

# Amendment by the Conservative Group

## Transport & Environment Committee

17 May 2018

### Item 7.2 - Delivering the Local Transport Strategy 2014-2019: Parking Action Plan

#### Committee

Deletes report recommendations and inserts:

- 1.1 Instructs Officers to bring back revised proposals for the proposed seven band pricing structure in one cycle that limit annual increases across all bands to RPI only, rejecting the RPI+ pricing model proposed in the report.
- 1.1.2 Rejects the inequitable additional 8.5% price increase for central zone permit holders arising from introduction of Sunday parking charging and agrees to halt progress on implementation of pay and display charges on Sundays.
- 1.2 Notes the results of the diesel surcharge consultation, which show a firm majority against its introduction.
- 1.2.1 Recognises the need to incentivise purchase of greener vehicles and agrees to defer decision on the implementation of a diesel surcharge until 12 months after introduction of the revised permit pricing structure, thus allowing the environmental impact of the new pricing structure to be meaningfully considered, prior to introduction of any financial penalties for diesel vehicle owners.

**Moved by** Cllr Nick Cook

**Seconded by**

# Amendment by the Green Group

## Transport & Environment Committee

17 May 2018

### Item 7.5 - Implementation of Active Travel and Street Design Principles in Road and Footway Renewals

Delete recommendations and insert:

“Committee:

- 1.1 notes the report;
- 1.2 notes that paragraph 3.5 refers to cycle weighting but does not specify which roads are given this weighting or under what criteria and therefore agrees to receive a further update providing this information within one cycle;
- 1.3 notes that paragraph 3.15 refers to good stakeholder liaison but does not provide any details on how this is to be achieved, and therefore agrees to receive a further update providing this information within one cycle;
- 1.4 further notes that throughout the majority of the Street Design Guidance the ‘Transport Mode Hierarchy’ is respected – in other words guidance is that streets should generally be designed with top priority given to pedestrians, second priority to cyclists, third priority to public transport users, and so on;
- 1.5 agrees that while good stakeholder engagement on street design and street renewals is important, the initial proposals should in any case normally respect the transport mode hierarchy unless exceptional local circumstances require otherwise, and should comply with the council’s Street Design Guidance, and promote active travel.”

**Moved by** Chas Booth

**Seconded by** Steve Burgess

# Addendum by the Green Group

## Transport & Environment Committee

17 May 2018

### Item 7.6 - Decriminalised Traffic and Parking Enforcement in Edinburgh

Retain all existing recommendations. Insert new recommendations as follows, and renumber the existing recommendation 1.1.3 as 1.1.9:

“Committee:

- 1.1.3 notes the very significant public anger at what is perceived to be a lack of enforcement in key areas of the city, including, but not limited to, Leith Walk, the High Street and the Grassmarket;
- 1.1.4 notes nonetheless the hard work and dedication of the parking attendants employed on the council’s behalf, agrees that they do an excellent job under difficult circumstances and thanks them for their service;
- 1.1.5 notes that the KPIs for the council’s parking enforcement contractor are agreed in September each year and agrees that a meeting will be held each year sufficiently in advance of those KPIs being signed off for the following year, at which the transport spokesperson for each group will be invited to attend, to brief councillors on the progress on improving parking enforcement in the preceding year and to discuss any possible changes to the KPIs for the parking enforcement contractor in the following year;
- 1.1.6 notes that a Transport Bill will be introduced to the Scottish Parliament shortly which will contain measures aimed to address the problem of pavement parking, but notes nonetheless that the price of a Penalty Charge Notice has remained static since 2001, notes the council does not currently have the powers to vary the price of a PCN and agrees that the Convener will make representations to the Scottish Government on devolving the power to set the rate of PCNs to Scottish Local Authorities;
- 1.1.7 agrees nonetheless that there are significant existing powers that can be used to tackle the problem of pavement parking, not least the installation of physical barriers such as Sheffield racks at the edge of footways which also provide cycle parking, as undertaken by Wandsworth Council and others, and agrees that similar measures should be introduced in Edinburgh;

1.1.8 agrees to receive a further report within two cycles examining the issue of parking enforcement in more detail, and specifically outlining options to address the following issues:

- a) that persistent parking offenders often know the loopholes to exploit, and setting out ways in which parking loopholes can be closed;
- b) that members of the public would like a quick, real-time method to report parking violations that can swiftly be passed to parking attendants for possible enforcement action, should they be in the area;
- c) that while council policy is currently to give those parking in contravention of the rules a 'grace period' of 5 minutes for cars and 10 minutes for commercial vehicles, nonetheless to examine whether this grace period is appropriate in all circumstances and specifically to examine whether the grace period could be shortened in areas of persistent parking violations;
- d) that, where there are no valid lines and signs, the parking enforcement contractor cannot operate, and therefore reviewing the timetable for installing new lines and signs when they are required;
- e) that while some drivers regard the cost of a parking ticket as a reasonable price to pay for the ability to park in the city centre, the majority do not want their vehicle to be towed, and therefore agrees to consider increasing the capacity to tow vehicles to the pound, and tightening the rules which allow this to be done;"

**Moved by** Chas Booth

**Seconded by** Steve Burgess

# Amendment by the Green Group

## Transport & Environment Committee

17 May 2018

### Item 7.7 - Reconstruction of Leith Street – Objections to Traffic Regulation Order and Redetermination Order

In recommendations, delete 1.1.2, 1.1.3 and 1.1.4 and insert new recommendations as follows:

- “1.1.2 notes that Leith Street has the highest concentrations of NO<sub>2</sub> in Edinburgh, with Annual Mean Concentration of 59 µg/m<sup>3</sup>, well in excess of the legal limit of 40 µg/m<sup>3</sup> and the connecting North Bridge has the 5th highest [see paper 7.10 on today’s agenda], and that this makes a powerful case for substantial traffic reduction, segregated cycle routes and wider footways in Leith Street and in the whole North Bridge to Leith Walk corridor;
- 1.1.3 notes that the proposed ‘segregated cycle way’ does not extend any further south than the junction with Calton Road, and therefore forms incomplete and potentially dangerous cycle infrastructure, and that there is no provision whatsoever for northbound cyclists on the southern section of Leith Street;
- 1.1.4 notes the redetermination order includes some areas of ‘shared space’ between cyclists and pedestrians, which is likely to lead to conflict between users;
- 1.1.5 notes that both Living Streets and the Edinburgh Access Panel have expressed concerns about the proposals in terms of their impact on pedestrians and disabled people;
- 1.1.6 notes that objections to the TRO and RSO include objections from Spokes, Living Streets and other key stakeholders;
- 1.1.7 notes that the proposals do not comply with the council’s own street design guidance, including on absolute minimum footway width at the east kerb line at the junction with Waterloo Place, and the south kerb line at Greenside Row;
- 1.1.8 notes that the proposals are inconsistent with the aims of the forthcoming Edinburgh City Centre Transformation project, which aims to make the city
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centre a safer and more pleasant place for those travelling on foot or by bicycle;

1.1.9 therefore agrees NOT to set aside the representations received to the TRO, but rather to arrange a meeting between developer, council and key objectors and to amend the proposals in order to try to accommodate their concerns, and bring a further report back to committee within one cycle with recommendations that comply with the council's Street Design Guidance and are consistent with the aims of the City Centre Transformation Project;

1.1.10 agrees to defer a decision on consideration of the redetermination order until that report returns to committee.

**Moved by** Chas Booth

**Seconded by** Steve Burgess

# Addendum by the Conservative Group

## Transport & Environment Committee

17 May 2018

### Item 7.9 – ‘A’ Boards and other Temporary on-street Advertising Structures

#### Committee

Inserts:

- 1.1.3 Recognises the huge contribution Edinburgh's businesses make to the city economy and the unique social and cultural character of Scotland's capital city. Agrees to review the ban after 12 months of operation - through substantive engagement with the business community – to ensure its impact is properly assessed and the policy amended as necessary through a report to this committee.

Moved by Cllr Nick Cook

Seconded by

# Addendum by the Green Group

## Transport & Environment Committee

17 May 2018

### Item 7.9 - 'A' Boards and other Temporary on-street Advertising Structures

Add to recommendations:

- 1.1.3 Requests an update regarding action taken to mitigate impact on walking tours in the Business Bulletin of this committee in October
- 1.1.4 Requests a progress report six months after implementation of the restrictions, including mitigation for business & organisations in general

**Moved by** Steve Burgess

**Seconded by** Chas Booth

# Addendum by the Green Group

## Transport & Environment Committee

17 May 2018

### Item 7.10 - Developing Low Emission Zones in Edinburgh

Add at the end of point 1.1.3:

“, and proposals brought to committee for consideration will include, amongst other options, the opportunity to pursue a city-wide LEZ with a city centre ultra-low emission zone (ULEZ);”

Add at the end of point 1.1.4:

“, that this stakeholder engagement should be extensive and meaningful, and include engagement with a number of groups, including but not limited to:

- a) bus operators
- b) business groups
- c) communities within the city centre
- d) businesses within the city centre”

Add at the end of point 1.1.5:

“, and agrees the August report will also:

- a) identify potential sources of funding for operators of heavy vehicles to improve the cleanliness of their fleet;
- b) will identify a mechanism to allow for the periodic review of the effectiveness, and potential tightening of standards of the LEZ/ULEZ;
- c) will set out specific options for proposed boundary/boundaries; proposed vehicle types, and proposed timetable for introduction including any proposed exemptions, lead-in times or sunset periods.”

**Moved by** Chas Booth

**Seconded by** Steve Burgess

# Addendum by the Conservative Group

## Transport & Environment Committee

17 May 2018

### Item 7.11 - Urban Gull Control Options

#### Committee

- 1.1.3 Agrees to refer this report to the South East Locality for consideration of a fresh Gull Control Pilot scheme which can be used to inform a future city-wide strategy for tackling Urban Gulls.

Moved by Cllr Nick Cook

Seconded by

# Amendment by Liberal Democrat Group

## Transport & Environment Committee

17 May 2018

### Item 7.12 - Winter Maintenance Review

- 1.2 Add at end of existing 1.2: 'and remits to the Locality Committees the decisions on which pavements, cycleways and roads to categorise as Priority 2 and 3 and where to site grit bins, within the respective Locality.'
- 1.3 Add after 'Committee', 'and Locality Committees'; amend 'receives' to 'receive'.
- 3.25 Amend opening sentence as follows: 'Locality Offices will carry out a review of grit bins during the summer, and report to the respective Locality Committee on proposals for implementing the following in that Locality:'

**Moved by** Cllr Gillian Gloyer

**Seconded by**