

## Additional Transport and Environment Committee

**3.00pm, Wednesday 20 June 2018**

### Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Booth (items 1 to 12), Bruce, Burgess, Mary Campbell (substituting for Councillor Booth, items 13 and 14), Cook, Douglas, Gloyer, Key and Watt (substituting for Councillor Arthur).

### 1. Deputations

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The Committee agreed to hear four deputations in relation to a decision which had been taken by the Committee at its meeting of 9 March 2018 to approve the reconstruction of the setted carriageway in Brighton Place, Portobello.

#### 1.1 Deputation by Steven McIntyre on behalf of Positive Porty Traders

The deputation highlighted the following:

- Recognition that the repairs were needed but that Brighton Place should not be closed;
- Concerns that the closure would mean businesses would need to close for a period of a few weeks, and roadworks which would be required to replace the setts would be detrimental for shop owners and result in a loss of custom for businesses;
- The importance of Brighton Place as an arterial route to Portobello and the disruption its closure would cause for private and public transport;
- The works would dissuade people from visiting the high street as accessibility would be reduced;
- Small businesses who were less resilient to cope with the closure would be worst affected, particularly in the current economic climate and should be protected from any avoidable disruption;
- Of the 150 traders in the area, the majority of them were against the closure of Brighton Place; and
- Their dissatisfaction with the consultation process as it was unclear which roads would be affected.

## **1.2 Deputation by Laura McMurdo on behalf of Residents of McCarthy & Stone Retirement Complex**

The deputation highlighted the following:

- The long period of time residents had been waiting for Brighton Place to be repaired;
- Communication regarding the consultation process was largely online and therefore not accessible for all residents to take part meaning that some vulnerable people who would be worst affected were not aware of the work taking place;
- People who already struggled with accessing Brighton Place would find it more difficult to get around while there were closures in place;
- The decision was made based on the results of a citywide survey rather than specifically about Brighton Place;
- The timescale for the road closures and the diversions required were disruptive for the community, particularly those who used public transport; and
- The lack of access to important local resources such as the library, swimming pool, Post Office, church and shops while Brighton Place was closed.

## **1.3 Deputation by Paul Dunne on behalf of Portobello Against Brighton Setts**

The deputation highlighted the following:

- The group had conducted a petition which had received over 1200 signatures from people opposed to the replacing of the setts on Brighton Place;
- Setts were unsuitable for use as a road surface and the decision to replace these should be reconsidered;
- The consultation which had been undertaken was based on the citywide strategy and there was no separate consultation specifically regarding Brighton Place;
- The Portobello setts should be subject to a separate consultation with residents and businesses who would be directly affected by the decision;
- There was a lack of information provided regarding the length of time the road closures would be in place, the costs of the replacement and maintenance of the setts, and whether the works would be phased;
- The Council should implement measures to mitigate the effect of the lengthy closure on residents and businesses; and
- Their opinion that the Committee did not have full information before it when the decision was taken in March regarding the impact of the closures and the length of time these would be in place for.

The deputations above requested that the Committee considered the points raised and reversed the decision to replace the setts in Brighton Place.

#### **1.4 Deputation by Stephen Hawkins on behalf of Portobello Amenity Society, Portobello Heritage Trust and Brightons and Rosefield Residents' Association**

The deputation highlighted the following:

- Their support for the strategy, specifically the desire to retain setted streets in the Portobello area and their opposition to removing setts to be replaced with asphalt surfaces;
- The history of Brighton Place and that it had not been entirely reconstructed, but had poor repair works completed throughout recent years;
- The majority of residents they had engaged with had also expressed support for the retention of setted streets, including through a survey carried out by Portobello Community Council in 2015;
- The issue had been ongoing for around four years with a significant amount of public consultation carried out both online, by the Community Council and through newspapers;
- The historical importance of keeping the setts and new construction methods which meant the new setts would be an improvement on the old ones; and
- The closures were temporary and would provide a long-lasting quality road surface.

The deputation spoke in support of the decision to reconstruct the setts in Brighton Place and requested that the Committee maintained its position.

#### **Decision**

To note the points raised by the deputations.

(Reference – Transport and Environment Committee, 9 March 2018 (item 1))

## **2. Minutes**

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#### **Decision**

To approve the minute of the Transport and Environment Committee of 17 May 2018 as a correct record.

## **3. Transport and Environment Committee Key Decisions Forward Plan**

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The Transport and Environment Committee Key Decisions Forward Plan for the period from August to December 2018 was presented.

#### **Decision**

To note the Key Decisions Forward Plan.

(Reference – Key Decisions Forward Plan, submitted.)

## 4. Transport and Environment Committee Rolling Actions Log

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The Transport and Environment Committee Rolling Actions Log for May 2018 was presented.

### Decision

To approve the closure of actions 3, 12, 18 (action 3), 29 (action 1), 38, 43 (action 2), 46 (action 2), 51, 52 (actions 1, 2 and 3) and 53.

(Reference – Rolling Actions Log, submitted.)

## 5. Transport and Environment Committee Business Bulletin

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The Transport and Environment Committee Business Bulletin for 20 June 2018 was presented.

### Decision

To note the business bulletin.

(Reference – Business Bulletin, submitted.)

## 6. Proposed Tram Extension to Newhaven

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A presentation was delivered which updated members on the progress made to date on the proposed extension of the tram network to Newhaven. Information was provided on the public consultation which had been carried out, plans and options which were being developed for the route from Pilrig Street to the Foot of the Walk and the support which could be provided for businesses which would be affected by the construction work.

## 7. City Centre West to East Cycle Link and Street Improvements Project – Section 1 (Roseburn Place/Murrayfield Avenue to Rosebery Crescent/Morrison Street) – Objections to Traffic Regulation Order and Redetermination Order

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The Committee considered Traffic Regulation Order (TRO) and Redetermination Order (RSO) proposals for section 1 of the City Centre West to East Cycle Link and Street Improvements Project (CCWEL) from Roseburn Place to Morrison Street.

94 representations had been received, including 47 objections and 43 letters of support. These were detailed in the report alongside the Council's responses to the representations.

### Motion

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.

- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and agrees that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and would be carried out before and after construction takes place.
- 12) To note that the design brief for officers on this section of the CCWEL stemmed from a committee decision in 30 August 2016 under a previous administration, which was to seek a consensus through a 'sounding board' of local interests, even if that involved breaches of the council's design guidance or transport strategy; but agreed however that future sections of this route and future active travel projects should more closely reflect commitments of the current administration to prioritise active travel through providing direct, safe and convenient facilities for those walking and cycling; should endeavour to respect the transport mode hierarchy, and should more closely follow the council's street design guidance.

- moved by Councillor Macinnes, seconded by Councillor Doran

## Amendment 1

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and to agree that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a separate statutory process was being progressed to prohibit entry to Grosvenor Street from Haymarket Junction in order to improve cycle safety at this point, as part of the programme of cycle safety improvements along the tram route which was previously agreed by committee on 5 October 2017.
- 12) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and would be carried out before and after

construction takes place, and a report setting out the findings of this monitoring would be presented to committee once this phase of the route had been completed and in operation for 12 months, outlining lessons learned and considering any adjustments to the scheme to better serve the interests of placemaking, pedestrians and cyclists.

- moved by Councillor Booth, seconded by Councillor Burgess

## **Amendment 2**

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations and to note the amendments that were proposed to the advertised TRO to address the concerns raised within representation.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and in view of the substantial number of objectors to the narrowing of various sections of the A8 (24) and to the general alignment of the cycle route (15), and of continuing concerns about the design of crossings at Stanhope St and Roseburn Terrace, did not set those objections aside.
- 6) To note that substantial sections of the proposed route (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) were affected by objections to proposed changes to loading and unloading facilities, on which there must be a public inquiry; to consider that partial implementation of the advertised TRO would expose the Council to reputational and financial risk and to agree that work should not begin until these objections had been resolved.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.
- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.

- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and would be carried out before and after construction takes place.
  - moved by Councillor Gloyer, seconded by Councillor Douglas

In accordance with Standing Order 20(7), Amendment 1 was accepted as an addendum to the motion.

### **Voting**

For the motion (as adjusted) - 7 votes  
 For amendment 2 - 4 votes

(For the motion – Councillors Bird, Booth, Burgess, Doran, Macinnes, Key and Watt.  
 For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

### **Decision**

To approve the following amended motion by Councillor Macinnes:

- 1) To note the representations received in relation to the advertised TRO and RSO and the Council's comments in response.
- 2) To note that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council was obliged to hold a public hearing if any of these representations were not subsequently withdrawn.
- 3) To note the amendments that were proposed to the advertised TRO to address the concerns raised within the representations, and to agree that the orders should be made with these changes.
- 4) To note the changes that were proposed to the advertised TRO Order on Morrison Street which affected waiting, loading and unloading facilities.
- 5) To note the Council's responses to those TRO representations which did not make reference to loading and unloading facilities, detailed in Appendix 9 of the report by the Executive Director of Place, and on this basis set these aside.
- 6) To approve the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there were unwithdrawn objections to the proposed changes to loading and unloading facilities.
- 7) To agree that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to



changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street.

- 8) To approve the initiation of a new TRO process, which would be required to make some of the amendments to the Haymarket Taxi stance and might have been required for proposed changes to traffic restrictions on Magdala Crescent.
- 9) To agree that officials should refer the 36 representations which included at least one objection to the RSO to Scottish Ministers.
- 10) To note that a separate statutory process was being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this would be reported to the Regulatory Committee.
- 11) To note that a separate statutory process was being progressed to prohibit entry to Grosvenor Street from Haymarket Junction in order to improve cycle safety at this point, as part of the programme of cycle safety improvements along the tram route which was previously agreed by committee on 5 October 2017.
- 12) To note that a thorough and comprehensive Monitoring Plan was in development and would be delivered to provide information on the outcome of the overall scheme. The monitoring would include an assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and would be carried out before and after construction takes place, and a report setting out the findings of this monitoring would be presented to committee once this phase of the route had been completed and in operation for 12 months, outlining lessons learned and considering any adjustments to the scheme to better serve the interests of placemaking, pedestrians and cyclists.
- 13) To note that the design brief for officers on this section of the CCWEL stemmed from a committee decision in 30 August 2016 under a previous administration, which was to seek a consensus through a 'sounding board' of local interests, even if that involved breaches of the council's design guidance or transport strategy; but agreed however that future sections of this route and future active travel projects should more closely reflect commitments of the current administration to prioritise active travel through providing direct, safe and convenient facilities for those walking and cycling; should endeavour to respect the transport mode hierarchy, and should more closely follow the council's street design guidance.

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

## **8. Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006**

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Information was provided on roadworks which were required to take place to progress the redevelopment of Picardy Place as agreed by the Committee at its meeting on 25 January 2018. The redevelopment was to be delivered as part of the Growth

Accelerator Model (GAM) which was agreed by Council in June 2016 to provide public realm and tram proofing works at Picardy Place.

### **Decision**

To note that the Council as authorised undertaker would utilise the provisions contained in the Edinburgh Tram (Line One) Act 2006 to undertake roadworks at Picardy Place in line with the design endorsed by the Committee on a division on 25 January 2018, and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

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

## **9. Roads Capital Investment Programme – Update**

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At its meeting on 9 March 2018, the Committee requested a report which provided an overview of outstanding infrastructure projects and investments. This report was presented, outlining carriageway and footway schemes which had been delayed previously and those which were carried forward to 2018/19.

### **Motion**

- 1) To note the content detailed in paragraphs 3.1 – 3.20 of the report by the Executive Director of Place.
- 2) To note the carriageway and footway schemes that had been carried forward into 2017/18 shown in Appendix 1 of the report.
- 3) To agree the method of prioritisation outlined in paragraph 3.32 of the report with the following amendment: ‘that the cycle weighting should also apply to all other roads with a stretch of cycle lane or officially signed as a recommended route for cyclists.’
- 4) To agree to the method of consultation outlined in paragraphs 3.22 – 3.26 of the report with the following amendment: ‘that officers would consult with representatives of active travel organisations once a year to discuss the list of forthcoming carriageway and footway schemes and to agree which of those schemes which would be the subject of further detailed design consultation with those groups. A report would be submitted at the October 2018 Transport and Environment Committee meeting outlining stakeholders, expected outcomes and areas to be discussed.
- 5) To discharge the committee instruction of 17 May 2018 to provide further information about cycle weighting and stakeholder liaison for maintenance schemes.
  - moved by Councillor Booth, seconded by Councillor Burgess

### **Amendment**

- 1) To note the content detailed in paragraphs 3.1 – 3.20 of the report by the Executive Director of Place.

- 2) To note the carriageway and footway schemes that had been carried forward into 2017/18 shown in Appendix 1 of the report.
- 3) To approve the discharge of the Green Group motion to the Committee on 17 May 2018 to provide details on which roads were given cycle weighting and on stakeholder liaison for maintenance schemes, as detailed in paragraphs 3.22 – 3.26 and 3.31 – 3.34 of the report.
  - moved by Councillor Cook, seconded by Councillor Douglas

### **Voting**

For the motion - 7 votes  
For the amendment - 4 votes

(For the motion – Councillors Bird, Booth, Burgess, Doran, Macinnes, Key and Watt.  
For the amendment – Councillors Bruce, Cook, Douglas and Gloyer.)

### **Decision**

To approve the motion by Councillor Booth.

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

## **10. Seafield Waste Water Treatment Works – Council Odour Monitoring and Assessment Programme Update**

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A report on the strategic review of the Seafield Waste Water Treatment Works which had been commissioned by the Scottish Government was presented to the Committee. The review was published in March 2018 and included a number of recommendations which would help to minimise odour release in the area.

### **Decision**

- 1) To note the recommendations contained in the Seafield Waste Water Treatment Works Strategic Odour Review designed to minimise odour release in the short, medium and long term.
- 2) To note that engagement with the local community would inform the Council's response to the consultant's report.
- 3) To note that officers would engage with Scottish Water and Veolia Water to determine how the recommendations made in the review would be assessed, selected and implemented.

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

## **11. Flooding in Inverleith Park**

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The Council at its meeting on 21 September 2017 agreed that an investigation should be carried out into the cause of flooding at Inverleith Park. This had taken place and the results of the investigation were reported to the Committee. The report noted that to resolve these issues, works were required to replace some of the drainage pipe system.

## **Decision**

- 1) To note the proposal to replace damaged and ineffective sections of the principal drainage pipe in Inverleith Park with larger pipes aligned along a more suitable route, and supplemented by additional inspection chambers and field drains.
- 2) To note the outcome of the investigation into the cause of flooding at Inverleith Park and that the cost of the proposed solution amounted to £220,000.
- 3) To note that a bid for capital funding would be put forward during the 2019/20 budget process.

(References – Act of Council No. 12, 21 September 2017; report by the Executive Director of Place, submitted.)

## **12. Saughton Park and Gardens Restoration**

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An update was provided on restoration works which were being undertaken at Saughton Park and Gardens. Work commenced in July 2018 and was expected to be completed by August 2018. The gardens were planned to reopen at the end of 2018 with a grand opening event being planned for Summer 2019.

### **Decision**

To note the progress made in delivering the park restoration project.

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

## **13. Accounts Commission – Local Government in Scotland – Challenges and Performance 2018 – referral from the Governance, Risk and Best Value Committee**

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On 5 June 2018 the Governance, Risk and Best Value Committee considered a joint report by the Chief Executive and the Executive Director of Resources detailing the Account Commission's assessment of the Council's readiness to confront the growing challenges that lay ahead following its earlier Scotland-wide review of 2016/17 local government financial performance.

The report was referred to the Transport and Environment Committee for consideration.

### **Decision**

To note the report.

(References – Governance, Risk and Best Value Committee, 5 June 2018 (item 8); referral report by the Governance, Risk and Best Value Committee, submitted.)

## **14. Motion by the Coalition – Traffic Management in Granton Square**

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The following motion was submitted by Councillor Macinnes in terms of Standing Order 16:

“Committee:

Notes the traffic management issues in Granton Square as a result of the increase in access points to the square brought about by the developments in the area.

Notes residents’ concerns that the current traffic management system is not fit for purpose and is potentially unsafe.

Notes that work is currently taking place to identify measures to remedy the problems and asks the Director of Place to report to the Transport and Environment Committee on 9 August detailing progress made in identifying a solution.”

### **Decision**

To refer the motion to the North West Locality Committee for consideration.