.1 Procurement of the Decriminalised Parking Enforcement Contract

ADDS:

'1.2

1.2.1 Notes that one of major benefits identified of the current contractual arrangement is the economies of scale produced by the collaborative working with other local authorities as outlined at para 1.20.

1.2.2 Notes that despite these economies of scale, the shareholders of whichever DPE provider is awarded the contract will be beneficiaries of resulting profits, rather than that revenue accruing to this Council to be invested in local services.

1.2.3 Agrees therefore that officers will investigate the potential for establishing a Local Authority Trading Company or similar entity which could tender for the DPE contract at the next tendering opportunity; and to liaise with the three other local authorities which the City of Edinburgh Council is currently collaborating with, and with other potentially interested local authorities, to explore their interest in this, with a report to follow on this in 2025.'

**Moved by: Cllr Danny Aston**

**Seconded by:**

# Addendum by the Green Group

## Transport and Environment Committee

7 March 2024

### Item 7.1 - Procurement of the Decriminalised Parking Enforcement Contract

*After 1.1.6 insert:*

2.1 Committee also requests an update in a Business Bulletin ahead of September's Finance and Resources Committee which details how the aforementioned output based approach will;

- a) Help 'General Services' move towards a circular economy model and align with the Council's targets to achieve Net Zero by 2030;
- b) Expand 'On Street Enforcement Services' given new powers issued by the Scottish Government from 11 December 2023 to ban pavement parking, double parking and parking across dropped kerbs;
- c) Ensure cars are removed from tram lines (in particular on Leith Walk);
- d) Work within the limited powers of 'Bus Lane Camera Enforcement Services' given primary legislation is required and Scottish Ministers do not currently have the powers to devolve matters to local authorities;
- e) Ensure 'Suspension and Dispensation Services' and 'Lines and Signs Maintenance Services' prioritise accessibility and regard to the transport hierarchy in all works carried out;
- f) Consider equalities' impacts related to 'Permit Management', 'Back Office Support Services', 'Notice Processing Solution', 'Traffic Order Support Services', and 'Parking and Project Consultancy Services' and its relationship with applicant eligibility and tech literacy.

**Moved by: Cllr. Kayleigh O'Neill**

**Seconded by: Cllr. Jule Bandel**

# Amendment by the Administration

## Transport and Environment Committee

7 March 2024

### Item 7.2 - Healthcare Worker and Carer (Parking) Permits

Committee agrees to replace 1.6 of Section 6 with “This will be monitored and should there be surplus income identified by the new permit types (1) it will be used to support further transport improvements beneficial to the work of unpaid carers in the city and (2) the permit costs will be reduced accordingly.”

**Moved by: Councillor Arthur**

**Seconded by:**

# Addendum by the SNP Group

## Transport and Environment Committee

7 March 2024

### Item 7.2 - Healthcare Worker and Carer (Parking) Permits

ADDS:

'1.3 Requests a follow up report to the Transport and Environment Committee when the first full year's operation of the new permit types has concluded and the data relating to that first year of operation is available. This report will cover:

1. Feedback gathered from unpaid carers' groups, care providers, and trade unions on the operation of the new permits over that first year.
2. Levels of uptake of the new types of permit'.

**Moved by: Cllr Danny Aston**

**Seconded by: Cllr**



# Addendum by the Green Group

## Transport and Environment Committee

7 March 2023

### Item 7.2 - Healthcare Worker and Carer (Parking) Permits

*Inserts after 1.2.2:*

1.3 Committee also requests:

1.3.1 Information on how we engage with key stakeholders, and others mentioned in 1.1.1, to determine what changes can be made to public transport provision that would make using Lothian Buses or Edinburgh Trams more attractive, affordable and accessible than a private car.

1.3.2 Information on the feasibility of introducing concessionary travel for healthcare workers, paid carers and unpaid carers – through City of Edinburgh issued National Entitlement Cards for example.

1.3.3 This information to be shared in a Business Bulletin update by June 2024's Committee meeting.

**Moved by: Cllr. Kayleigh O'Neill**

**Seconded by: Cllr. Jule Bandel**

# Addendum by the Administration

## Transport and Environment Committee

7 March 2024

### Item 7.3 - Travelling Safely Greenbank to Meadows Quiet Connection

Committee Agrees:

1. To support the enhanced Option 2 for the Clinton Road/Whitehouse Loan section.
2. To support the enhanced Option 3 for the Braid Estate section, and agrees all reasonable steps should be taken to minimise pedestrian/cyclist shared spaces and conflicts.
3. That Braid Avenue and Braid Road (north of Hermitage Drive) are not primary traffic routes, and this should be reflected in their layout and design.
4. Committee notes that the Council has assessed traffic speeds on Hermitage Drive, Midmar Drive, the southern extent of Braid Road and Braid Ave (pre covid) and found these to be high enough that some speed reduction measures are appropriate (in line with the Council's standard procedures for speed reduction mitigations)."
5. Consideration should be given to providing a parking space for Blue Badge holders as close as possible to the Hermitage of Braid entrance.
6. The TEC Convener should write to Police Scotland requesting the Safety Cameras Scotland to enforce the known speeding problem on the southern half of Braid Road and other speeding sites identified by the Council (e.g. Bridge Road, Swanston Road and Woodhall Road).
7. Any necessary updates to local School Travel Plans are made.
8. Commence the revised scheme for another six-month feedback period under the ETRO process.
9. The May TEC Business Bulletin includes an indicative timeline for this work, and an update on all other Travelling Safely schemes.

**Moved by: Councillor Arthur**  
**Seconded by:**

# Addendum by the SNP Group

## Transport and Environment Committee

7 March 2024

### Item 7.3 - Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps

ADDS:

'1.1.4 Approves Option 2 for Clinton Road/Whitehouse Loan, introducing a new modal filter on Church Hill (between Clinton Road and Greenhill Gardens) preventing through traffic from using Clinton Road.

1.1.5 Approves Revised Option 1 for the Braid Estate section with the addition of segregated cycleways on Braid Avenue and Hermitage Drive.'

**Moved by: Cllr Danny Aston**

**Seconded by:**

# Addendum by the Liberal Democrat Group

## Transport and Environment Committee

7 March 2024

### Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connection

Committee adds:

- 1.1.4 Notes that none of the four options for the Clinton Road/Whitehouse Loan part of the cycle route commanded majority support among residents but that options 1A and 2 commanded more support than the others. However, taking officer recommendations into account, agrees to the delivery of a revised Option 2 which involves the introduction of a new modal filter on Clinton Road, instead of Church Hill.
- 1.1.5 Notes the Whitehouse Loan Group's proposal so that it could be included, subject to sufficient funding becoming available, in any future survey.
- 1.1.6 Recognises that a majority of residents support option 3 of the Braid Estate proposals. Therefore, taking officer recommendations into account, agrees to implement revised option 3 using an approach that reduces shared pedestrian/cyclist spaces and potential conflicts as much as possible.
- 1.1.7 Welcomes the recognition in paragraph 4.42 of high traffic speeds on Midmar Drive and Hermitage Drive. Notes that high traffic speeds are also of concern on the southern part of Braid Road and on Braid Avenue, pre-pandemic, and therefore welcomes action to introduce appropriate and effective speed reduction measures on these streets as soon as possible.
- 1.1.8 Agrees to commence another six-month feedback period under the ETRO process.

**Moved by: Councillor Neil Ross**

**Seconded by: Councillor Kevin Lang**

# Amendment by the Green Group

## Transport and Environment Committee

7 March 2024

### Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps

Replaces 1.1.3: “Notes the aims of the Council’s City Mobility Plan to improve conditions for walking, wheeling and cycling, and to achieve a 30% reduction in car kilometres by 2030.”

Adds after 1.1.3:

“1.1.4 Welcomes the considerable road safety improvements for people who walk, wheel and cycle the 40% reduction in traffic the Greenbank to Meadows Quiet Connection has achieved to date.

1.1.5 Notes that any reopening of roads would lead to an increase in traffic and therefore a reduction in road safety and believes that this cannot be fully mitigated by a segregated cycle lane.

1.1.6 Notes with concern the significant detrimental equalities impact of reopening roads, in particular the disproportionate impact on young people, disabled people and those on low incomes.

1.1.7 Notes the overwhelmingly positive feedback received from residents on several streets where modal filters have been installed as part of the Greenbank to Meadows Quiet Connection, including on Braid Road and Braid Avenue.

1.1.8 Notes that traffic count evidence shows that concerns expressed in the consultation around traffic displacement and increased traffic levels due to the scheme are not evidenced, and that the use of modal filters is having a positive impact on reducing traffic in the Estate, in line with the Council’s objectives for traffic reduction to improve safety and tackle the climate emergency.

- 1.1.9 Notes that other negative feedback received from the consultation about speeding on Hermitage Drive and Midmar Drive, and the aesthetics of the route, will be addressed by all options brought forward.
- 1.1.10 Further notes that options utilising modal filters can be delivered at a much lower cost than options reopening roads which would cause delays to other active travel projects due to their high cost.
- 1.1.11 Believes that any changes to the Greenbank to Meadows Quiet Connection should seek to have the greatest positive impact on road safety for the most vulnerable road users in line with the Sustainable Transport Hierarchy.
- 1.1.12 Selects revised Option 2 for the Northern section and revised Option 1 for the Southern section of the Greenbank to Meadows Quiet Connection to be taken forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order.”

**Moved by: Cllr Jule Bandel**

**Seconded by: Cllr Kayleigh O'Neill**

# Amendment by the Conservative Group

## Transport and Environment Committee

7 March 2024

### Item 7.3 – Travelling Safely Greenbank to Meadows Quiet Connection

Delete 1.1.3 and replace and add as follows:

- 1.1.3 Notes that none of the four options for Clinton Road/Whitehouse Loan proposals had majority support from residents but that option 1a was the most often selected as the first preference and commanded more support than the others.
- 1.1.4 Therefore agrees to take forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order - Option 1a which involves removing parking on Clinton Road, thus allowing vehicles to pass without mounting the footway, but with Whitehouse Loan re-opened to southbound traffic at Strathearn Road.
- 1.1.5 Notes the Whitehouse Loan Group's proposal was supported by 39 respondents but beyond the scope of an Experimental Order and agrees that it is considered for future funding.
- 1.1.6 Notes that a majority of residents support the original option 3 of the Braid Estate proposals.
- 1.1.7 Therefore agrees to take forward for further development and implementation, on a trial basis under a new Experimental Traffic Regulation Order - Option 3 without revisal.

**Moved by:** Cllr Marie-Clair Munro

**Seconded by:** Cllr Christopher Cowdy



# Amendment by the SNP Group

## Transport and Environment Committee

7 March 2024

### Item 8.1 - Traffic Orders

DELETES 1.1.3 and 1.1.4 and REPLACES WITH:

'1.1.3 Agrees to recommend to Council that Transport & Environment Committee retain responsibility for statutory decisions on Traffic Orders at the Licensing Sub-Committee of the Regulatory Committee.'

**Moved by: Cllr Danny Aston**

**Seconded by:**

# Amendment by the Conservative Group

## Transport and Environment Committee

7 March 2024

### Item 8.1 – Traffic Orders

Replace 1.1.3 and 1.1.4 with the following:

1.1.3 Notes:

- The issues of the quasi-judicial nature of the decision required of a TRO, as set out in 4.13.
- That making of Quasi-judicial decisions most appropriately sits within the role of Licensing Sub-Committee.
- That an oversight structure set out in 4.5 – 4.10 will allow Committee to continue to be involved and take a view on key transport changes being delivered through the statutory order processes.
- That, given the workload presented to Committee over the last 2 years and the current Work Programme, a sub-committee is likely to impose an excessive burden on resources.

1.1.4 Committee therefore agrees Option 1 – to retain responsibility for the statutory element of determining Traffic Orders with Regulatory Committee and Licensing Sub-Committee, with increased oversight through Transport and Environment Committee.

**Moved by:** Cllr Christopher Cowdy

**Seconded by:** Cllr Marie-Clair Munro

# Addendum by the Administration

## Transport and Environment Committee

7 March 2024

### Item 9.1 - Motion by Councillor Lang - Additional Capital Investment in Transport

Committee adds 5c Accelerate the delivery of the dropped kerb and decluttering programme via the Capital Investment Programme 2024/25.

**Moved by: Councillor Arthur**

**Seconded by:**

# Addendum by the SNP Group

## Transport and Environment Committee

7 March 2024

### Item 9.1 - Motion by Councillor Lang - Additional Capital Investment in Transport

ADDS immediately before 'ensures' in point 5:

'prioritises the delivery of outstanding road safety projects above all other considerations and'

**Moved by: Cllr Danny Aston**

**Seconded by:**

# Amendment by the Green Group

## Transport and Environment Committee

7 March 2024

### Item 9.1 – Motion by Councillor Lang – Additional Capital Investment in Transport

*Deletes 3 and replaces with:* “Recognises the urgent need to invest in the delivery of the City Mobility Plan to fulfil the Council’s commitments to walking, wheeling, cycling, public transport, improving air quality, health and wellbeing, tackling poverty, and meeting our 2030 climate targets.”

*Amends 5:* “Notes that reports will be presented to committee in April which will help to detail how this additional £12.5 million will be spent but believes it important to set out its expectation that this new money should be allocated across the different areas in a way that ensures a speedy delivery of actions arising from the City Mobility Plan, prioritising:

- A) faster delivery of the current list of agreed road safety projects, including the Major Junctions Review and School Travel Plan Review,
- B) a dropped kerb programme, and
- C) expansion of the secure bike hangar scheme.”

**Moved by: Cllr Jule Bandel**

**Seconded by: Cllr Kayleigh O’Neill**

# Amendment by the Liberal Democrat Group

## Transport and Environment Committee

7 March 2024

### Item 9.2 – Motion by Cllr Nicolson - Craigleith Green Blue Network

#### Committee

Inserts new paragraphs and renumbers accordingly:

1. Notes that increasing numbers of Edinburgh residents are being impacted by flooding and that the 2023/24 budget allocated an extra £2m for flood prevention.
2. Notes a report was received by the Transport and Environment Committee in May 2023 identifying five programmes of work and the projects initially prioritised for investment.
3. Notes that the Craigleith Catchment Enhancement project was allocated £400k but also additional monies of £795k were assigned to Surface Water Enhancements that include Orchard Park and Easter Drylaw.
4. Notes that 1.1.2 of the recommendations of the report stated "That an update will be provided by way of Business Bulletin in May 2024"

Replaces old paragraph 6 with new paragraph 10

10. Agrees to change the May 2024 Business Bulletin to a full report and requests that provides an update on progress of all projects in the Craigleith Catchment and any related Surface Water Enhancement projects.

**Moved by: Cllr Kevin Lang**

**Seconded by: Cllr Sanne Dijkstra-Downie**

# Amendment by the Administration

## Transport and Environment Committee

7 March 2024

### Item 9.3 - Motion by Councillor Mowat - CCWEL Project (City Centre West to East Link)

Committee:

1. Notes the scheme has not been officially opened yet.
2. Replaces “complaints” with “feedback”.
3. Asks that the report is presented within 12 months and includes any available data on usage levels and feedback from residents/users/businesses.
4. Requests that the report also includes any available feedback from Sight Scotland.

**Moved by: Councillor Arthur**

**Seconded by:**