

Deputations

Transport and Environment Committee

10.00 am Thursday, 12th November, 2020

Virtual Meeting - via Microsoft Teams

Deputations

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Andrew Kerr

Chief Executive

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CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

12 NOVEMBER 2020

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 6.1 on the agenda – Business Bulletin	Calming Brunstane Road Residents Group
3.2 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Leith Links Community Council
3.3 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Lib Dem Citizens Team
3.4 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	South West Edinburgh Residents
3.5 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Blackford Safe Routes
3.6 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Bruntsfield, Morningside and Tollcross Traders
3.7 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Car-Free Holyrood
3.8 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place	Better Broughton

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE
12 NOVEMBER 2020
DEPUTATION REQUESTS

<p>3.9 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>Daniel Johnson MSP</p>
<p>3.10 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>Edinburgh Private Hire Association</p>
<p>3.11 In relation to Item 7.6 on the agenda – Spaces for People Update - Report by the Executive Director of Place</p>	<p>New Town and Broughton Community Council</p>
<p>3.12 In relation to Items 7.6 and 7.7 on the agenda - Spaces for People Update - Report by the Executive Director of Place and Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Edinburgh Association of Community Councils</p>
<p>3.13 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Corstorphine Community Council</p>
<p>3.14 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place</p>	<p>Drum Brae Community Council</p>

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

12 NOVEMBER 2020

DEPUTATION REQUESTS

3.15 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place	Get Edinburgh Moving
3.16 In relation to Item 7.7 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood – Report by the Executive Director of Place	Low Traffic Corstorphine
3.17 In relation to Item 9.2 on the agenda – Motion by Councillor Miller – Cyclist Fatality	Portobello Community Council

**Deputation: Close Brunstane Road, And Implement Traffic Management In The “Joppa Triangle”
29 October 2020**

From: Calming Brunstane Road residents group

To: The City of Edinburgh Council’s Transport & Environment Committee – November meeting

**C/O Councillor Lesley Macinnes
Convener of the Transport & Environment Committee**

Dear Councillor Macinnes

This paper is sent to you as a deputation to the November meeting of the T&E Committee, which you have kindly granted to our group.

1. Executive Summary

1.1 We want to bring the follow points to your immediate attention:

1. We have been working constructively with your officers for over a year to address the issues of rat running and anti-social behaviour from drivers that we experience on a daily basis. The paper from your officers in January 2020 (authored by Graham Hall and Tony Holsgrove) was clear how an ETRO process could close Brunstane Road as it crosses the narrow bridge over the railway. That paper would have been presented to your committee in May, but events overtook it; we now wish that paper be discussed by the committee and the road closed.
2. In our paper to your committee of September 2019 we proposed a whole-neighbourhood closure for the ‘Joppa Triangle’ to end rat running down our street and the network of streets through the Coillesdene’s area to the East of Brunstane Road. This is a proposal that has taken the whole neighbourhood into consideration, not only Brunstane Road.
3. The only argument presented by those demanding our road be left open is the ‘inconvenience’ of finding another route through our community. This is a completely illogical argument, which can neither be evidenced nor empirically assessed. Indeed, our estimate is that using the two main roads of Seaview Terrace (30/20mph) and Milton Road East (40mph) is quicker and more reliable than Brunstane Road because it is rarely possible to drive on Brunstane Road at a constant 20mph without negotiating the road-space with other vehicles.
4. From February to December 2019, Brunstane Road was closed because of the re-construction of Brighton Place and in 1991 the street was also closed while the bridge over the railway was re-built. Portobello survived on both occasions. Brunstane Road can be closed and the area can remain functioning.
5. In this briefing and its appendices, we provide you with ample evidence why our street and the neighbouring Coillesdene’s area should be closed to rat running vehicles.

1.2 Our questions for you:

1. When will the traffic problem in Brunstane Road and the paper written by your officers for the May meeting be considered by your committee?
2. Will the CEC conduct a survey of the street to ensure it complies with the Equality Act’s duties and compliance for wheelchair users?
3. Why has Brunstane Road not been closed using Edinburgh’s Spaces for People funding, when streets with similar criteria have been closed.
4. Will the T & E Committee support improvement in public health and the environment by extending Edinburgh’s walking and cycling network by linking CEC’s Route 10 to national route 1, connecting the Innocent Railway Path to the Promenade via a traffic calmed Brunstane Road.

1.3 Calming Brunstane Timeline:

- February-December 2019 Brunstane Road closed
- June 2019 Calming Brunstane Road (CBR) group formed and surveys residents
- August 2019 CBR meet ward councillors and CEC officers
- September 2019 CBR present Joppa Triangle proposal to CEC officers
- October 2019 CEC officers conduct community engagement with residents of local area in the Coillesdenes Centre
- January 2020 CEC officers present paper for May 2020 T&E Committee meeting
- May 2020 T&E Committee postponed
- October 2020 T&E Committee – no space for Brunstane Road
- November 2020 – this deputation is presented

2. Context

Many of Portobello’s streets are dominated by traffic, most of which is local and travelling very short distances. The street where we live is particularly badly affected because it is perceived as a short cut by drivers. It should be closed to through traffic.

We have recorded data from pre-Lockdown in February, showing an average of 137 cars an hour at weekends and 155 an hour on weekdays. A level of traffic you would expect on a distributor road for a busy housing estate of 10,000 people. Table 1 clearly shows that traffic is now at or above pre-Lockdown levels.

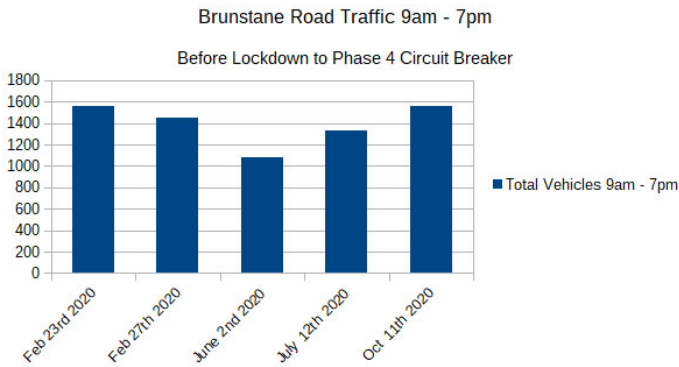


Table 1: Brunstane Rd traffic 2020

back in September 2019. This proposal took into consideration the planning permission to build a new community of 1300 houses in the fields between Edinburgh and east Lothian to the South of the Coillesdene’s area, which will have a distributor road opening onto Milton Road East. This areas was dubbed the ‘Joppa Triangle’, see Figure 1.

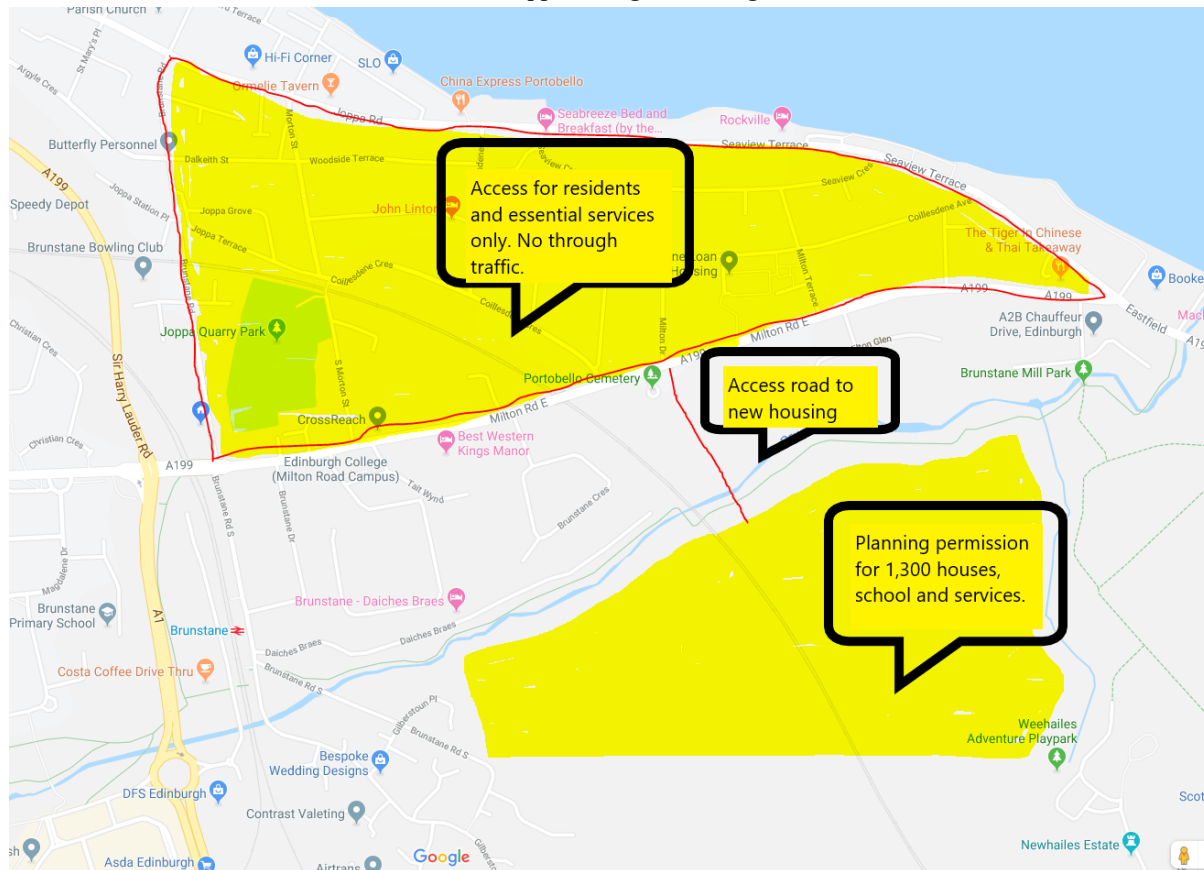


Figure 1: The Joppa Triangle whole neighbourhood solution

Given all the evidence above and throughout this briefing, and the article *Reducing Roads Can Cause Traffic to Evaporate* circulated in her newsletter by Councillor Child, we feel we are being reasonable in recommending our road is closed to through traffic.

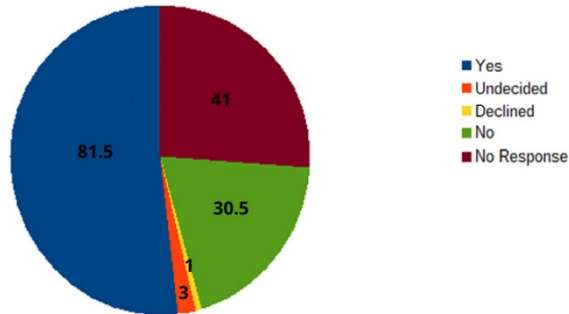
3. Background

After over a year of patient, polite and mature discussion with your officers and after submitting a detailed proposal to bring an end to this situation, our street remains open to traffic, resulting in a constant loss of amenity for us, see appendices particularly the videos. Our submission of September 2019 contained a detailed proposal for a low traffic neighbourhood across what was referred to as the ‘Joppa Triangle’ see Figure 1. Your officers conducted a community engagement exercise based on our submission and in March this year they emailed us a paper for the May committee that proposed a trial closure of the street using ETRO powers. You will know that committee meeting was cancelled. Since then, we understand that the report from your officers was passed to the city-wide Transport Team on 31st August (see email in appendix)ⁱ. We hoped they would pick the street for an early intervention using the Spaces for People funding programme, however nothing has happened. We wish to make you and your committee aware of the following:

Table 2 June 2019 Poll of Brunstane residents

There are 157 dwellings on Brunstane Road
(Including streets for which Brunstane Road is the only exit)
All dwellings were leafleted in June 2019 regarding support for closure of the road at the bridge

Results of Survey for the Closure of Brunstane Road at the Bridge
(Including Streets for which Brunstane Road is the only exit)



side of the railway and which we conducted in May 2020, see table 2. We note that this poll was mostly conducted using the PCC website and did not include Brunstane Road residents unless they followed that site or saw the few posters displayed in Portobello. Given the number of residents in our road compared to the whole suburb the result of the poll was inevitable.

The CEC also conducted a community engagement in the Coillesdenes area. This drop in session showed that residents of the Coillesdenes had mixed views and it was difficult to get a full picture all residents' opinions. During the drop-in, the intimidation meted out to our residents was vitriolic. Some residents of Brunstane Road will not attend such meetings for fear of retribution given the aggressive and abusive nature of some of the incidents they have experienced at these meetings, online, and in our street.

The street was recently closed to allow telecommunications work and we were reminded that life in Portobello does not come to a shuddering halt when Brunstane Road is closed.

Garbage collection vehicles coped well with the closure treating Brunstane Road as just another narrow, single entry road.

It was much easier for people on bicycles to use the street and it was easy to socially distance over the rail bridge. During these roadworks we witnessed some drivers physically moving traffic barriers and mounting the footpath to bypass the closure.

5. Brunstane Rd: not a short cut

Drivers use our street because they perceive it to be a short cut. It is the first left turn off the Milton Link down to Portobello and the beach. Yet if drivers used the A199 (Milton Road East) then the B6415 (Seaview Terrace/Joppa Road) or used the A199 (Sir Harry Lauder Road) they would take only a couple of minutes longer. The number of drivers depending on their Satnavs has also led to increased traffic. This also is particularly the case for commercial vehicles using domestic satnavs. This road is not suitable as a through road for commercial HGVs.

It has become an accepted norm that Brunstane Rd is treated as a B road. It is a residential street with no shops or offices and it is not on a bus route. It does, therefore, not fit the criteria for B classification as a distributor road, unlike Joppa Rd B6415, and is not marked as a B road on any current map.

6. Committee cancellations

We fully accept that tackling Covid takes precedence and understood when the May CEC Transport meeting was postponed. We have consistently tried to find out what happened to the agenda item regarding Brunstane Road and were disappointed that we did not figure on the October meeting agenda. As mentioned above, we feel that because closing Brunstane Road may be an unpopular decision with other local people, the safety and health of the residents of Brunstane Road have to suffer direct consequences. We are no longer willing to accept this. The convenience of others is not a sufficient reason for not closing the road.

7. The Covid Effect

Notwithstanding all the previously mentioned points, and hard evidence provided as a strong argument to close Brunstane Road permanently, we are all now faced with Covid-19. This issue alone should see the closure of the road at the bridge over the railway as we are simply not able to safely physically distance from other road and pavement users.

The rail bridge over the East Coast Mainline railway is narrow, with a single fenced pavement less than 1.5 metres wide. It is impossible for two pedestrians to cross the bridge in opposite directions and physically distance safely. We wrote to the Committee and you on May 7th pointing this out (see appendix)ⁱⁱ. Because the bridge is humped it is easy to start walking and find yourself meeting someone you didn't see. This situation is made worse for blind/visually impaired people and anyone in a wheelchair or mobility cart. With traffic returned to pre-lockdown levels, using the road space is dangerous given the aggression shown by many drivers. To have a physical distance that is safe, people now have to dice with injury by using the road.

The Spaces for People programme that was announced in March has been allowing councils to quickly close roads across Scotland to provide safe physical distance for pedestrians, wheelchair users and cyclists. You are to be commended for the work the council has

4. The 'Joppa Triangle'

In our submission to you and your committee in September 2019, we proposed what is essentially a Low Traffic Neighbourhood. The Joppa Triangle approach was to, in a neighbourly way, take into account the additional issues faced by the residents in the Coillesdenes as well as the issues we face, see Fig1 above.

A poll by Portobello Community Council included Portobello residents but was also open to people outside the Portobello/Joppa area. The poll showed that the majority of people not living in Brunstane Road want the road left open. This was in stark contrast and completely ignored our own poll, which covered the entire length of Brunstane Road, either

delivered elsewhere in Edinburgh, using the £5m funds and the emergency planning powers Spaces for People brings. We understand that councils can use TTRO powers with minimal planning permission and Scottish Government extended TTRO's to 18months to assist the Spaces for People programme. Brunstane Road qualifies for such funding given its narrow width, heavy use by pedestrians and cyclists getting to school, work, etc.

We call for the City of Edinburgh Council's Transport & Environment Committee to use these powers to protect the health and wellbeing of the residents of Brunstane Road from increased danger exacerbated by Covid-19.

Why is the CEC not closing the bridge?

8. Traffic is increasing

Since lockdown restrictions have eased, we are seeing traffic easily reach the level it was at last year, see Appendix 2. Incidents of bad driving are increasing, see Appendix 1. Driving behaviour has also worsened, incidents of car drivers in particular using the pavement are frightening for pedestrians when faced with a car swerving off the road space and onto the pavement, see the video in appendix 1.1. The police have been called more than once and residents now have many a story to tell of verbal abuse from passing drivers, damage to cars parked in the street and intimidation of pedestrians and people on bicycles, Appendix 1.

Police Scotland have recommended we report such incidents to them via 101 and as a result we have a number of incident reports. We will continue to report such incidents.

Police Scotland should be commended for the methods they have used in dealing with us. They have also contacted council official Evelyn Kilmurry to highlight concerns given the number of incidents and escalating situation.

You have the powers to address these problems so we ask, why are you not?

9. Key link in Edinburgh's cycling network

Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No10. Given the length of the street, the steepness of the incline and the volume of traffic, we witness a real and worrying lack of safety for people using bicycles every day. See appendix 1.

10. Communications from Councillors

We are particularly disappointed that we have heard so little from our local elected politicians. When we met them in September 2019 they seemed willing to tackle the issue and it was their recommendation we submit the detailed paper on the 'Joppa Triangle'.

We have done everything asked of us. We have been polite and reasonable. We feel very let down over this process. The strategic aims of CEC for a city better for its residents and less dominated by cars is good. Our experience, however, is that these aims have a long way to go to permeate into Portobello.

11. Conclusion

1. For over a year we have been submitting detailed written suggestions regarding rat running traffic in Brunstane Road and how it could be better managed to stop blighting our lives. Your assertion that Edinburgh is turning its back on the dominance of the motor car in residential areas does not ring true here. We are writing to make you aware of this situation and that your strategic vision for the city is being betrayed.
2. We are baffled by the lack of action to close this road when the powers so to do are available and have been applied elsewhere.
3. We are determined to pursue our case and will continue to work for the health and wellbeing of the residents of our road.
4. Whilst we have demonstrated commitment to a whole area approach, due to the pandemic there is a need for urgency. The closure of Brunstane would act as a catalyst for area wide improvements

ENDNOTES AND APPENDICES OVERLEAF/

APPENDIX 1: IMAGES AND VIDEOS

1.1 Traffic Jams – particularly at weekends and on sunny days:



Car Mounts Pavement (Video: [Click to play](#))



Van (Video: [Click to play](#))

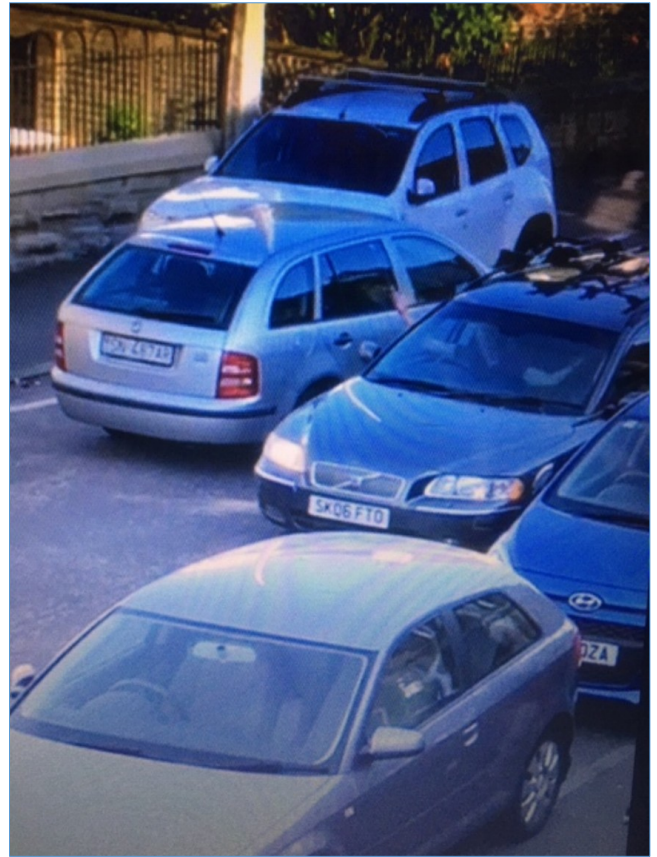
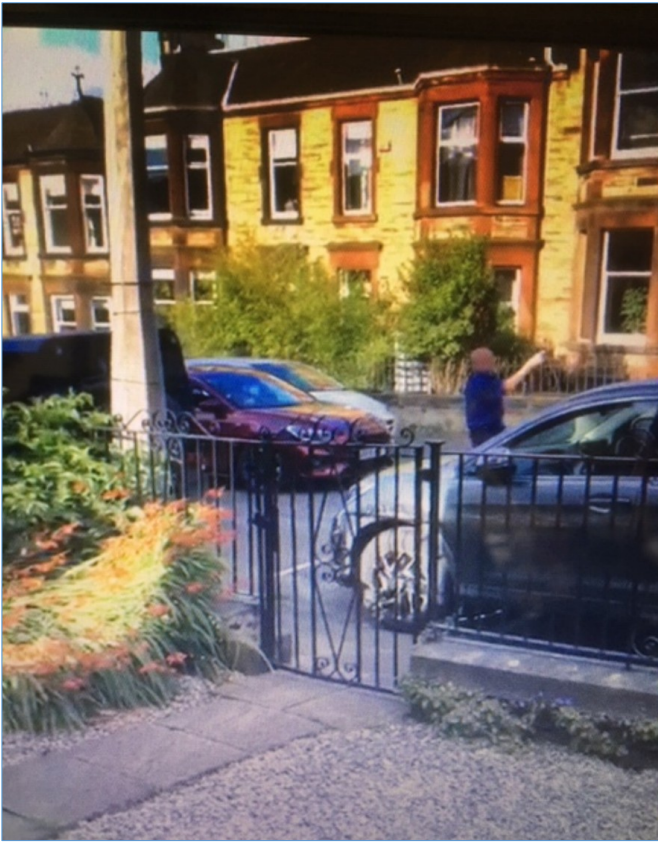
1.2 HGV's: often mis-directed using domestic instead of commercial sat-nav devices



1.3 Foul language and aggressive behaviour from drivers



Swearing (Video - Click to view)



1.4 Damage to Cars



1.5 Lack of space to physically distance over Rail Bridge



Weaving Cars & Pedestrians (Video: [Click to view](#))



Bike Squeeze (Video: [Click to view](#))



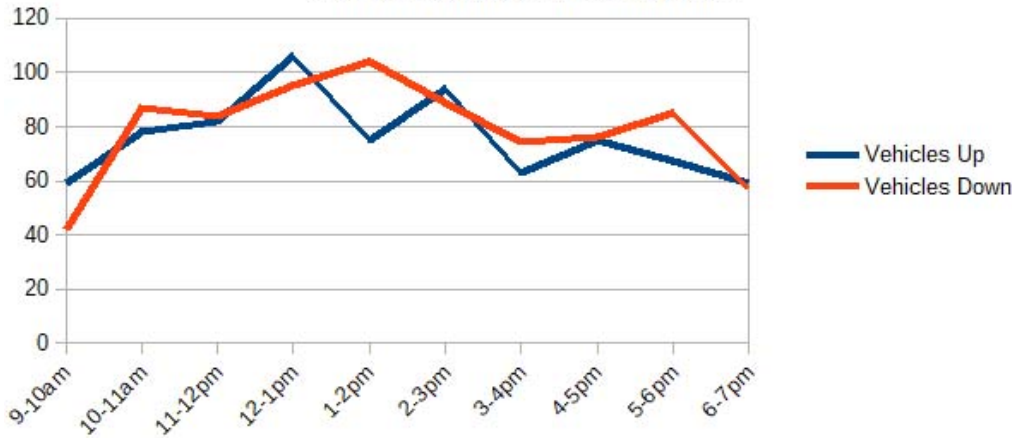
Bikes sharing with cars (Video: [Click to view](#))



Appendix 2: statistical evidence: February 2020 to date

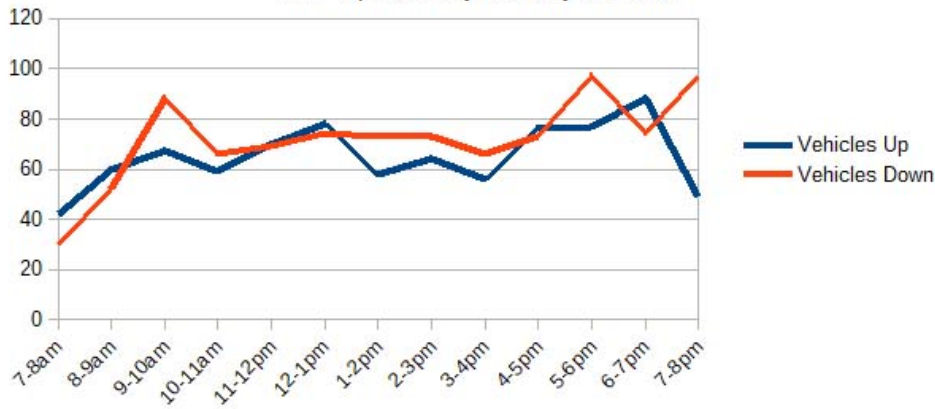
Vehicles Going Up and Down Brunstane Rd

9am-7pm Sunday 23rd February 2020



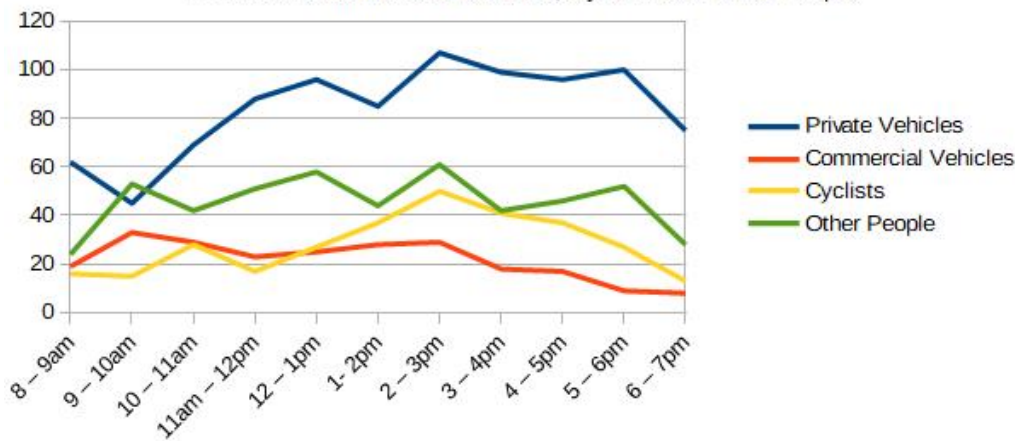
Vehicles Doing Up and Down Brunstane Rd

7am - 8pm Sunday February 27th 2020



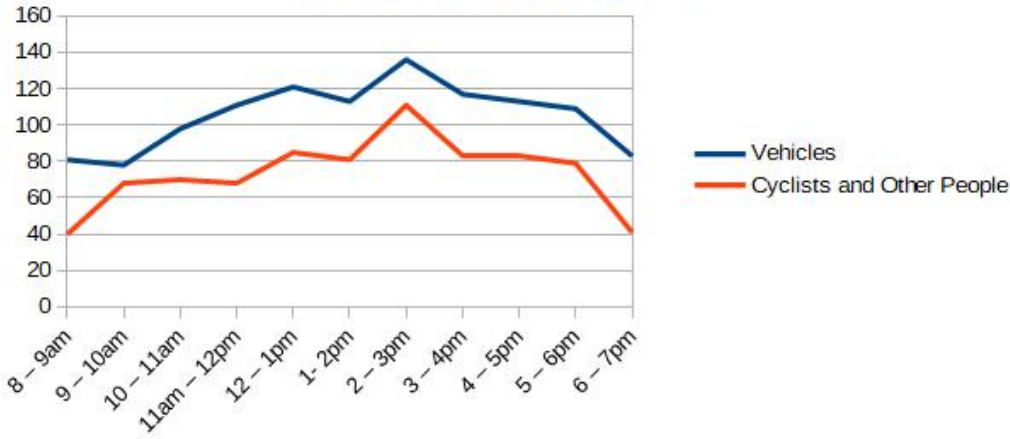
Brunstane Road Tuesday 2nd June 2020

Private and Commercial Vehicles, Cyclists and Other People



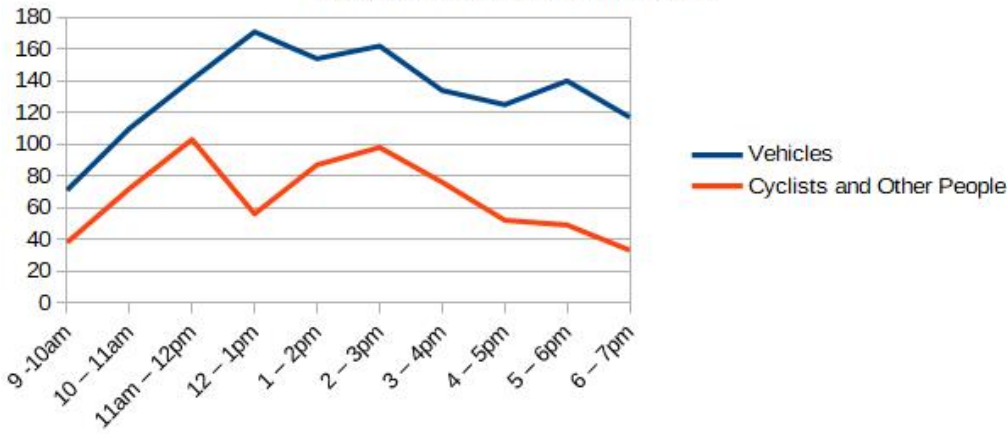
Brunstane Road Tuesday 2nd June 2020

Vehicles, Cyclists and Other People



Brunstane Road Sunday 12th July 2020

Vehicles, Cyclists and Other People



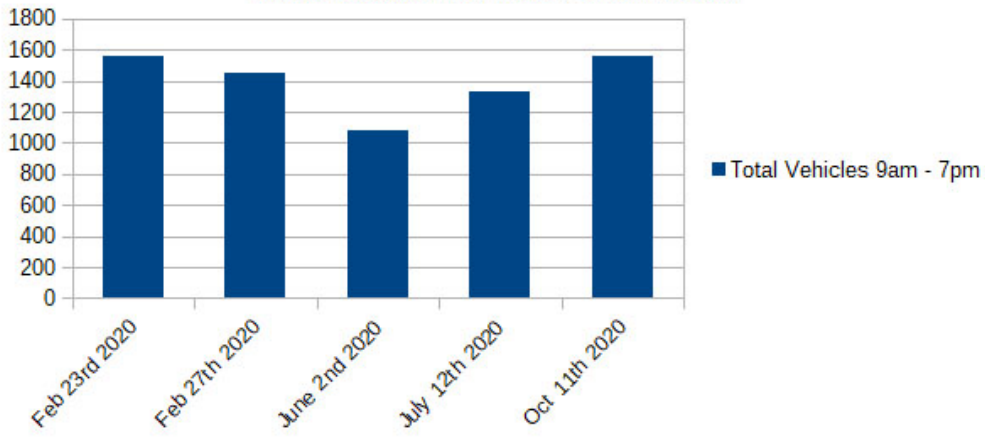
Brunstane Rd Traffic 9am - 7pm Sunday 11th Oct 2020

Vehicles, Cyclists and Other People



Brunstane Road Traffic 9am - 7pm

Before Lockdown to Phase 4 Circuit Breaker



eMails

i From: Evelyn Kilmurry, 31 August 2020

Dear Kate,

Many apologies for the delay in response to your email of the 20th. I appreciate that you will have received an out of office response from Graham as he has now left his post with the council.

As Graham mentioned in his email below, the previous plans to present a traffic management proposal for the area to a September Transport and Environment Committee were paused due to the capacity of the teams who have been responding to work prioritised as a result of the pandemic. However, I would like to reassure you that officers are aware of the challenges that are continuing for residents and are still committed to taking forward proposals to improve traffic management in the area as soon as they have the resource to do so. I would also like to thank you for your continuing patience and for gathering the information from local residents which will help to inform the position.

I am copying in colleagues from the Transport team to this response as, following a realignment of service responsibilities, the project now sits with the citywide team to progress. I know from discussion with colleagues in the Transport team that they have an understanding of the position and with the progress already made on the Joppa Triangle project so will be in future contact with you to advise.

Kind regards,
Evelyn Kilmurry (CEC)

ii From: Maria Gray, May 2020

Dear Councillor

I hope you are keeping well in these strange times. I am emailing you before the meeting of the Policy and Sustainability Committee on 14th May as a representative of residents living on Brunstane Road, Portobello.

You may know that we have been working to seek closure of our road, which is a narrow rat-run linking Milton Road to Portobello Road. Before C-19 the road was very busy with cars, we have recorded data from the whole of February showing an average of 137 cars an hour at weekends and 155 an hour on weekdays. A level of traffic you would expect on a distributor road for a busy housing estate of 10,000 people. The street is 6metres wide from pavement to pavement but with cars parked on both sides, this is reduced, at best, to 4 metres. The street is, however, particularly narrow where a bridge crosses the East Coast rail-line, the bridge has only one narrow pavement (1.5M) which is fenced off with railings to stop people walking on the road, the bridge is humped and quite long at 10metres, which means that if you meet another person using the pavement, to try and keep safe physical distance you have to be on the road, unsighted to drivers, all of which means that it is challenging for pedestrians, older people and families with pushchairs to cross the bridge safely because the street is busy with people cycling and with an increasing number of cars. It should also be noted that Brunstane Road is a key link in Edinburgh's cycle network as it connects Portobello Prom with the National Cycle Network (Route No1) running from the city centre, it is very busy right now with people exercising.

We have been working with your officers from the local and transport teams to address our predicament and a report recommending a TTRO to close the road was to have gone to the Transport and Environment Committee on 14th May, but understandably that meeting has been cancelled.

In the meantime and following the announcement by Michael Matheson of £10m to support projects to help physical distancing we were delighted to see CEC delivering very quick wins for Silverknowes Rd, Braid Rd and Links Gardens. We wondered if CEC would take the same approach and implement a TTRO now on Brunstane Road to help people keep safe physical distance by walking, wheeling and cycling safely? And we wondered if your committee, as the Sustainability Committee, would help approve such a decision?

Thank you for your help.
Maria Gray (CBR)

To:
Leith Links Community Council

Copied to:
CEC Transport & Environment Committee
CEC Leith Ward Councillors
CEC "Spaces for People" team

23rd October 2020

Dear community council,

As local residents who walk our area a number of times daily, often with children of varying ages, we would like to comment on your recent motion regarding the closure of Links Gardens and the Lochend & Easter Road junction. We believe a review of both measures is welcome and appropriate and are therefore grateful for your initiative on this matter.

We want to add our voice to ensure any review has safe, healthy and efficient walking for all ages and abilities as its first priority, followed by cycling and public transport. We appreciate there is some local concern about traffic congestion, which appears echoed in your motion, but we strongly feel any review of our local areas street and public space layout ought to follow the widely accepted transport hierarchy and hence with promote alternatives to the car. Sadly, in too many areas and at too many times, our neighbourhood remains unsafe for children and other more vulnerable residents. Dangerous driving, rat running, speeding and parking irresponsibly all pose huge daily risks to our communities and ought to be addressed urgently.

Firstly, we remain sceptical re-opening Links Gardens and a change to the junction will result in a sudden disappearance of all or even a significant reduction in congestion. The issue remains a too high number of cars and, as many examples from around the world have shown, adding more car lanes or new streets never results in less congestion as more car lanes attract more cars. Congestion is only reduced by reducing demand and offering alternatives. We agree the current layout of the junction can certainly be improved, but we ask for any such review to have as its first priority the safety and well-being of pedestrians and cyclists - and secondly ensuring priority is given to public transport. The junction is a major crossing and meeting point for our neighbourhood and should be designed as such, not a quick thoroughfare for cars.

Furthermore, we share your concern about our residents' safety when currently walking, cycling or wheeling, both from air pollution and traffic danger. We however strongly believe the answers to these indeed crucial matters will never come from giving more priority to individual cars. Making walking (and cycling) safe and healthy for everyone aged between 1 and 100 as well as offering frequent and quick public transport should be our paramount priorities, both from an efficiency and climate point of view.

We respectfully ask, would anyone concerned with the issue of air pollution and pedestrian & cyclists safety really ever start by suggesting opening up a street through the middle of a park (home to 2 primary schools and 2 nurseries) and increasing traffic speed and flow for cars? Whilst we absolutely agree traffic jam bring their own risks to pedestrians and cyclists, we would also like to add that the current setup generally reduces the speed of any cars passing through the area (albeit sadly not enough in some cases) which has to be a positive impact on walking and cycling safety.

As part of the revision you are calling for and you mention is due to take place by the council's transport & environment committee we are calling for the main focus to be on expanding pavements, improving pedestrian crossing points by making them safer and more frequent, creating dedicated bus lanes to avoid buses being stuck in amongst cars, adding segregated cycle lanes covering our area's main routes. This review - in order to create a safer and healthier environment for us all, should include considering which one of our, in many instances narrow, streets should be accessible by car and in what direction.

In addition to some short-term measures, we are calling for both our Community Council and Edinburgh City Council to engage our local community and work towards a vision for a neighbourhood built for all of us, of all ages and abilities, to be able to move around in an as safe, healthy and green way possible. The possibilities are clearly endless to create a truly transformative neighbourhood with the highest quality of life if we focus on quality walking, cycling and wheeling journeys - especially for our youngest and oldest residents. The world is full of examples and initiatives, from 20-minute neighbourhoods, green corridors, school streets to name but a few, who might have all seem slightly utopian at the outset but are all proving to bring enormous advantages to local residents and businesses alike. We believe the community council could play a major part in shaping and steering this crucial debate our neighbourhood deserves.

We hope our comments are seen in the constructive manner they are given and hope to work together to make the Leith Links area the best it can be for all residents.

Kind Regards,

Angela Burke

Hillary Brown

Gordon Carmichael

Stephen Finlayson

Sarah Fletcher

Fred Freitas

Susana Freitas

Katriona Harding

Joseph Hägg

Charlotte Irelan-Bunting

Philippa Kemp

Evie Love

Fraser May

Steven McCluskey

Dirk Nols

Amy O'Leary

Carla Pereira

Martyna Popko

Nick Rougvie

Kieran Smith

Duncan Wallace

The Liberal Democrat Citizens Team petition the Council to

1. re-open Braid Road,
2. to press ahead with the planned improvements at the Hermitage Drive/Braidburn Terrace crossroads to widen pavements, install a light-controlled pedestrian and cycle crossing, remove the mini-roundabout and raise the road surface; and
3. to consider other road safety and traffic calming improvements for this area.

We will include your name and address when submitting the petition to the City of Edinburgh Council.

The Liberal Democrat Citizens Team petition the City of Edinburgh Council to

1. Pause the implementation of the Greenbank to Meadows Quiet Route using a temporary traffic regulation order; and
2. Hold a full public consultation to give residents the chance to express their views and for those views to be taken into account on all potential measures to improve road safety, make walking and cycling more attractive and reduce unnecessary car journeys and CO2 emissions in the East Morningside area centred on the proposed Greenbank to Meadows cycle route and bounded by the A702, Kilgraston Road/Blackford Avenue, Bruntsfield Links and the Hermitage; and
3. Carry out traffic studies and analysis to support all improvement proposals.

Written Deputation on behalf of South West Edinburgh Residents

Item 7.6 Spaces for People Update

12 November 2020

We oppose the package of measures being proposed under Appendix 2B. While there is merit in some aspects, such as the welcome reduction in the speed limit, the scope of the measures and the undemocratic means of implementation are unacceptable.

Below, we lay out our principal complaints.

1. The proposals are an abuse of Spaces for People legislation

Put plainly, the City of Edinburgh Council (CEC) is abusing the powers made available to local authorities in the CORONAVIRUS (SCOTLAND) ACT 2020. The guidance issued by the Scottish Government emphasises measures that contribute to physical distancing and advises that local authorities may deploy TTROs, "where they are satisfied that traffic on a given road should be restricted or prohibited because of the likelihood of danger to the public the authority."

In the case of Lanark Road, this has not been demonstrated, and indeed the public health argument has been almost entirely absent in all discussions at the Transport and Environment Committee, as have the possible negative effects on the mental health of residents.

Before the COVID-19 pandemic there was published intent by CEC to introduce segregated cycle ways of exactly the kind now being introduced. The draft City Mobility Plan published in January 2020, states a direct commitment in Policy Measure 17 to: "Create direct, segregated cycling routes along main arterial roads."

This intention clearly encompasses Lanark Road, an arterial road by any definition.

The fact that there is clear premeditation predating the COVID-19 pandemic makes it clear that COVID-19 TTRO provisions are being used to implement a pre-existing plan without due process, undermining the confidence of communities in their local politicians and creating resentment and a sense of disenfranchisement in the democratic process.

2. The proposals are being implemented despite overwhelming community opposition and lack of open consultation

A closed consultation process carried out by the Spaces for People team reported back to the Transport and Environment Committee in late October. The consultation responses are available publicly and are overwhelmingly in opposition to the proposals. Only because of last-minute local dissemination of the unpublicised consultation were there wider public contributions made to this.

The comments made by the public, by disability interest groups and by local community councils are broad, well-considered and thoughtful. They are not knee-jerk or NIMBYism in any sense, but rather raise very legitimate safety and access concerns affecting thousands of residents, cyclists and business customers.

A petition opposing the proposals was launched on 8 October and raised 1000 signatures in only a few days.

The CEC has engaged in no open consultation with communities, and by ploughing ahead in the face of such clear concerns demonstrates that it cares only for its own political agenda and not for the circumstances of citizens whose interests it is meant to serve.

This approach also lays the CEC open to legal action under European Directive 2003/35/EC.

The proposals received severe criticism from community councils, specifically Currie and Juniper Green & Baberton Mains Community Councils, whose residents are among the stakeholders affected e.g. Currie Star FC players and families.

3. The proposals impact disabled and elderly people

A key element of the proposals is the near-total removal of kerbside parking from outside residents' homes.

The impact on these individuals has not been considered in the plans. Disabled residents rely on kerbside parking, and the likelihood that this will be removed as early as January 2021 is a source of great and unnecessary anxiety, made even more stressful by the COVID-19 crisis.

The parking which is envisaged will require a disabled or elderly person to traverse the cycleway. For similar reasons, there are major concerns for people who need to load / unload wheelchairs from their car to the pavement.

Very serious concerns have been raised by Edinburgh Access Panel about this.

Similar considerations apply to boarding / deboarding buses for disabled, elderly and visually impaired people. In this context the RNIB has criticised the "rushed roll-out of untested cycle infrastructure".

During the COVID-19 pandemic there is greater need for carers and family to provide support to the elderly and disabled, yet immediate kerbside parking outside a property will be withdrawn, making visits considerably more inconvenient. This is particularly acute for carers who must visit many clients in one day.

The lack of an impact assessment on the elderly and disabled is a major shortcoming of these proposals.

4. Impact on the community of the removal of kerbside parking

The near-wholesale removal of parking is one of the greatest concerns of residents, businesses and those accessing the area for leisure activities in Dovecot Park.

Eliminating kerbside parking discriminates against parents and carers of young children, who need to park on Lanark Road to access Dovecot Part, Lanark Road Children's Nursery and Crawley Nursery.

Nursery staff parking will be displaced into narrower nearby residential streets, with associated inconvenience and elevated risk of accidents for residents.

Golfers at Kingsknowe Golf Club and footballers from Currie Star FC (who train at Dovecot Park) will be unable to park without considerable inconvenience to themselves and residents of side streets.

Parking and the reduction to a single carriageway will make access to properties by delivery / removal vehicles extremely difficult at a time when COVID-19 is making the demand for such services greater than normal.

Elimination of on street parking and reduction of carriageways will undoubtedly lead to congestion in side streets which are already busy. Side streets, particularly on the north side of Lanark Road, are often hazardous in winter and parking by bus drivers using the depot on Inglis Green Road is already problematic

5. Access to businesses

Local businesses are also concerned, including not only the nurseries on Lanark Road, who have not been consulted by CEC, but others such as the barbers and architectural ironmongers at the junction with Inglis Green Road, and automotive engineers and retail and hospitality in Inglis Green Road.

People wanting to use any of the businesses along Lanark Road / Inglis Green Road will now find parking nearby to be significantly more challenging at a time when these businesses are already under pressure by government restrictions. We all complain about the "disappearance of the high street", but the fact is that these proposals will influence customers to take their business to out-of-town venues where parking is more available—

another unintended but serious consequence of rushing through these plans under a process that knowingly suppresses consultation and scrutiny.

6. Safety and traffic congestion

The proposals introduce a speed reduction from 40mph to 30mph. This is universally welcomed. The signatories to the petition (nearly 1400 to date) concurred with this feature of the proposals. However, the proposals also have severe implications for traffic congestion, and knock-on effects of greater air pollution and access for businesses.

Residents of Lanark Road are very familiar with the impact that temporary roadworks near the Inglis Green Road junction can have on traffic flow. Pre-pandemic roadworks between Redhall and Longstone caused tailbacks extending hundreds of metres up Lanark Road. The introduction of segregated cycleways on the northbound approach to Sainsbury's Longstone will have two impacts: (a) by reducing capacity (two lanes are reduced to one) it will put greater pressure on the Longstone / Lanark Road junction; (b) it will compress the right-turn lane, creating congestion, with a long-term impact on customer numbers to the store, at the same time as the building of new houses on the former Booker Wholesale site will increase traffic volume significantly.

The proposals will severely reduce the capacity of Lanark Road by narrowing its cross-section from dual to single carriageway. At peak times this will inevitably cause traffic to back up to the arterial junctions—Longstone (as noted above) and Gillespie, where Lanark Road joins Westerhailes Road. It is far from uncommon for this section of Lanark Road and the B701 in both directions to become congested when there is an RTC on the City Bypass.

Similarly, delivery vehicles and bin lorries will block traffic for prolonged periods, leading to frustration and risk-taking by drivers who will need to overtake. Lanark Road is also regularly used by emergency services vehicles seeking to avoid congestion on other routes to the Bypass.

Pedestrians and those living on Lanark Road will now have increased risk, either accessing their own homes or having to cross cycle lanes to access public transport.

Reverse parking into driveways between wands, with only a single carriageway and with an independent cycleway will become considerably more dangerous for everyone. These proposals will put residents and road users at greater accident risk simply by accessing their own homes as they reverse park into driveways.

The proposals also miss an opportunity to install a pelican crossing on Lanark Road, which is hugely disappointing, again, because no meaningful consultation has taken place. This, combined with the removal of staff and customer parking adjacent to parks and nurseries, places those visiting the nurseries and Dovecot Park at increased danger.

Again, the rushed nature of these proposals mean that they fail to carry out due diligence, such as a traffic flow analysis to consider what the impact will be if traffic returns to pre-pandemic levels.

7. Lack of evidence for the need or the statement of measures of success

The proposals, their severe impact on people's access and quality of life, and the way they are being rushed through are made all the more difficult to accept because of the absence of any objective evidence for their need.

The case for using COVID-19 emergency legislation is fully undermined by the fact that these proposals were already on the CEC's agenda, before the pandemic.

No public health case or other evidence has been provided that shows how these proposals will increase the space available for people to socially distance, in line with the Scottish Government's guidance.

The major road safety benefit will be the reduction in the speed limit from 40mph to 30mph, but this is already in process under a TRO. In fact, the other measures, as noted above, are likely to increase risks for pedestrians and residents.

It is extremely wishful thinking that these proposals will increase significantly the (currently extremely low) volume of cyclists using Lanark Road by displacing cyclists from the Water of Leith and Union Canal routes. Cyclists currently joining the latter north, south and west of Gillespie Cross Roads are unlikely to go out of their way to join Lanark Road city bound. In addition, coming from the city, Lanark Road gains 200 feet of altitude from one end to the other, making it a cycle route for the few, not the many. No amount of cycling infrastructure will change this geographic fact, and regular cyclists to / from Riccarton are unlikely to change their route along the canal if these measures are forced through. Cycling beyond the city-bound end of Lanark Road will not be improved, in that the shorter route via Slateford Road and the initial section of Inglis Green Road are unchanged. The requirement to moderate current cycle speeds in this direction may even decrease the number of cycles using this route.

The CEC has also entirely failed to articulate any measures of success for the proposals. This makes it impossible to hold the scheme to scrutiny after 18 months of temporary implementation. This again is anti-democratic and lacks the transparency and accountability that tax payers are entitled to.

We need to see in plain English how these measures will be judged after 18 months. Will the measures be revoked if there is a fatality caused by them? What if the number of accidents goes up? What if there becomes a regular problem with congestion and standing traffic, and associated air pollution? What if traffic is displaced onto neighbouring roads instead? Will cycling numbers be monitored to know if the proposals have created space on the Water of Leith and Union Canal shared paths? And is the baseline number for cyclists on these routes known anyway? Residents observe that the current volume on Lanark Road is extremely low and it would be important to look at future use across all three routes.

Residents are also asking for an assurance that there is a budget in place to reverse measures at the end of the temporary implementation period.

8. The impact on local democracy

The way these proposals are being brought in is extremely disappointing. Using COVID-19 emergency legislation as a pretext for a pre-pandemic agenda to deliberately frustrate the rights of communities to scrutinise and object is a cynical circumvention of the democratic process.

Such proposals which, encroach on already very different ways of living in the current pandemic, will have implications for mental health and need to be taken collegiately and sensitively. Many residents, in particular the disabled, the elderly and those with young families, have chosen to live in this part of our city because it offers ease of access, open spaces and unregulated parking, free from the encroachment of a city-centre regulatory framework. There are implications for property values and residents' rights to respect from their local authority for their family, private life and their home.

There is demonstrably huge public objection to the measures. The public petition opposing the measures has been signed by 1387 people. If the CEC chooses to introduce them in this way then it will lead only to community resentment and mistrust in our elected politicians.

Frankly, we expect better of our councillors than these underhand manoeuvres designed to frustrate due democratic process and accountability.

The Committee will be aware of legal opinion obtained by another resident's group, which casts doubt on the legality of the actions being proposed under the CORONAVIRUS (SCOTLAND) ACT 2020. Our group is now also engaging lawyers and expect that legal opinion will also support a case against the Council in this matter.

Deputation on Greenbank to Meadows Quiet Route.

Blackford Safe Routes

On behalf of:

James Gillespie's Primary School Parent Council

Bruntsfield Primary School Parent Council

Sciennes Primary School Parent Council

St Peter's Primary School Parent Council

Background to the route

The community group known as Blackford Safe Routes initially designed plans for a “Liveable Neighbourhood” or “Low Traffic Neighbourhood” (LTN) based around quiet routes to James Gillespie's Primary School, recognising the danger to the school children from traffic on routes to school, as well as increased pollution levels. This plan won the support of Sustrans before the Covid pandemic and has been modified and re-used to constitute the Spaces for People Greenbank to Meadows Quiet Route.

The benefits of the creation of the LTN are

- Reduced use of residential routes as “rat-runs” - particularly outside schools.
- Reduced noise, pollution and traffic danger, particularly outside school but also on residential streets.
- Opportunities for place-making - planters, benches, street trees and greenery.
- Modal filters which open roads to walking, wheeling and cycling but prevent use of certain roads as through-routes by motorised vehicles, are cheap, modifiable and approved for use elsewhere by emergency services.
- Continuous footways allow priority in residential areas for pedestrians and slow down traffic increasing safety.
- Less isolation, more sociable streets - allows more opportunities for neighbours and children to socialise and take part in unstructured play.
- As the Spaces for People Quiet Route is a temporary trial, the trial itself will act as a form of consultation, and a more accessible form of consultation at that, as everyone can see how it works
- Low Traffic Neighbourhood benefits everyone who lives in the area - those who wish to walk more safely, and those who wish to have more shareable community spaces.

Evidence in Favour of LTNs

Evidence shows that when safe alternatives to driving are provided, many people who are able to, stop driving, and instead take up more sustainable forms of transport - this is known as “Traffic evaporation”. There is a huge latent demand of those who wish to walk, wheel or cycle for some journeys, but currently won’t because of traffic danger.

<https://londonlivingstreets.com/2019/07/11/evaporating-traffic-impact-of-low-traffic-neighbourhoods-on-main-roads/>

<https://spice-spotlight.scot/2020/10/07/low-traffic-neighbourhoods/>

Reduced traffic volumes in residential areas are shown to support local businesses in many cases:

<https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business-58213>

In established LTN areas such as Waltham Forest, the opposition to the LTN pre-installation was 44% - yet after the bedding-in period, those wishing to revert the changes is now only 1.7% - installing LTNs is ultimately a “vote winner”

<https://www.sustrans.org.uk/our-blog/opinion/2020/october/backlash-over-new-street-changes-is-inevitable-but-it-can-be-managed/>

Covid-specific reasons to support

The government guidance on managing the Covid-19 pandemic has been around maintaining distance where possible through “social distancing” to prevent transmission of the virus. As a result, fewer people are using public transport and more are using cars which is causing congestion and pollution. It is important that people are given safe alternatives to using cars in the city. The Quiet Route would allow parents with children to walk or cycle to school more safely, and return home more safely. From the anecdotal evidence gathered from running the James Gillespie’s Primary School Bike Bus and also during the initial lockdown period, many parents would cycle or walk with their children if they felt safe to do so on the roads. Understandably, due to the level of traffic on roads such as Whitehouse Loan, many do not because of the perceived, or real danger from motor traffic. Giving people the opportunity to travel more sustainably on residential streets would reduce traffic volume and allow people a safer means of transport. Many parents are now working from home meaning there is a reduced need to take a car for onward journeys.



(Pic outside Gillespie's Primary School at 3 pm Nov 3rd)

Criticisms of LTNs

- *Traffic increases on main routes such as Comiston Road*

The response to this is that the increase in traffic on Comiston road is mainly due to the lack of use of Public Transport. It cannot only be reasonably attributed to the Braid Road closure - there is no evidence to support that this is the main contributing factor.

Comiston Road has always been congested - the only way to solve congestion is to reduce the volume of traffic coming into the city. Giving people safe travelling alternatives such as walking and cycling gives the opportunity for "traffic evaporation".

- *Emergency services response times will be affected*

All evidence from the LTNs in London shows that Emergency Services approve installation of modal filters. The main impediment to fast response times is increased traffic volume.

- *Consideration for the disabled and those that need to drive*

Everywhere can still be accessed by car - some routes are potentially longer due to residential streets having modal filters installed. Please also see here for the statistics on the reality of modal share for people with mobility issues:

<http://blackfordsaferoutes.co.uk/documents/>

Signatories to this document.

The school Parent Councils counter-signing this deputation all support the Quiet Route proposals (*as distinct from the other emergency measures in place through Spaces for People on the main roads*). They represent the parent bodies of those schools, who are primarily concerned with the safety and well-being of the children attending these schools.

This Quiet Route would also provide a safe route for children who attend many other schools such as South Morningside Primary School, Boroughmuir High School, James Gillespie's High School, George Watson's and George Heriot's. Due to time pressures we have been unable to get official approval from the parent bodies of these schools for this document.

MORNINGSIDE, BRUNTSFIELD AND TOLLCROSS TRADERS

In relation to Item 7.6 on the agenda – Spaces for People Update – November 2020

Conditions have worsened significantly for businesses and residents since the parking restrictions were introduced in the area. There are already now 11 empty retail premises between Morningside and Bruntsfield with a further 6 between Tollcross and Bruntsfield. Takings for most of the remaining businesses are significantly down with further closures and/or redundancies expected. The traders of Morningside, Bruntsfield and Tollcross therefore urge that the ineffectual measures introduced under the Temporary Traffic Regulation Order must be changed now. Time is now very short and action needs to be taken quickly. (Note 1)

The public is now urged NOT to take public transport under the new guidance – with no public transport and no parking we are prejudicing against the vulnerable and disabled in our society. Members of the public have been seriously injured as a result of the temporary measures. (In the space of one day there were 3 ambulances called and there have since been more incidents). And those who wish to cycle are clearly worried, with Edinburgh having the most dangerous roads for cyclists in the UK, according to an independent survey of more than 6,000 people. Other councils have accepted feedback and taken action.(Note 2)

Despite huge public opinion calling for change (our petition now stands over 4500), Edinburgh Council has failed to carry out immediate changes requested by this group, other businesses and residents resulting in a catastrophic fall in both footfall and takings. Following a meeting with Councillor McVey on 24th September we were hopeful that the Council understood the need for this urgent change. (Minutes of that meeting below) Instead the Council has quoted a process that takes weeks / months - with the meeting on 12 November being cited as the first opportunity to review the measures as consultation is required - Why is consultation required now when no consultation was completed before the measures were introduced. And worse there was a notification in the newspaper and on City of Edinburgh Council website last week extending the measures from 6 November 2020 to May 2022 - again without the traders or residents being informed. If changes cannot be made to the current measures before consideration on 12 November surely that means that no extensions to the proposals can be considered until after that meeting also?

The Council are bound (by their own marketing material and 'spaces for people' website) to demonstrate that they are actually attending to and meeting the 'practical needs of businesses', to help them to survive where possible. Councillor Day wrote last week "The outlook for businesses operating in the city is dire - there's got to be a balance between public health and the impact on business". We continuously read about the Council supporting local businesses. Based on our efforts over the course of the past 6 months to work with the council, these comments are as insulting to us as they are false. We ask again that the Council urgently reinstates as many of the parking spaces as possible in order to encourage customers into the area before it is too late.

As has been shown by One20 cafe and the East Craigs LTN movement, the Council only seems to respond to legal challenges. (note 3). We therefore look with interest at the Residents in Ealing who are the first group to win the right to challenge their local Council in court for illegal introduction of measures which required planning permission. This is not what we want to do - we want to run our businesses, look after our employees and our communities through what is an unprecedented period – we will not survive if we have to continue diverting our attention away from those goals in order spend unnecessary time fighting our Council. Please work with us – not against us and understand the urgency required for change.

Yours sincerely The Traders of Bruntsfield, Morningside and Tollcross.

Minutes of the Meeting with Councillor McVey 24 September 2020.

Below is the summary of our requests for information and for changes sent to you on 25th September. Updates in bold.

1. The publication of a list showing the temporary measures adjusted since 27th July 2020, and only in Bruntsfield, Morningside and Tollcross wards.

REQUESTED BY TRADERS WITHIN TWO WEEKS. AGREED BY COUNCILLOR McVEY.

We have not seen or received a list of any adjustments between 27th July - 24th September, for Bruntsfield Morningside or Tollcross. For the record, we therefore assume there were no changes made over that eight week period despite feedback received.

2. The publication of the Impact Report or Summary Report undertaken by the Council, prior to the implementation of the measures.

COUNCILLOR MCVEY DID NOT RESPOND. UNLESS THIS IS PRODUCED WITHIN A TWO WEEK TIMEFRAME TRADERS WILL ASSUME THIS DOES NOT EXIST.

Nothing has been produced. A FOI request shows that no impact analysis exists

3. All the businesses on the call, to be visited within a two week period by Councillor Day and/or Councillor McVey.

AGREED BY COUNCILLOR DAY.

We appreciate the efforts of Councillor Day to meet with local traders in Bruntsfield and Morningside, and for his acceptance of the deep rooted issues caused by some of the measures. He understood the urgency of the requirements for change to be made. However, we have not seen any action since these meetings.

4. Understanding adjustments are required urgently. Local jobs, the survival of businesses count on immediate action.

UNDERSTOOD BY COUNCILLOR MCVEY.

5. Assurance the Council want to avoid any adverse impact on the surrounding community, and are willing to take action to allow for the practical needs of businesses.

AGREED BY COUNCILLOR MCVEY.

6. A halt to any additional temporary measures until the publication of an Impact Report / Sustainability Study (written before the measures in place).

NOT GIVEN.

7. A visit to all businesses on the call from Lloyd Richardson, to walk around and understand the practical needs of business.

AGREED BY LLOYD RICHARDSON. VISTS TO BE ARRANGE WITH TRADERS COPIED ON EMAIL.

We appreciate the efforts of Lloyd Richardson to meet with local traders in Tollcross, Bruntsfield and Morningside, and for his acceptance of the challenges some of the measures cause business. In Bruntsfield, Yolanda Luca & Lesley Drummond received confirmation from Lloyd on all 7 points highlighted, however there has been no action in the Bruntsfield or Morningside area since.

8. A date suitable for Councillor McVey for the physical handover of a petition (social distancing measures and guidelines all adhered to).

COUNCILLOR MCVEY TO ADVISE DATE WITHIN TWO WEEKS.

Despite your commitment to get back to us, we have not received any communication.

9. Confirmation of the date for a three week follow up meeting.
AGREED. COUNCILLOR McVEY TO CONFIRM DATE WITHIN TWO WEEKS
Despite your commitment to get back to us, we have not received any communication.

Note 1

<https://www.edinburghnews.scotsman.com/health/coronavirus/coronavirus-scotland-growing-number-empty-shops-edinburghs-morningside-parking-affects-trade-3022917https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.edinburghnews.scotsman.com%2Fhealth%2Fcoronavirus%2Fcoronavirus-scotland-growing-number-empty-shops-edinburghs-morningside-parking-affects-trade-3022917&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830279015%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=e0Dkv6qkTH3tHCj241bjWWtVQpma3TRhFTJ56Go5VN4%3D&reserved=0>

Note 2

St Andrews <https://www.thecourier.co.uk/fp/news/local/fife/1635760/fife-council-bows-to-pressure-and-will-remove-controversial-st-andrews-parking-restrictions/https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thecourier.co.uk%2Ffp%2Fnews%2Flocal%2Ffife%2F1635760%2Ffife-council-bows-to-pressure-and-will-remove-controversial-st-andrews-parking-restrictions%2F&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830279015%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=34A3DEOLROkM2LK93OcQcYxPMfdrUxdUXVCByZoXxSI%3D&reserved=0>

Perth - <https://www.dailyrecord.co.uk/news/local-news/victory-traders-battle-open-up-22722273https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.dailyrecord.co.uk%2Fnews%2Flocal-news%2Fvictory-traders-battle-open-up-22722273&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830289007%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=S%2Bfx1ozizeA92A7IcFmkEgez4zqOVajCZJxBmAM2JaQ%3D&reserved=0>

Bridge of Allan - <https://www.dailyrecord.co.uk/news/local-news/council-apologises-unforgivable-oversight-over-22320639https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.dailyrecord.co.uk%2Fnews%2Flocal-news%2Fcouncil-apologises-unforgivable-oversight-over-22320639&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830289007%7CUnknown%7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=Fk1QTyNqr1h3ZAuy6LZ07Nsqx1%2Bth68ttJuO28a08g%3D&reserved=0>

Note 3

Residents fight road closures in High Court

<http://digitaleditions.telegraph.co.uk/data/388/reader/reader.html?social#!preferred/0/package/388/pub/388/page/40/article/98382https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fdigitaleditions.telegraph.co.uk%2Fdata%2F388%2Freader%2Freader.html%3Fsocial%23!preferred%2F0%2Fpackage%2F388%2Fpub%2F388%2Fpage%2F40%2Farticle%2F98382&data=04%7C01%7Cdaniel.johnson.msp%40parliament.scot%7Cb0462735608545bf9a8b08d8826ed574%7Cd603c99ccfd4292926800db0d0cf081%7C1%7C0%7C637402759830269018%7CUnknown%7CTWFpbGZsb3d8ey>

JWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=UvAqjkFxilkc92UcL0LfBAIwTgzimbBjq73J%2FR5nTdU%3D&reserved=0

11 November 2020

Holyrood Park: Spaces for People Consultation Report

Car-Free Holyrood Park is a group of local residents interested in a safer, greener Holyrood Park that is free from through-motor traffic. We have representation in the group from many of the neighbourhoods near the park, including Newington, Abbeyhill, Meadowbank, Dumbiedykes, Willowbrae, and Duddingston. We write regarding the report on the Spaces for People consultation and corresponding proposals.

The report submitted to the committee did not recognise the huge public support in the Spaces for People consultation for road closure in Holyrood Park. Of the 4,000 comments submitted by residents, all top five most-agreed comments demanded road closure in Holyrood Park, and 9 out of the top 10 most-agreed-comments were about Holyrood Park.

Our members conducted an analysis which showed 99 comments and over 2,000 agreements were made about the park by residents, with the most reported barriers being speed and volume of traffic. 3 out of 4 contributions about Holyrood Park recommended closing the park roads to traffic. For comparison, the next most popular solution, adding a cycle lane, was favoured by only 1 in 3 contributions. This reflects the enormous public interest in Holyrood Park compared to other areas, a mandate for improvements in walking, wheeling and cycling, and a clear highly-favoured solution from residents.

The report given to this committee cited potential interaction with the South Bridge scheme as the reason demands for road closure in Holyrood Park (Queen's Drive) could not be realised. There should be further clarity about why closure of the roads in Holyrood Park cannot be completed as well as the South Bridge scheme and why South Bridge should be prioritised given the consultation results.

Our analysis of the Spaces for People consultation showed that volume of traffic was the second most-reported issue in Holyrood Park. We are also concerned that the Council plan to use Holyrood Park as a key diversion in the South Bridge scheme for traffic travelling north during the hours of 0730 and 1830, with potential negative impacts on park users and residents.

Finally Holyrood Park's roads are private and all operational decision making (and maintenance costs) are undertaken by Historic Environment Scotland. While HES currently allow through-motor traffic, we do not believe it is appropriate for the Council to use the private park roads as a ring road of the city centre in its transport planning. Instead, the Council should be working with HES to facilitate full time road closures.

If there is a single proposal to come out of the Spaces for People consultation, it should be to close Holyrood Park to motor traffic. Residents completed this consultation in good faith, and it is vital that councillors take action based on the consultation results.

Kind regards,

Barbara Bolton, Ross Andrew, Diarmid Mogg, Chris Russell, Nicholas Oddy, and Sarah Gowanlock

(on behalf of Car-Free Holyrood Park)

Better Broughton: transforming our local streets for a better community

Transport & Environment Committee, 12 November. Item 7.6 Spaces for People Update

Broughton Street and the surrounding areas are one of Edinburgh's most vibrant and varied communities. Broughton Street itself has an exciting mix of shops and facilities, which are popular both with local residents and visitors.

However, the full potential of Broughton Street is undermined by the fact that it is frequently congested, and unsafe for all road users. Footpaths are too narrow, provision for cyclists in non-existent, traffic frequently speeds, pollution is often present, and pedestrian crossing facilities across the street, and the entrance to side streets, are poor. "Better Broughton" is a group of local people who wish to see Broughton Street become a genuine centre for our community, which will also be a welcoming destination for those from elsewhere. We want to see a street with safe crossing points, where people can meet and talk, and stay longer in local shops and cafes, restaurants and bars.

We have produced a set of proposals to tackle these issues and work for the transformation of our community. We identified the need for wider footpath space, and protected cycle lanes, particularly uphill, as a major early priority. We are therefore pleased to see that the recommendations for further "Spaces for People" measures, include, as a top priority, the provision of wider pavements and an uphill cycle lane in Broughton Street, along with pedestrian improvements to the Broughton Street roundabout.

We note that these improvements are rated with the highest score by the Council's analysis of public comments in its 'common space' consultation process earlier this year. More detailed analysis of the response shows that 92% thought footpaths were too narrow, and 51% wanted a segregated cycle lane. 71% wanted to restrict or suspend local parking, and 69% wanted to see slower traffic. The Council's proposals would allow all these priority improvements to be provided.

We believe that these proposals have widespread support in the local community, and will also benefit those who use Broughton Street to walk or cycle from the north of Edinburgh to the City Centre, as many do each day. These will also link to the current developments on Picardy Place, and hopefully for measures on Leith Street to increase pedestrian space, and continue the cycleway, to improve links with North Bridge.

Our vision is for a Broughton Street where pedestrians can walk up and down across the street in safety; where cyclists, of all ages and experience, can safely access local shops and community facilities; a street provided with accessible bus stops; and where streets and public spaces are safer and more welcoming for their entire community, including older people and disabled people.

Martin McDonnell and Mark Lazarowicz on behalf of Better Broughton

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The Scottish Parliament
Pàrlamaid na h-Alba



Daniel Johnson MSP

Cllr Lesley Macinnes
Convenor Transport and Environment Committee
The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Dear Cllr Macinnes & Transport Committee Members,

RE: Review of Spaces for People Measures – Greenbank to Meadows Quiet Route

I would like to submit the following survey results to give a clear indication on the need for the Council to listen and engage with residents on those measures and schemes introduced under Spaces for People.

Spaces for People will be reviewed this week and the survey that I and colleagues carried out gives a clear indication of the frustration that many constituents have felt to date. The general comments made by a serious number of constituents, that correspond with these results, is that some form of real engagement is needed. Consultation is key and Spaces for People measures have bypassed that.

The impact of displaced traffic onto Comiston Road also features heavily in comments made by constituents but this should not be seen as residents simply protesting the introduction of measures that improve active travel routes, as 62% of those taking part support the Council's move to introduce more routes.

While this survey is in effect a straw poll I believe it clearly shows that the measures introduced to date have created a serious level of disquiet and the council should now listen, properly engage and carry out its own official survey with local residents and businesses.

Yours sincerely,

Daniel Johnson
MSP for Edinburgh Southern

Daniel Johnson MSP

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(Total Number of constituents taking part in survey = 682)

1. Do you support current plans for the introduction of the Quiet Route from Greenbank to the Meadows?

Response to Question	Number	Percentage
Yes	339	50%
No	301	44%
Don't Know	39	6%
No valid response	3	N/A

2. Would you support the introduction of the Quiet Route from Greenbank to the Meadows if changes to current plans were made?

Response to Question	Number	Percentage
Yes	290	43%
No	120	18%
Don't Know	258	38%
No valid response	14	1%

3. Should the Council introduce more active travel routes across the city?

Response to Question	Number	Percentage
Yes	421	62%
No	148	22%
Don't Know	109	16%
No valid response	4	N/A

4. Do you support the measures being introduced in the wider Morningside area under Spaces for People, such as temporary pavement widening, removal of parking spaces and introduction of cycle lanes?

Response to Question	Number	Percentage
Yes	320	47%
No	319	47%
Don't Know	39	6%
No valid response	4	N/A

5. What would you like to see happen on Braid Road?

Response to Question	Number	Percentage
Full reopening	306	45%
Partial Reopening	116	17%
Remain Closed	225	33%
None of the above	10	1%
No valid response	25	4%

On behalf of the Edinburgh Private Hire Association.

Dear Committee,

Reference Agenda Item 7.6- Appendix 2A – South Bridge-Town Centre Measures

Please find our deputation regarding the above item, specifically to ask that consideration be made at this stage to amend the proposal to allow PHC the same access as the Taxi trade to the specific areas we mention below.

With that in mind there are a lot more similarities now in the way the 2 sectors work, than there has ever been before, and particularly during the current Covid-19 pandemic, there are no longer customers flagging down Hackney Vehicles, we are all now 100% reliant upon pre-booking of vehicles, either through App or by telephone, regardless of the type of vehicle. We, as PHC Operators are, unsurprisingly, at a loss to understand the logic of **NOT** allowing access to PHC vehicles in exactly the same way as a Licensed Hackney Vehicle.

The proposal in front of you today effectively means that the hundreds of thousands of journeys that are carried out by PHC vehicle's in Edinburgh will be discriminated against using our more cost-effective service.

If you pass this item, it will mean that 2 of the 3 main arterial routes from south to north across the city, will effectively be closed to PHC vehicles, and would leave us currently with the only option of Lothian Road.

At this stage I would also like to point out that the City of Edinburgh Council prides itself in its "open and transparent" dealings with both Trade representatives, and the public at large, when it proposes these sorts of changes, which is why we are extremely bemused as to why we have had **NO CONSULTATION** whatsoever in the proposed measures in front of you today.

I would also like to add at this point that, as a Trade, we are not against the principles of the proposed changes, and what they represent, which is for a better environment for the public at large, particularly under the extreme conditions we are all under with the Covid-19 situation, **but we are totally against the decision of not being allowed equal access to the Bus Gates in exactly the same way as our colleagues in the Hackney Trade.**

Our logic for that is as follows:

As a trade the PHC sector is numerically the larger of the 2 groups of Licensed vehicles in Edinburgh, and contributes a very large proportion financially to the Licensing Department and its income, but most importantly of all given the numbers concerned, PHC in Edinburgh pre Covid represents approx 7 million journey's a year from the public of Edinburgh, and businesses alike, including many school and social

work journeys, paid for by the City of Edinburgh Council, all of which are pre booked journeys from our local community, who obviously enjoy the service our PHC vehicles provide, whether that be because of the various vehicle types we have to offer, the level of service we provide, or indeed the financial packages we offer to save the public of Edinburgh money, particularly at this time of national emergency.

As we are now looking at the economic impact the Lockdown, and other Covid-19 measures have had both on the business community and the public at large I am sure we will see that the PHC sector will introduce further cost saving measures to enable people easier and more cost-effective use of our services.

As a trade we contribute greatly to our city, and especially in these very difficult times, we are as a trade assisting keeping Edinburgh moving with many thousands of essential workers using our services, from NHS staff, to Train workers, supermarket workers, banking staff, and frontline key workers of all descriptions, deliveries for vulnerable and the elderly alike, and assisting with the transport of prescriptions etc from chemists. We have also been involved in donations of food and supplies to the more vulnerable in our community, supplies of specific PPE equipment, face masks and visors etc to Care Homes in the area, all of these measures have been by way of donations at our own expense, including delivery directly to where its required.

As a trade we are an integral part of the community, and offer a **public transport system** that is valued by both business and the public alike, offering discounted fares for both the elderly and NHS frontline staff has also been a major part of our business throughout this Covid-19 epidemic.

We are a **valuable part of the Public Transport network in our great city**, and effectively to be excluded from these new Bus Gate measure's, is to be quite frank both a slap in the face and illogical.

We have national recognition from the Scottish Government as being, alongside the Hackney trade, ***"important integral parts of the public transport infrastructure in Scotland"***.

It however beggars belief that Edinburgh Council appears to have a different opinion of our trade, and not only does it not feel that we are worthy of being considered part of the public transport network, but we have not even been worthy of any consultation regarding these changes, which undoubtedly will have a major impact on how our fleets move around the city in future, and will also impact on those individuals and businesses who not only use our service, but **RELY** on our service to move them around the city.

If you were only to consider the number of PHC vehicles that are currently contracted to the council's own contract arrangements for both School and Social Work transport, it would give you some idea of the need for the PHC sector in our city, and being excluded from these measures will certainly have a major impact on those contracts alone.

A reason for exclusion given previously is that the public do not recognise that our vehicles are actually Licensed Private Hire Vehicles, in the same way that they recognise a Hackney Vehicle, and that ordinary car drivers will try to follow our vehicles into these Bus Gates.

I have to say that my response to that absolute nonsense is the citizens of Edinburgh are more intelligent than that, and do know the difference between an ordinary car, and a Licensed PHC Vehicle.

Each and every PHC Vehicle licensed in Edinburgh has signage that can plainly be seen across ALL FOUR SIDES of our vehicles, there are Plates mounted both front and rear of the vehicles giving full details and plate numbers of the licence, and every vehicle also has Pre Booked Hire Only signage on both sides of the vehicle, and indeed most, but not all, also have the name of the company and telephone number also on both sides of the vehicle. And to suggest that the Edinburgh Public would not recognise that it is a licensed vehicle is, to be quite frank, insulting people's intelligence. However, we would quite happily agree to any other signage that the Committee would require going forward to be added to our vehicles.

Unless of course there is some other reason, that we are not aware of, as to why it is felt necessary to **discriminate** against our Licensed Vehicles and Drivers, and if indeed that is the case, we feel that it is incumbent on the Committee to inform us of those reasons to enable us to respond to those views.

We are as I say an integral part of the public transport network, and if we are proposing ANPR gates, then access could also be made available to the PHC sector, given that the council holds all of the same Licensing details of vehicles and drivers that is held for the Licensed Hackney trade in Edinburgh, and this simple addition would see all areas of our public transport network catered for, and provide the level and type of service that the city of Edinburgh public has come to expect from the PHC sector.

As all of these measures would require appropriate signage at each Bus Gate, we would suggest a very simple modification for the wording to read as follows: Bus and Edinburgh Licensed Vehicles ONLY.

All we ask is that we have fair and even treatment when it comes to access in our city, particularly the city-centre, and at a time when we are looking at emissions etc the PHC sector is leading the way in both hybrid and electric vehicles going forward, it would be unjust at best not to allow the same rules to be applied to both sectors of the Hire Car Trade in Edinburgh.

The truth of the matter is quite simple, the PHC sector **IS** an integral part of our city's public transport network, in exactly the same way that the Hackney Trade is, and should be treated in a fair and equal way to our colleagues in the Hackney Trade, it's only right and proper to do so, and we humbly ask that this amendment is made to the proposals in front of you and going forward to ensure our great city has a public transport network that reflects the travelling needs of the Edinburgh public. If it is acceptable for a Licensed Hackney Vehicle to use particular roads, then it should be no different for a Licensed Private Hire Vehicle to be able to use those same roads. Its either acceptable for both, or acceptable for neither, and that Committee, with all due respect, is all we are asking for, Fair and Equal Treatment, in whatever is allowed, or not, as the case may be.

If the Committee decides to go ahead with these measures with no access to PHC vehicles, then we would firstly request the reason, or reasons, as to why exactly PHC vehicles are not allowed access to this and any other Bus Gates that are currently in place, or may be put in place in the future, and we would ask for these in writing asap.

If this discriminatory measure goes ahead against our trade, we will be forced to take legal action on these Bus Gate measures, which is something we do not really want to do.

Please let common sense prevail here and allow PHC access in exactly the same way as a Hackney Taxi does, and indeed as any licensed vehicle should have, this Discriminatory Policy has to stop being used to the detriment of the public of Edinburgh, and as stated earlier the approx 7 million journeys carried out by PHC vehicles in Edinburgh Pre-Covid.

Thank you Committee Members for your time today.

Deputation to Transport and Environment Committee meeting to be held on 12 November 2020 regarding item 7.6 Spaces for People Update – November 2020

Broughton Street

The New Town and Broughton Community Council (NTBCC) welcomes the decision to short-list Broughton Street for inclusion in the next phase of the Spaces for People initiative. Broughton Street plays a key role in the neighbourhood as a retail and hospitality venue, as well as an important thoroughfare for this part of Edinburgh. We have concerns, however, that the focus of the changes outlined in the update being considered today does not address the key issues identified in the comments submitted on the Commonplace tool or indeed the issues that have been highlighted by the community. We therefore urge that before any definite plans are developed for this area that there should be further direct engagement between the Spaces for People team and various local interest groups including businesses on Broughton Street. The NTBCC is very willing to participate in and facilitate these discussions with the community.

As you will note from our analysis (see attached summary) of the comments on the Commonplace consultation map, it is apparent that the greatest concern is pedestrian safety in terms of the opportunity for social distancing on the pavements, the extent of pavement clutter and the speed of traffic. We believe that these issues should be prioritised in any work planned for Broughton Street. In particular, we believe that adding a further controlled pedestrian crossing part way down Broughton Street would not only improve the safety of pedestrians crossing the road but also help in reducing the speed of traffic, especially that heading downhill from Picardy Place. We note the concerns raised regarding cycling safety but believe that there are better solutions than that proposed to install a segregated cycle lane uphill along the full length of Broughton Street. These alternatives need to be explored further with the local community and in particular those local interest groups representing cyclists.

As a result of the ongoing road works in the area including those for the tram extension, we recognise that the options for Broughton Street are limited in the short term that the Spaces for People initiatives are intended to address. As a result of road closures and diversions, Broughton Street is already taking more traffic than normal, resulting in additional congestion and thus atmospheric pollution. Keeping traffic moving must be one of the goals of any improvements implemented on Broughton Street. This will require a careful review of the use of the existing road space including the number of parking and loading bays especially at the top end of Broughton Street as it emerges into Picardy Place. Any review must also take account of the needs of those people with limited mobility using local shops and cafes in the area, as well as those businesses, but also be supported by effective enforcement of parking and monitoring of pollution levels.

We urge the Committee to support the decision to include Broughton Street in the short list of the next Spaces for People initiatives, but also to require that the Spaces for People team do engage further with the local community, including NTBCC, before any more detailed proposals are issued for consultation or approval.

South Bridge

NTBCC notes that the Committee is being asked to approve changes to South Bridge, which include some largely unspecified changes to North Bridge. The proposed changes on North Bridge have not been subject to any consultation with the local community. We have previously raised significant concerns about any closure of North Bridge in terms of its effect on congestion, rerouting of traffic on to alternative routes and consequent additional pollution.

We urge the Committee to defer any decision on South Bridge until the impact on North Bridge and adjoining streets can be properly assessed and the views of local residents considered.

Mike Birch

Transport Convenor, New Town & Broughton Community Council

Broughton Street: Spaces for People Commonplace Map Analysis Summary

Which barriers are preventing you from walking, running, cycling and wheeling while observing physical distancing?

Answers in order of popularity:

1. **Pavement too narrow**: 110 people agreed with 9 comments
2. **Speed of traffic**: 83 people agreed with 6 comments
3. **Limited space to queue outside shop/bus stops**: 40 people agreed with 4 comments
4. **Amount of traffic**: 34 people agreed with 3 comments
5. **Limited/no cycle parking**: 24 people agreed with 2 comments
6. **Sharing paths with other users**: 19 people agreed with 2 comments
7. **Pavement parking/clutter**: 16 people agreed with 1 comment
8. **Path too narrow**: 0 people agreed with 1 comment

Which of the following temporary measures would help you to walk, run, cycle and wheel while observing physical distancing?

Answers in order of popularity:

1. **Extend pavement**: 110 people agreed with 10 comments
2. **Restrict or suspend vehicle parking**: 92 people agreed with 7 comments
3. **Slow vehicles**: 90 people agreed with 7 comments
4. **Add protected cycle lane to main road**: 56 people agreed with 4 comments
5. **Marked pedestrian waiting areas outside shops**: 56 people agreed with 4 comments
6. **Remove street clutter/railings**: 45 people agreed with 4 comments
7. **Close street to vehicles**: 37 people agreed with 4 comments
8. **Marked waiting areas outside bus stops**: 34 people agreed with 3 comments
9. **Improve crossing**: 23 people agreed with 2 comments
10. **Add cycle parking**: 23 people agreed with 2 comments
11. **Ban as many cars as possible from entering city centre**: 7 people agreed with 1 comment
12. **Cycle lane**: 0 people agreed with 1 comment



Edinburgh Association of Community Councils

Submission to Edinburgh City Council Transport & Environment Committee

12 November 2020

In respect of agenda items 7.6 and 7.7 Spaces for People

This submission to the Transport and Environment Committee draws on a wide ranging discussion of issues relating to the Edinburgh Spaces for People programme (SfP) and related actions which took place at the Edinburgh Association of Community Councils meeting on 22 October 2020. The meeting had presentations from speakers from different perspectives (the City Council, Living Streets, Sustrans and 2 Community Councils). Representatives of around half the Community Councils in Edinburgh participated.

This EACC paper is a position statement bringing together collective views of Community Councils citywide on the concept and objectives of the SfP programme, on its delivery, and on lessons going forward. It is offered as a constructive contribution to current debates, recognising the difficult circumstances in which all agencies are operating just now.

The context and concept of Spaces for People

The uncertainties in the current challenging context within which policies are formulated and delivered is widely acknowledged. Community Councils are fully supportive of the public health and safety rationales which underpin the SfP proposals, and of the urgency with which action is required if the steps taken are to impact on current emergency conditions.

At the same time Community Councils understand that the actions taken under today's conditions are relevant to, and have implications for, the achievement of longer term city planning and development objectives, for example with respect to the city environment, carbon reduction, mobility and traffic management. Meeting these objectives will require significant change.

Both of these policy rationales – the short-term health and safety concerns and the longer term environmental issues - are valid and related but should not be elided in a narrative which is open to misunderstanding and mis-interpretation, thereby risking community buy-in to new measures such as Low Traffic Neighbourhoods.

Furthermore, it has to be acknowledged that actions taken under one policy rationale can have important knock-on effects which may undermine the achievement of the objectives of other policies. For example, the restricting of parking to provide increased space for

walking and safer cycling may undermine the viability of local high streets and divert traffic to other locations. Or again, re-allocating road space to encourage active travel may 'squeeze' traffic flow with implications for public transport journey times.

Issues and lessons

The implications of these policies raises some issues for the development and presentation of specific proposals within the SfP programme which were highlighted in the EACC discussion and are set out below.

Prioritisation and data

The coherence and priority with which SfP schemes have been implemented has not always been understood. It would be helpful to community councils, and wider communities to have greater insight into the data used to prioritise particular schemes and to extend opportunities for safety and active travel. For example, some cycleways do not appear to be well used, and some do not encourage use because they are discontinuous or have poor quality surfaces. Street furniture often discourages and limits the benefits of changes for all users. A shortage of crossing points does not encourage support for local traders.

The meeting pointed to other similar issues. A more obviously holistic approach to the implementation of schemes would be welcome.

Community engagement

The very complexity, and in some cases, the substantial changes for some communities arising from SfP proposals require significant engagement with communities beyond the extremely limited consultation undertaken in many cases which allowed only a few days for responses. The process needs to help communities understand and respect the right of all residents to move freely and safely and reach an accommodation around the different priorities for pedestrians, cyclists and motorists. This will mean that it takes longer to implement changes but will bring benefits in avoiding polarisation of views. Inequality of impact needs to be more widely acknowledged and addressed.

Transparency and Review

It is recognised that the SfP projects have been implemented in different forms from place to place in the city in an attempt to find appropriate solutions to a range of local circumstances. Some of the schemes have been more successful than others. There is often confusion about why local schemes look the way they do, and about the processes for review and amendment of schemes as implemented. It was encouraging to learn that there are regular reviews of local schemes: it would be beneficial if communities were more aware of these, how they might participate, and the review outcomes.

Conclusions

The EACC meeting remains supportive of the overall aims of SfP in the short term and also as a contribution to meeting longer term objectives. It is important to improve 'buy-in' to the SfP programme, and EACC and Community Councils will support steps which promote community engagement beyond formal consultation requirements.

The meeting was strongly of the view that 'change must come'. EACC and Community councils will assist in taking this agenda forward.



CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Transport & Environment Committee 12 November 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s (CEC) Transport and Environment Committee (TEC) as our residents are affected by the Low Transport Neighborhood(s) (LTNs) plans being discussed at the TEC meeting on 12 November 2020.

The appended deputations at Annex A & B are provided to remind Committee members of the views Corstorphine CC has previously expressed on behalf of our residents. While the concerns have been clearly articulated we offer the following further thoughts -

Our remit as a Community Council

Key responsibilities of community councils are stated in *The City of Edinburgh Council Scheme for Community Councils* (CEC, 2019) and include:

3.1 The general purpose of Community Councils is to act as voices for their local areas, articulating the views and concerns of individuals and groups on a wide range of issues of public concern, including making representations to the City of Edinburgh Council, other public sector bodies and private agencies on matters within their sphere of interest.

3.2 Community councils have a statutory right to be consulted on planning applications.

We make this deputation in that context and seek to reiterate the perspective of Corstorphine Community Council and views of the community affected by the proposed traffic changes in East Craigs.

As a Community Council, we believe that further discussion on the revised proposal is required. We note two elements: that the Spaces for People initiative and the LTN have been separated, and we welcome that, and also that an Experimental Traffic Regulation Order (ETRO) has a guaranteed statutory consultation element, as with all Traffic Orders. Clarity is required around Option 2a as it is not clear what traffic calming measures CEC intend to implement. Is North Gyle Road included in these measures?

We contend that the process of consultation with Community Councils, including ours, about planned traffic management changes has been insufficient for us to properly discharge our duties of community representation. It is made more complex as the proposed introduction of LTNs was not intimated to us when plans were being made. In common with our approach to all engagement with the City Council Corstorphine CC has engaged positively and constructively with the West Edinburgh Link team. This was evidenced by our invitation to them to the January 2020 Corstorphine CC meeting to discuss the Gogarloch/South Gyle element of their plans, at which over 60 members of the public were in attendance. The proposed changes to East Craigs were not mentioned.

We are grateful for the input of City Council officers who have given time to Corstorphine CC to discuss traffic matters at various points, including about the Featherhall area. We are aware that the Get Edinburgh Moving (GEM) group, which represents residents in the East Craigs, North Gyle, Craigmount and Drumbrae area, have met with the Council Leader, Transport and Environment Committee



Convenor, Deputy Convenor, and others, which we also welcome. As previously noted, we have engaged with CEC through work via Steve Kerr, Chairperson Corstorphine CCs roles as Co-Chair and Vice Chair respectively with the North West Locality Community Planning Partnership and the Edinburgh Association of Community Councils (EACC). However, we suggest that consultation could be improved upon by bringing together relevant parties to discuss the current situation and the details of future consultations. Crucially, it is important that those consultations are sufficiently broad to include relevant residents' groups and, vitally, the Drumbrae Community Council in addition to Corstorphine CC.

We have noted that our colleagues in Drumbrae Community Council felt compelled to submit a Participation Request under the Community Empowerment (Scotland) Act 2015 to seek to ensure their involvement in deliberations. We understand this is still outstanding. Is Corstorphine CC required to resort to a similar Request? We have always assumed that as a statutory consultee on planning matters, we would be among the first organisations that the City Council would engage with. We state our wish to move past deputations to meaningful engagement with the CEC Administration and officers over the local and immediate issues as well as the longer-term and strategic planning work.

We reiterate our continued commitment as Corstorphine CC's to working with the City Council in a collaborative manner to help improving our area's environment, and to the soliciting and faithful representation of the views of all members of our community. Our aim is to help find solutions that address issues in ways that command community support and that will, we feel, require careful consideration if we are to achieve a positive result.

Residents' views

We are aware that residents have communicated their views directly with the Council so do not seek to reiterate all their arguments. However, as Corstorphine CC has received written communication this week from one such resident, we include a summary of some of the main points raised with us, as an example.

- The writer, like many, is a long-term resident, loves living in this area and wishes to protect and enhance it. She and others are active in doing so, describing themselves as 'local' in a strong sense.
- There is a commitment to and engagement with a variety of travel modes, including active travel of all sorts.
- She is concerned about what she sees as confusion and ineffectiveness in consultation processes with CEC, including that the two community councils need to be involved but that that does not appear to be happening.
- A lot of work has gone into capturing the unheard views, and she suggests that a reflection of many LTN resident concerns, described as from real people within the extensive LTN area, of Maybury, West Craigs, Craig, Craigmount, Fauldburn, North Gyle, Drumbrae etc.
- There is support for measures that address, e.g. speeding on Craigs Road, by reductions and enforcement, especially around schools, and she describes herself as open-minded.
- However, she believes positive change can be made, prioritising any genuine area of concern, by using simple measures and without speedily implemented road closures. She asserts that East Craigs is not a dangerous area.
- She has concerns but, is clear in stating, that she does not support the implementation of this LTN.

Another resident has created a video diary to show the road conditions in the area at various times.



Elsewhere, including on social media, residents have contended that *“the East Craigs LTN is a solution without a problem, and is unnecessary”* and have expressed their wish to engage on the wider strategic challenges around west Edinburgh traffic. Many of their points resonate with the example above.

As a Community Council we have also received representations of support from residents living in the proposed LTN. While these views have been in the minority, as a community council reflective of locals it is important to note that there are residents who do support the proposed changes. In a similar vein to the above correspondence, we received recent communications from a resident who raised the following points:

- They have not engaged with the LTN debate because they have found the tone of discussion ugly and aggressive, and feel that much weight has been afforded to those who state their views are reflective of the whole community when they are not.
- They are delighted at the prospect of their road being closed to through traffic, as traffic has increased greatly in the 30+ years they have lived on their street. They are particularly keen to see their road filtered as it is a major route for children walking to Craigmount High School.
- They have many friends and neighbours in the area who are supportive of the scheme, who appreciate they will have to make adjustments when getting about the area, with benefits including the reduction in traffic resulting in less pollution and greater safety for children and adult pedestrians.
- They trust that, as a community council, we will continue to represent all residents affected by these proposals.

Conclusion

As a Community Council, we suggest that a way is found to move forward positively with the community, drawing on their constructive suggestions, and seeking to find a genuinely helpful solution that attracts the active support of all residents.

References

The City of Edinburgh Council Scheme for Community Councils

<https://www.edinburgh.gov.uk/downloads/file/23674/scheme-for-community-councils>

News page of the Get Edinburgh Moving website:

<https://getedinburghmoving.godaddysites.com/news>

East Craigs Video Diary

<https://vimeo.com/477611288?fbclid=IwAR3EfrZRTE6y0QzQkpU5LB8asdTUsApzK3g1uxSurtss4FBcxT5LKnEDOR4>

STEVE KERR

Chairperson

Corstorphine Community Council



ANNEX A

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Full Council 15

October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council’s Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

East Craigs ‘Low Traffic Neighborhood’ LTN

The East Craigs ‘Low Traffic Neighborhood’ (LTN) falls in part within the north western boundary of the Corstorphine CC area, with the remainder being within the Drum Brae CC area. As we stated in our TEC submission, ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a ‘low traffic neighborhood’ and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craigs Residents group now constituted and known as “Get Edinburgh Moving” (GEM) with more than 1,400 members has been invited to join Corstorphine CC in the same manner as residents’ associations in Pinkhill and Forrester. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to Low Traffic Corstorphine representatives, another local group advancing the voices of residents in the East Craigs community who are supportive of the scheme.

Corstorphine South LTN

Background information regarding the Corstorphine South LTN can be read in Corstorphine CC’s deputation to the TEC on 1 October. There have long been complaints from residents about parking and traffic in the Featherhall area, as well as street safety concerns on Corstorphine High Street and



around Corstorphine Primary School. Corstorphine CC members met with City Council officers on 30 September to review and discuss proposals for a trial Corstorphine South LTN to see if measures could help address these concerns as well as support social distancing for the school. There was good support for actions along Corstorphine High Street and the primary school, including widened pavements and tightened junctions for easier pedestrian movement and better social distancing. Feedback was given asking for more improvements of these types. Members also requested actions to reduce/enforce vehicle speeds along the High Street. Proposed modal filtering along residential streets had a mix of views. Some members (including Featherhall residents) were keen to see modal filters, as they felt it would make the area less traffic-dominated, better for children walking/cycling to school and generally safer.

Concerns were expressed on traffic displacement, as well as worries about people not being able to access some local businesses. There were specific concerns raised re people having difficulty accessing the pharmacy from the doctor's surgery. Feedback was collated by Council officers. Corstorphine CC expects CEC to liaise with residents, providing a timeline and context regarding the trial with the opportunity to feedback. Corstorphine CC's understanding is this is a temporary measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area. An initial discussion on the proposals has been held between a group of parents and the Corstorphine Primary Head Teacher. All were broadly supportive of the proposals as it was felt that reducing through traffic would make the journey to school safer and more pleasant. Everyone agreed that traffic calming and pavement widening along Corstorphine High Street were particularly important to making a difference to families travelling to and from the school.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Traffic Neighborhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers and supports public transport provision. We advocate for an exacting Low Emission Zone (LEZ) for the whole City, as we have high pollution levels in roads in our area. There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters such as LTNs, as there are informed, eloquent and measured members who support active travel but view the East Craigs LTN as extreme. This does not mean that either should be dismissed as 'activists'. Corstorphine CC is not 'anti car' or 'pro-car'. Rather we support the right of all our residents to move freely and safely, and that includes cycling and walking.

We recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. The Corstorphine CC is willing to assist in any way it can.

In my capacity as Co-Chair of the **North West Locality Community Planning Partnership**, I attended the Partnership's meeting on 9 October. This was the first meeting of the Partnership since lockdown



began. Spaces for People'/LTN measures were discussed, and I asked what forum was appropriate for Community Councils to discuss these measures with City Councillors and officers. I suggested in the context of the Locality Improvement Plan or City Plan. I was told that neither was appropriate and that these matters should be discussed directly with the Officers concerned. The Corstorphine and Drumbrae Community Councils wish to have such a meeting as soon as practicable.

In my capacity as Deputy Chair of the **Edinburgh Association of Community Councils** (EACC) I will be introducing a discussion on 'Spaces for People'/LTN measures' at the EACC meeting on 22 October.

The desired outcome from the deliberations is -

- Guidance that all Edinburgh's Community Councils can utilize when engaging with residents
- A submission to the City Council that reflects where possible EACC members unified position

I trust that Corstorphine CC's motivation and our continued commitment to improving our area's environment are both clear. We will continue to engage with the City Council in a collaborative manner to achieve these ends. We will also continue to solicit the views of all members of our community and seek to represent them faithfully as we work with the City of Edinburgh Council in helping find solutions that address issues in ways that command community support.

STEVE KERR

Chairperson

Corstorphine Community Council



ANNEX B

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Transport & Environment Committee 1 October 2020

The Corstorphine Community Council wishes to make the following submission to the City of Edinburgh Council’s Transport and Environment Committee (TEC) as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the TEC meeting on 1 October 2020. Indeed, the Corstorphine CC has specifically been mentioned in the papers Committee members are considering.

BACKGROUND

The Corstorphine CC has consistently solicited the views of residents to inform and prioritise our activities. This was initially achieved through undertaking a **Placemaking Exercise** with the assistance of the City of Edinburgh Council. The Exercise involved utilizing a Scottish Government designed matrix to ascertain resident satisfaction on the services and facilities in the area. We conducted a series of public meetings and an online survey which provided significant numbers of contributions from residents across Corstorphine. The number one issue for residents was what can broadly be described as the Environment. There is a deep appreciation of the access residents have to green spaces such as parks and playing fields and a desire to move freely and safely within the area. Equally there was concern about increasing levels of traffic which would be exacerbated by building in the West of the City, poor air quality, traffic management and parking. There was such strong feeling on the latter matter that we held a **Traffic Management and Parking Public Meeting** which was attended by local elected representatives, Council officials, the Police, and many residents from across Corstorphine. The meeting was emotive with residents demanding immediate action on long standing problems.

Subsequently the Community Council hosted the Environment, Climate Change and Land Reform Committee of the Scottish Parliament. The Committee who were producing a report on poor air quality in Scotland singled out Corstorphine for attention and comment as St. John’s Road had the unwanted epithet of ‘the most polluted street in Scotland’.

The Community Council has also hosted representatives of the Transport and Environment Committee at one of regular monthly meetings to discuss action on pollution issues, particularly around the proposed Low Emission Zone (LEZ) for Edinburgh.

To reiterate Corstorphine CC has advocated on behalf of residents articulating the views and concerns they have expressed to us.



LTN(s)

The **East Craigs 'Low Traffic Neighbourhood' (LTN)** falls in part within the Corstorphine CC area that takes in Craigmount (East Craigs itself is part of Drum Brae CC area). During the one-week notification period Corstorphine CC received one written representation from a resident which was immediately forwarded to Council officials. We did not have the time and resources to widely canvass residents' opinions during this period. There has been considerable local opposition to the proposals with a 2,500-signature petition opposing the LTN and crowd funding to challenge the City Council in court. Members of Corstorphine CC attended the public meeting on Friday 28 August held in Gyle Park. National and Local elected representatives addressed a large crowd of residents, the majority of which appeared opposed to the introduction of the LTN in its current form. The principal reasons cited are misuse of Covid -19 powers to pursue an Administration agenda (the Community Council does not have the competence to comment on questions of legality); lack of resident consultation; mixed messages as to why the Council wishes the LTN to be introduced; and more. The City Council administration committed to review the LTN proposal considering the representations they had received. A revised LTN has been produced which in part reflects the requested changes and the Community Council welcomes this.

The **Corstorphine South LTN** has evolved from an initial proposal for a Filtered Permeability Scheme (FPS) in the Featherhall area of Corstorphine. Featherhall has long been identified as an area with chronic parking and 'rat running' issues. Corstorphine CC secured £50,000 of Council funding to establish a one-way system on Featherhall Avenue to address traffic flow problems. The one-way system had been overwhelmingly endorsed by the residents in a Council consultation following a trial. Council officials then approached Corstorphine CC with an alternative proposal for an FPS which would deal with the issues in a more holistic fashion. We have now been informed that the FPS will be part of a wider Corstorphine South LTN. We have no details of what this will encompass.

CONCLUSION

Corstorphine CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognises the intent behind Low Transport Neighbourhoods; continues to advocate for traffic management measures including combating parking and 'rat running' issues; and encourages provision for cyclists and walkers. We strongly advocate for an exacting Low Emission Zone (LEZ) for the whole City and not the two-tier LEZ that is currently proposed. We could hardly do otherwise with St. John's Road and Queensferry Road as two of the most polluted roads in Scotland within and adjacent to our area.

There are Corstorphine CC members who are informed; eloquent; and measured in their advocacy of active travel and related matters. This does not mean that they should be dismissed as 'activists'. Corstorphine CC is not 'anti car'. Rather we support the right of all our residents to move freely and safely and that includes cycling and walking.

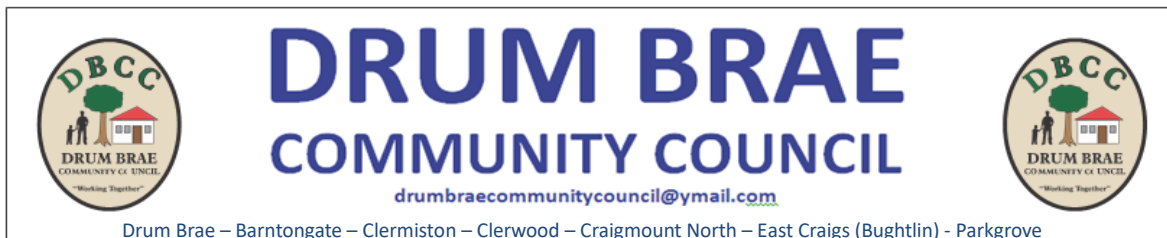
Ultimately Corstorphine CC would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craigs LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The 'Say No East Craigs LTN ('Get Edinburgh Moving') Residents Action



Group have been invited to join Corstorphine CC in the same manner as Residents Associations in Pinkhill and Forrester. We hope the Committee will accept and work with the Community Council.

I appreciate that this exposition is lengthy, but I felt it was important to correct any misapprehension about Corstorphine CC's motivation and give some context to our continued commitment to improving our areas environment and enriching the lives of our residents. We will continue to engage with the City Council in a collaborative manner to achieve these ends.

STEVE KERR
Chairperson
Corstorphine Community Council



Drumbrae Community Council – Written deputation to the Transport & Environment Committee, Thursday 12th November 2020

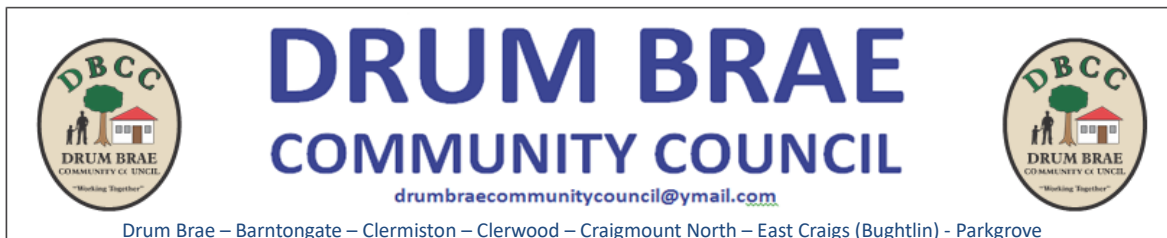
Spaces for People – East Craigs Low Traffic Neighbourhood

Drum Brae Community Council wishes to make the following submission to the City of Edinburgh Council's Full Council as our residents are affected by the Low Transport Neighbourhood(s) plans being discussed at the City of Edinburgh Council Transport and Environment meeting on 12 November 2020. We have previously provided submissions to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020 and the City of Edinburgh Council's Full Council 15 October 2020 covering the same matters and these are included at ANNEX A and B respectively. We believe that Drum Brae Community Council should specifically be mentioned in the papers Committee members are considering. East Craig's 'Low Traffic Neighbourhood' (LTN) falls in part within the south western boundary of the Drum Brae Community Council area, with the remainder being within the Corstorphine Community Council area. As we stated in our previous submissions, ultimately Drum Brae Community Council would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

From the outset we would like to record our growing disappointment with the approach being applied by the City of Edinburgh Council. We would assert that there is clearly something far wrong with an administration which doggedly refuses to accept that it might ever be wrong in a matter, while also refusing to participate with the communities they purport to serve, and doing that against their own Council procedures, inherent in the *City of Edinburgh Council Scheme for Community Councils ...* it states the following...

"Community Councils should engage with and establish positive working relationships with the City of Edinburgh Council and other agencies. In carrying out their activities community councils must at all times adhere to the law and the Community Councillors' Code of Conduct, detailed in Schedule ". We have attached the Scheme for your perusal and attention as we do believe that process to be a two way street, in that there are inherent duties to be carried out by the City of Edinburgh Council. Please correct us if you disagree.

At this time we now have to ask... why on earth should a Community Council or indeed, any resident in the City of Edinburgh have to resort to submitting of Community Participation Requests to be allowed to participate and be consulted in a matter in the City of Edinburgh. On this matter we can advise that Drum Brae Community Council submitted a CPR (on East



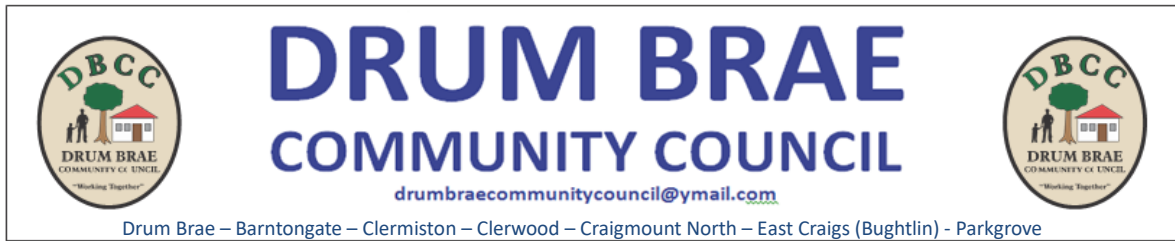
Craig's LTN) on 13th October 2020 and received confirmation of receipt from Sue Brown Information Rights Officer on 16th October 2020 from the City of Edinburgh Council informing us, that this had been passed to the Head of Place Management, Gareth Barwell for consideration. We can't imagine that the relevant Council officers and Councillors in this committee would not know that by now, but they now appear to be willing to sit on that CPR for another day and continue to ignore the depth of feeling out there. If it assists we can further advise that we are aware of more than one CPR submitted already to the City of Edinburgh Council, perhaps on other matters, but it seems a pattern is emerging.

However, and even with that, later that very same day, 16th October 2020, the leader of the City of Edinburgh Council Adam McVey, the Transport and Environment Committee Chair and Vice Chair met with Get Edinburgh Moving, the very vocal and active local action group on this matter and STILL failed to invite the two relevant Community Councils to participate in that particular meeting, ergo, once again both Corstorphine Community Council and Drum Brae Community Council remain non participants in this process to date. One might even ask why Community Councils were not involved a long time ago in the planning of road changes that were advertised in August to the community as something that were intended to become a permanent in due course.

As we understand it Community Councils became statutory consultees under the Local Government (Scotland) Act 1973 Community councils were given the status of statutory consultees for 1st April 1996. From that time, authorities were required to inform community councils about plans and applications received and consult with them on request. Local authorities should also be given a new duty to consult community councils on preparing the statutory development plan and Community Council's should be given the training and resource to be able to comment effectively.

It is our understanding that a City of Edinburgh Council Committee decision is also needed where the recommendation is at odds with the views of the Community Council as a consultee. However and yet this administration continues to deny our Community Councils that right of consultation or participation in preference to bulldozing this matter through with small tweaks that they simply hope will suit all the differing views in this matter, but once again without that all important consultation with the Community Councils impacted by it who are left to pick up the pieces.

As previously stated, DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.



Our continued view is that consultation is technically any activity that gives local people a voice and an opportunity to influence important decisions. It involves listening to and learning from local people before decisions are made or priorities are set.

Ergo, our remaining view is that the City of Edinburgh Council has a responsibility to communicate with all the residents living in our communities, they should do this regularly and effectively to be able to claim that they represent their views and needs, and not the personal opinions of political parties, officers or elected members.

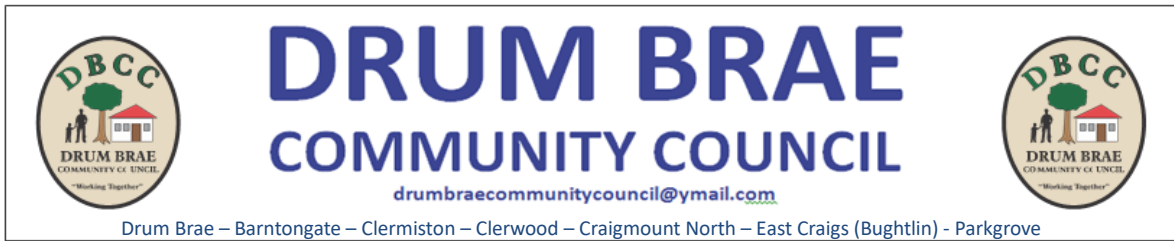
The City of Edinburgh Council administration would do well to remember these five basic principles sourced from the Scottish Governments Good Practice Guidance For Local Authorities And Community Councils:

- Always make it easy for the public to contact you,
- Always seek comments and opinions from the Community,
- Always evaluate your effectiveness or otherwise regularly by results,
- Never let the personal opinions of individual officers or elected members replace the views of your communities,
- Always adhere to the principles of the Councillors Code of Conduct.

The question in this matter is ... are you currently confident you as members of the City of Edinburgh Council have actually complied with these principles in this instance?

We can advise therefore that from DBCC's perspective, this current proposal as it stands still contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. Subsequently these proposals continue to be unacceptable to DBCC who, given that we are now awaiting the response to our Community Participation Request would take this time to strongly advise that the City of Edinburgh Council do likewise, defer any decisions and wait until the outcome of that process prior to any decisions being taken on these proposals.

Kenny Wright
Chair Drum Brae Community Council



Appendix A

Drumbrae Community Council – Written deputation to the Transport & Environment Committee, Thursday 1st October

IRO Item 7.1 - East Craigs Low Traffic Neighbourhood

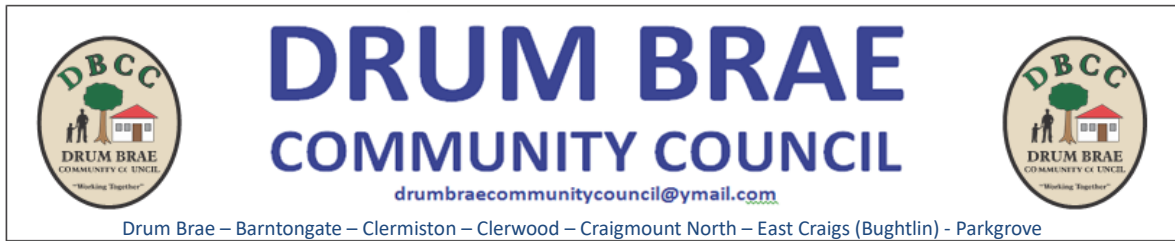
Our written deputation today seeks to lay out our ongoing concerns in respect of the regrettably very divisive Low Traffic Neighbourhood proposals impacting our community council area.

It also requests that Transport & Environment Committee take stock of the ongoing community opposition to the proposals and halt the East Craig's LTN process in order to consult and engage in the appropriate manner and to then progress with the benefit of informed decisions based on accurate and fit for purpose information and statistics, achieving consensus where it can be delivered and to review the whole matter with a view to learning from the mistakes made to avoid repeats.

In relation to the report, it is to our recall that we spoke in terms of the impact of developments at Cammo and West Craig's purely on the basis of obvious arterial routes and impacts of congestion and traffic volumes. We are happy to be corrected, but in DBCC's view we never really did get into the minutia of our separate community routes and impacts and it is simply disingenuous in our view to suggest that we have 'longstanding concerns from local Community Councils' regarding increases in traffic through East Craig's and surrounding areas due to the West Craig's/ Cammo Developments. The City of Edinburgh Council know full well that the concerns are about increased traffic and congestion in Edinburgh West in general, due to these developments, and this Committee will inevitably be charged with rubber stamping proposals to make good the infrastructure fit for purpose for the future.

DBCC also do not recognise the Spaces for People feedback which we are now told apparently included these same issues reported during the WEL consultation as well as highlighting unsafe conditions for cycling, narrow footways and requests for certain roads to be closed in the East Craigs area) subsequently DBCC feel that the continued approach of non-provision of the requested statistics is frankly absurd. In preference, we appear to have an approach applied by the City of Edinburgh Council which has been akin to community engagement being a type of hostile process because it seems that the City of Edinburgh Council appear to believe they just cannot be wrong (god forbid be seen to change after representation from concerned parties).

Put bluntly DBCC has an overwhelming sense of disappointment in regard to what we see were proposals in which we believe there were perhaps many good intentions and benefits for our communities but these were then overtaken and carried out with a quite woeful approach to implement them. This Committee today have to be made aware that there are continued major



concerns in regard to this type of approach, these are exacerbated when main reasons for speed being offered are the necessity due to the current Covid -19 pandemic to push through what clearly appears to be an Administration agenda without the required rationale to allow informed comment on concerns of legality of process, more so when DBCC does not have the expertise and competence to respond accurately to concerns raised.

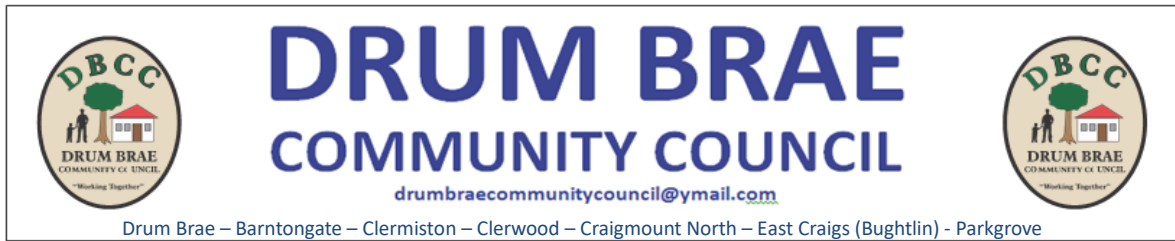
DBCC simply ask that we should be striving for an outward looking Council which is open and accessible to members of the public to ensure the Council stays close to the people they purport to serve, regardless of their differing views on the subject matter? DBCC see this episode as quite a litany of failure so far on an important issue to our community and it does seem to us that talks with communities appear to have stopped in preference to utilisation of valuable City of Edinburgh Council time and vast resource, to have what appears to be yet another tick box exercise, this time once again with extremely late to no notification and with hard to meet, extremely tight timescales, all of which unfortunately seem to have become the norm within the City of Edinburgh Council.

The Committee should also be aware that with the demise of Neighbourhood Partnerships followed by the brief life of Localities, Community Councils such as ours now find themselves cast adrift with no direct means of representing their communities to the various departments and functions of the City of Edinburgh Council. If there has been a replacement for Localities established, or even planned we have neither been consulted nor invited to any meeting of such a body for many, many months, subsequently and as things stand we are finding it more and more difficult to function despite the onerous responsibilities imposed up in us by Governance; subsequently you should be aware that the approach taken on this issue by the City of Edinburgh Council has made that situation substantially worse. From a DBCC perspective, the resentment and factionalism seen currently in our communities is hardly surprising when the City of Edinburgh Council are not seen to listen or engage in major concerns or fully consider democratic accountability properly ... anyone who doesn't see the danger in that simple fact, is simply not paying attention.

We can advise for example, as a Community Council we've always believed in prioritising doing it properly rather than at speed, that way we don't waste time, inordinate amounts of money and resource by going back to repair the mistakes we should have noticed in the first place, perhaps you will be familiar with that?

Additionally - and under DDA legislation (disability access and egress is a genuine and significant concern) - there is a requirement that public bodies promote equality of opportunity and minimum standards for people with disabilities. One therefore rightly assumes this includes East Craigs. Can we really say in all honesty that this consultation and opportunity has been completed in this case? If you believe the answer is yes, then resolution of our many concerns should therefore be relatively simple; please provide the supportive evidence that this requirement has been fully completed confirming this to the extent required by the legislative process. This is part of the evidence and statistics which we requested in regard to these proposals which would assist our understanding.

Given that we are similarly uninformed in regard to this matter, please also tell us more also of the East Craig's Primary School Travel Plan in which we are now told, apparently indicates that some of



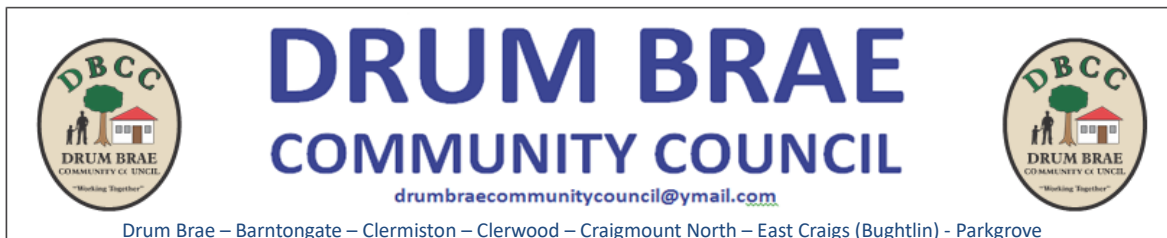
the same issues reported in the WEL consultation are also ones that make parents and pupils feel less safe about travelling to school by walking, cycling or wheeling. Similarly, in the same vein, perhaps you could also show us the data where and when vehicle volume and speed surveys were carried out which confirmed these issues. We would be grateful if you could tell us more surrounding this detailed feedback which was received from, an as yet unknown, 'advisory group' of local residents, such as the circumstances on how was this group formed and why the local community council (DBCC) know nothing about them? This would perhaps help to resolve at least some of the concerns of whether input was requested and afforded to the main bulk of residents of East Craig's in this matter and not just residents of one particular view in a matter.

Also given that we were afforded negligible informative feedback on the points already submitted to the City of Edinburgh Council 'stakeholder' consultation back in July 2020 (and let's all be honest here, this process was not just produced from the void or ether in May 2020, there had to be much resource and work completed prior to that and the Covid 19 pandemic ... and we all know that).

DBCC would like to make it crystal clear to any Councillor or officer who foolishly believes that these huge decisions affecting our communities, which on the face it, are being made predominantly by officers and box ticked by Councillors, is not the officer tail wagging the Council dog ... or that by wilfully bypassing local democracy and pushing on with your own already pre-determined decisions and version of events is a good thing ... is sadly mistaken.

We can advise therefore that from DBCC's perspective, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council



Appendix B

DRUM BRAE COMMUNITY COUNCIL

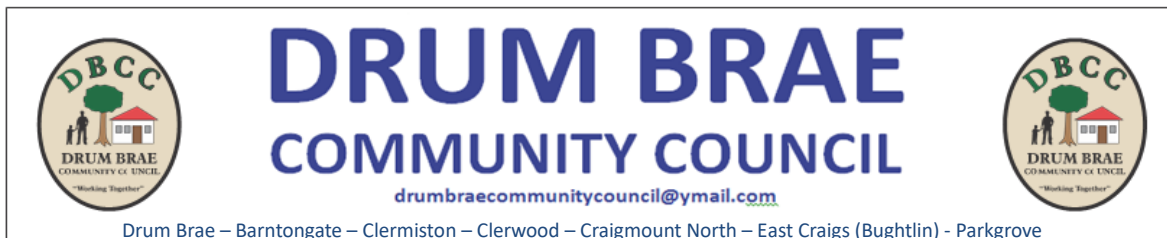
Submission to City of Edinburgh Council's Full Council 15 October 2020

Drum Brae Community Council wishes to make the following submission to the City of Edinburgh Council's Full Council as our residents are affected by the Low Transport Neighborhood(s) plans being discussed at the Full Council meeting on 15 October 2020. We have previously provided a submission to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020 covering the same matters and this is included at ANNEX A. Indeed, Drum Brae Community Council should specifically be mentioned in the papers Committee members are considering.

East Craig's 'Low Traffic Neighborhood' (LTN) falls in part within the south western boundary of the Drum Brae CC area, with the remainder being within the Corstorphine CC area. As we stated in our TEC submission, ultimately Drum Brae Community Council would be failing in our duty to a significant number of our residents if we did not advance their strongly held concerns about the introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community buy in. This will not be achieved in a polarised and increasingly politicised argument.

The community also has concerns about equality impact and emergency service access, especially given the older demographic of the area. Overall, many residents believe that they already are in a 'low traffic neighborhood' and therefore seek engagement with the Council around focused interventions on specific issues, rather than what they view as an extreme measure. They wish to do this as part of the normal consultation process of a Traffic Restriction Order (TRO), as they do not believe that a Temporary Traffic Restriction Order (TTRO) using emergency powers is valid for this purpose. We believe that the Community Council as an apolitical representative body has a pivotal role going forward in achieving outcomes that all can appreciate as meretricious. The East Craig's Residents group now constituted and known as "Get Edinburgh Moving" (GEM) with more than 1,400 members has been invited to join both Drum Brae and Corstorphine CC in the same manner as our already affiliated other local interest groups. We hope GEM will accept and work with the Community Council. In the same vein, we are also happy to extend an invitation to representatives, other local groups within our area of remit who are advancing the voices of residents in the East Craig's community who are supportive of the scheme.

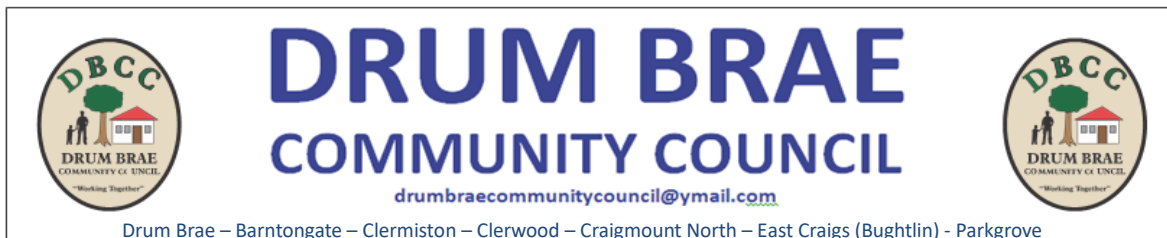
For some time now concerns have been expressed on traffic displacement, as well as worries about people not being able to access and egress their homes. There are specific concerns raised re people having difficulty accessing the only shops, pharmacy, place of worship and doctor's surgery. DBCC expects the City of Edinburgh Council to liaise with residents, providing a timeline and context in regard to trials with the opportunity to feedback. DBCC's understanding is that this is a temporary



measure to aid with social distancing, help children get to school and address the many complaints regarding traffic in this area but we are very concerned that these proposals are clearly not informing the majority of residents of our communities by placing restrictions on the important messages we wish to convey, we seem content to have these reach Council committees and Community Councils, without seeking to impart the message to the wider public for scrutiny, feedback and input.

Like our friends in Corstorphine Community Council, Drum Brae CC is entirely supportive of the health and safety rationale behind the 'Spaces for People' measures; recognising the intent behind Low Transport Neighborhoods; continuing to advocate for traffic management measures including combating parking and 'rat running' issues; and encouraging provision for cyclists and walkers and supports public transport provision. However we also recognise the damaging effect of this polarised debate – on the community and its relationship with the Council - and request that the Council considers how it may best engage with the affected community in order to bring about a solution that ensures the concerns and worries of residents are mitigated. We were further concerned to discover at the meeting of the Transport & Environment Committee, Thursday 1st October that information was taken from an advisory group of 6 unknown to us, people who were invited by the City of Edinburgh Council to participate in the process to inform decision making on these proposals however the council did not consider affording that invitation to the local Community Councils who represent the very communities impacted and we are simply left to wonder what is required for an invitation by the City of Edinburgh Council to participate and be utilised as key stakeholders now? Our immediate and perhaps cynical thought on hearing this was that it not unreasonable to make the connection that this might have been because The City of Edinburgh Council might just get a few harder questions to answer from residents and stakeholder groups like DBCC who we hope you will all agree, should have been consulted. Furthermore when this as yet unknown advisory group and what their input was, no one has been told, is then put together with difficult questions remaining such as the quite stunning revelation as to whether the proposals as they stood on the day of that meeting, actually met the required Legal and DDA compliance, we felt enough was enough and that this whole process required urgent review.

Ultimately we were left in the position where it was felt that all in all that was a very sad day for local democracy following the Transport & Environment Committee, this was because whatever your own personal point of view, we all seem to have missed the very significant point that we had sacrificed our valued local democracy in favour of utilising the Covid19 pandemic to expedite the speed of application of these proposals and the City of Edinburgh Council were not for changing that approach. We can advise that DBCC is willing and always has been to assist in any way it can however we cannot and will not accept that local democracy can be ignored and undermined in this way ... in any circumstances. We're currently unaware of any Community Councils being appropriately consulted and engaged in the matter, DBCC and Corstorphine CC were never asked to participate however we find ourselves in a position where as the local Community Councils we are being taken to task by opposing factions who believe that we are in some way culpable for this shambles in communication.



We would also have to observe that it does not help the feeling of mixed messages and poor communications when we have a former City of Edinburgh Councillor, Nigel Bagshaw, using his social media account to fuel that particular fire by proclaiming his, one assumes, own personal views, that one faction is siding with ill-informed, self-entitled groups of individuals ... simply put and to remind us all, the people Nigel was referring to are residents of our communities who, because of a quite damning communication deficit by the City of Edinburgh Council, sadly still remain ill informed!!!

This is also relevant when this is joined by another unhelpful comment placed on social media which tells everyone who cares to read it, that the process is NOT part of Spaces for People ... so the community has a say in it. The obvious inference being, that communities like ours have no say in Spaces for People initiatives. Is that right? Who decided that? What is going on with local democracy here? Someone might want to explain that to our residents because over here, we were all blissfully thinking that all of our residents could and should be able to engage with the processes delivered by the City of Edinburgh Council!!! It is not for us to say but, perhaps both of comments are not required in this matter as we would robustly disagree that an approach of central control/non consultation and name calling is acceptable in any matters affecting communities. Subsequently we can't see what is wrong with a pausing of this initiative and an approach of the City of Edinburgh Council properly consulting with the affected communities to at least try and gain a consensus on areas of agreement, more so when the current position seems to be to impose the proposals on the communities using the Covid 19 emergency as the power to do so ... at speed ... when we already know there are polarised and entrenched views and concerns, in large numbers, out there.

It is just as clear to us that the approach utilised by the City of Edinburgh Council is an approach where we're doing it to Communities rather than working with them on an issue which perhaps is unnecessary and alternatives and resolutions could be found and on that basis alone we can advise therefore that from DBCC's perspective and as stated previously, this current proposal as it stands contains an unnecessary, untenable, damaging and completely unacceptable approach taken by the City of Edinburgh Council which requires further urgent review and remedial action from the City of Edinburgh Council to fully and comprehensively address the continued and considerable concerns of our residents/ communities, residents who unfortunately still currently feel they are being railroaded and misinformed by the City of Edinburgh Council. We simply take the view that surely if there are many supporters and opponents of a proposal then that should be an added incentive to consultation prior to application of the proposals to reach a consensus on areas of agreement?

DBCC will always continue to commit to supporting initiatives which improve our communities, and by doing so, also support our residents as we do now, all we ask is that the City of Edinburgh Council reciprocate in a meaningful way to engage appropriately to achieve these ends.

Kenny Wright
Chair Drum Brae Community Council

THE CITY OF EDINBURGH COUNCIL
SCHEME FOR COMMUNITY COUNCILS

1. Introduction

- 1.1 Community Councils were first established in Scotland by the Local Government (Scotland) Act 1973, with the Local Government etc. (Scotland) Act, 1994, which creating the current system of unitary local authorities, and providing, under Section 22, for the continuation of community councils. These acts provide the legal framework for community councils.
- 1.2 The City of Edinburgh Council Scheme for Community Councils (the Scheme)
- (1) Establishes the governance framework under which community councils in the City of Edinburgh Council local authority area are to comply, and
 - (2) Forms the constitution of each community council.

2. Statutory purposes

- 2.1. The statutory purposes of the community councils established under the Scheme are set out in Section 51 (2) of the Local Government (Scotland) Act 1973, as follows: -

"In addition to any other purpose which a community council may pursue, the general purpose of a community council shall be to ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible, and to take such action in the interests of that community as appears to it to be expedient and practicable"

3. The role and responsibilities of community councils

- 3.1 The general purpose of community councils is to act as voices for their local areas, articulating the views and concerns of individuals and groups on a wide range of issues of public concern, including making representations to the City of Edinburgh Council, other public sector bodies and private agencies on matters within their sphere of interest.
- 3.2 Community councils have a statutory right to be consulted on planning applications.
- 3.3 Community councils are competent objectors to all licence applications lodged with the City of Edinburgh Council in terms of the Civic Government (Scotland) Act 1982, which includes applications for House in Multiple Occupation licences.
- 3.4 Community councils are the key community representative bodies within the local community planning arrangements across the city of Edinburgh.

- 3.5 Community councils may carry out other activities that are in the general interests of the communities they represent, provided these activities fall within Section 3 of the Scheme.
- 3.6 Community councils should engage widely with their local communities to represent their views when engaging with the City of Edinburgh Council. It is essential that these views are demonstrated to be representative, and each community council should expect to be able to explain why it has taken a particular position. Strategies should be devised to secure greater involvement by all sectors of their communities.
- 3.7 Community councils should be able to demonstrate how they are fulfilling their responsibilities as representative bodies by provision of an annual report and other forms of engagement such as newsletters, surveys, websites and use of social media.
- 3.8 In order to fulfil their responsibilities as effective and representative, community councils shall:
- a. Inform the community of the work and decisions of the community council by posting agendas and minutes of meetings in public places, such as libraries, online and notice boards; and (subject to provisions contained within data protection legislation) provide contact details of community council members.
 - b. Circulate agendas and whenever possible draft minutes of community council meetings at least seven days prior to the date of a meeting to facilitate access by the community and circulation to the local authority, relevant elected members, relevant council officers and relevant parties.
 - c. Seek to broaden both representation and expertise by enlisting associate members onto the community council for specific projects/issues.
 - d. Make particular efforts to encourage young people and other under-represented groups to attend/participate in community council meetings and activities to ensure equality of opportunity in the way the community council carries out its functions.
 - e. Maintain proper financial records and present financial reports at community council meetings.
 - f. Liaise closely with the City of Edinburgh Council on any change of membership (e.g. resignations, co-option) and circumstances.
- 3.9 Overall, community councils should engage with and establish positive working relationships with the City of Edinburgh Council and other agencies. In carrying out their activities community councils must at all times adhere to the law and the Community Councillors' Code of Conduct, detailed in Schedule 3 to this scheme.
- 3.10 A community council shall be non-party political in all its activities.

4. Community council areas

- 4.1 Edinburgh is divided up into 46 community council areas and community councils may be established to serve and represent these areas identified in Schedule 1 to the Scheme.

5. Membership of Community Councils

Elected and nominated representatives

- 5.1. The maximum numbers of elected and nominated representatives for each community council is specified in Schedule 1 to the Scheme. Provisions detailing eligibility of elected and nominated representatives are detailed at Section 6 below.
- 5.2. Elected and nominated representatives shall be entitled to vote, move motions or amendments and hold office.
- 5.3. An individual shall not be permitted to hold elected membership and nominated membership concurrently.

Ex-officio representatives

- 5.4. Local Authority Councillors, MPs, MSPs, MEPs and SYPs whose wards fall wholly or partly within the geographical area of the community council area shall be ex-officio members of the community council.
- 5.5. Ex-officio representatives shall not be eligible to be elected or nominated representatives and shall have no entitlement to vote, move motions or amendments or hold office.

Associate representatives

- 5.6 Associate representatives may be appointed by a community council where a need for individuals with particular skills or knowledge has been identified and agreed. Associate representatives have no entitlement to vote, move motions or amendments or hold office. They may serve for a fixed period as determined by the community council or for the term of the community council which has appointed them. Associate representatives may include, for example, someone with expertise in IT, communication or environmental issues.

6. Community council elections

Eligibility of Elected Members

- 6.1 Candidates wishing to stand for election to a community council must reside in the local area and be named on the Electoral Register for that area. The same criteria will apply to voters in a community council election.
- 6.2 16 and 17 year olds residing in the community council area and named on the Electoral Register for that area and subject to the provisions in Clause 5 above, are also entitled to both stand for the community council and vote in any election.

Young people under the age of 16 $\frac{3}{4}$ may not appear on the electoral register so residency can be confirmed by other means such as school registration.

- 6.3 Any elected community council member who no longer resides within the community council area will have their membership terminated from the date their residency ceases.
- 6.4 Any individual who is elected to serve on the City of Edinburgh Council, or the Scottish, UK or European parliament shall be ineligible to be a member of a community council from the date of election.

Nominations and elections

- 6.5 The first election for representatives of a community council shall be held in the event of 20 or more local electors submitting a written request to the City of Edinburgh Council for the establishment of a community council.
- 6.6 The second and subsequent elections shall be held on a four-yearly-cycle, outwith local government election years, on dates to be determined by the Council.
- 6.7 The Council may defer a requested election until the next community council election cycle, if this falls within the subsequent 12-month period.
- 6.8 Should the community councils' election cycle fall in the year of Scottish local government or parliamentary election, the electoral proceedings can be deferred by the Council to the following year.
- 6.9 All elections will be administered by the City of Edinburgh Council.

Returning officer

- 6.10 The City of Edinburgh Council will approve an independent Returning Officer for community council elections. The independent Returning Officer must not be a current elected or nominated member of the community council and once appointed shall be ineligible to stand for election to the community council.

Nominations for elected representatives

- 6.11 Individuals seeking election to a community council should be nominated by a proposer and seconder, both of whom must be on the electoral register for the community council area. Each elector may propose one nominee and second one nominee. Nominations require to be submitted with the candidate's consent. Self-nomination is not permitted.
- 6.12 A nomination form should be completed and submitted on the date set down in the election timetable. No forms submitted after that date will be accepted.

Election process

- 6.13 At the end of the nomination period:
1. If the number of candidates is more than half but less than the maximum permitted elected membership, as specified for the community council area in Schedule 1 of this scheme, the candidates will be declared elected and no ballot will be held.
 2. If the number of candidates exceeds the number of available places a ballot will take place. At the ballot each voter shall be entitled to vote for candidates up to the number of vacancies for elected members on the community council, but cast no more than one vote for each candidate. For example, if there are 26 candidates and 18 vacancies for elected members each voter can vote for up to 18 candidates but cast only one vote for each candidate.
 3. If the number of candidates elected is below half of the total maximum permitted membership, as specified for the community council area, no community council will be established at that time. A further request from 20 or more electors to the City of Edinburgh Council to make arrangements for the establishment of a community council under the terms of Section 52 (7) of the Local Government (Scotland) Act 1973 can be submitted after a standstill period of six months.

Method of election

- 6.14 Elections shall be conducted by secret ballot of local electors, organised by the Returning Officer approved by the City of Edinburgh Council in accordance with the Scottish Local Government Election Rules but subject to modification and simplification as deemed necessary by the City of Edinburgh Council.

Eligibility, appointment and role of nominated representatives

- 6.15 Nominated representatives may be appointed by local interest groups registered with the City of Edinburgh Council. Nominated representatives need not live within or appear on the electoral register for the community council area provided that they remain voluntary active members of the nominating group.
- 6.16 The organisation must be a voluntary group whose governing body has a majority of unpaid (volunteer) members which does not distribute profit among its members and which provides services for public benefit not restricted to its members. The first appointments shall be made at a joint meeting of the interest groups organised by the Returning Officer in accordance with the procedures set out in Schedule 2 to this Scheme.
- 6.17 Nominated representatives shall cease to be members of the community council if they cease to be a member of the nominating interest group.
- 6.18 Nominated representatives are appointed to represent the interests of their group on the community council and to reflect the views of the community through the community council.

- 6.19 If a community council member has any private and/or personal interests in a matter before the community council they have a duty to declare this and withdraw from discussions and the decision-making process with regard to that matter.

Filling of casual places/vacancies for elected members between elections

- 6.20 Casual vacancies on a community council may arise when an elected community council member:
- a. Dies;
 - b. Submits their resignation;
 - c. Ceases to be resident within the community council area;
 - d. Is suspended for a period exceeding a year or is expelled.
 - e. Unreasonably does not attend meetings for a period of six months.
- 6.21 A temporary suspension of a community councillor for a period not exceeding one year will not result in a casual vacancy on the community council.
- 6.22 If vacancies arise on a community council between elections, which do not result in the number of community council members falling below the minimum as specified in Section 6 (paragraph 6.29) of the Scheme, it will be at the discretion of the community council whether to fill the vacancy.
- 6.23 Filling a vacancy can be undertaken either through the process of co-option to a maximum of one third of the total membership of the community council as governed by Section 6 of the Scheme. An extraordinary general meeting can also be held in order that the vacancy (and any other outstanding vacancies) can be filled, on the basis that such vacancies would be publicised, nominations invited and an election held where the number of candidates exceeded the number of places available. Such interim elections will be administered with permission and guidance from the City of Edinburgh Council.
- 6.24 Should circumstances arise that lead to the number of elected community council members to falling below half of the maximum permitted elected membership, the City of Edinburgh Council shall be informed and shall determine whether an interim election is required to be held. Such an election will not be held within six months of a planned community council election.

Co-opting members through the casual vacancy process

- 6.25 Members who are co-opted through the casual vacancy process must be eligible for membership of the community council as detailed in Section 5. They must be elected to the community council by a two-thirds majority of the elected and nominated community council members present. Such co-opted members shall have full voting rights, with the exception of voting on co-option of new members, and will serve until the next round of elections.

- 6.26 If the number of co-opted members is to exceed a third of the maximum permitted elected community council membership approval must be granted by the City of Edinburgh Council.

Election of office-bearers

- 6.27 At the first meeting of the community council after elections in the year when elections are held and at the Annual General Meeting in May or June in years when elections are not held, the community council shall appoint a Chair, Secretary, Treasurer and Engagement Officer.
- 6.28 All office-bearers shall be elected for one year but shall be eligible for re-election without limitation of time.
- 6.29 Without the express approval of the City of Edinburgh Council, a member shall hold no more than two of the following offices at any one time: Chairperson, Secretary or Treasurer and shall not hold office on more than one community council.
- 6.30 Community councils may appoint employees from time to time provided that no member of a community council shall hold any paid office.
- 6.31 Community councils may reimburse office bearers, other members and employees for any reasonable expenses incurred in the performance of their duties.

7. Equality and diversity

- 7.1 Community councils must ensure that in all their activities they seek to eliminate discrimination and promote equality of opportunity and good relations between all people within their community in accordance with the guidance provided to community councils.

8. Disqualification of membership

- 8.1 Disqualification of membership is automatic under the following circumstances:
- Relocation which renders invalid the residency qualification for membership.
 - Failure to attend any community council meeting, with or without submitting apologies, throughout a period of six months.
- 8.2 If absence is due to ill health or any other reasonable circumstance e.g. planned holidays, work shift patterns etc, a leave of absence not exceeding six months may be approved at the discretion of the community council.
- 8.3 Registered interest groups shall ensure that their nominated representatives conform to the attendance clause above and must remain voluntary, active members of the group.
- 8.4 The Independent Complaints Panel with ratification by the Council may take the decision to suspend or expel an individual from the position of community council member. This is governed by the Community Council Complaints Procedure.

9. Meetings

- 9.1 The first meeting of a community council following election and establishment of a community council will be called by the Returning Officer or by a Depute Returning Officer approved by the City of Edinburgh Council. The meeting will take place within 21 days of that date, or as soon as practicable thereafter. The frequency of meetings will be determined by each community council, subject to a minimum of one Annual General Meeting and six ordinary meetings being held each year.
- 9.2 The quorum for community council meetings shall be at least one third of the current voting membership of a community council or three voting members, whichever is the greater.
- 9.3 Dates, times and venues of regular meetings of the community council shall be fixed at the first meeting following ordinary elections and thereafter at its annual general meeting. Special meetings shall require at least 10 days public notice, either called by the Chairperson or on the request of not less than one-half of the total number of community council members. An officer of the City of Edinburgh Council has the discretion to call a meeting of the community council.
- 9.4 Notices calling meetings of the community council and its committees shall be posted prominently within the community council area before the date of any such meeting and, where possible, be advertised by other such suitable means.
- 9.5 Should the community council receive a common written request (petition), signed by at least 20 persons resident within the community council area, to convene a special meeting for a particular matter or matters to be debated, it shall hold such a meeting within 21 days of receipt of such a request and advertise it in the manner prescribed for special meetings called by the community council.
- 9.6 Copies of all minutes of meetings of the community council and of committees thereof shall be approved at the next prescribed meeting of the community council but the draft minute shall be circulated at least 7 days before the date of the meeting to community council members and the City of Edinburgh Council.
- 9.7 All meetings of the community council and its committees (subject to paragraph 9.8 below) shall be open to members of the public. Proper provision is to be made for the accommodation of members of the public and the opportunity should be afforded at each meeting to permit members of the public to address the community council under the guidance of the Chairperson.
- 9.8 The community council can meet to discuss items of business in private where it considers it appropriate to do so. The decision to meet in private will be agreed in advance and decided by a majority vote. Notice of such a meeting will be given to the public in the usual way. However, the Notice will record that the meeting, or a part thereof, shall be held in private.

- 9.9 The annual meeting shall be held in the month of May or June with the exception of an election year when the appointment of office-bearers shall be deferred until the first meeting of the community council following the nomination and election period. The annual general meeting will have the purpose of receiving and considering the annual report of the community council, the appointment of office bearers, and the submission of the independently examined annual statement of accounts.
- 9.10 The City of Edinburgh Council shall be sent an annual calendar of the community council's prescribed meeting dates, times and venues, minutes of all meetings, the annual report, the annual financial statement and any other such suitable information, as may from time to time be agreed between the community council and the City of Edinburgh Council. When special meetings of the community council are to be held, the City of Edinburgh Council should be advised of the date, time, venue and subject(s) of debate of such meetings, at least 10 days in advance of the meeting date.
- 9.11 Procedural rules that community councils should adhere to when holding ordinary, special and annual general meetings are contained within the Model Standing Orders (Schedule 4).

10. Liaison with the City of Edinburgh Council

- 10.1 In order to help facilitate the effective functioning of community councils, the Council will provide a point of contact for community councils.
- 10.2 Community councils may make representations to the Council and other public and private agencies on matters for which they are responsible and which the community council considers to be of local interest. Representations in the case of statutory objections, such as planning or licensing matters should be made to the appropriate Council officer. On issues where a Council directorate/service area is consulting with community councils, representations should be made to the appropriate council officer.
- 10.3 Community councils shall provide copies of their agendas, minutes, signed annual accounts, an annual report on engagement activities and details of changes in membership to the Council via the Council's provided point of contact. Failure to submit the above may lead to a withholding of the community council's annual administrative grant.
- 10.4 The Council and community councils shall actively seek to keep each other well-informed on matters of mutual interest.

11. Resourcing a community council

- 11.1 The Council shall provide administrative grants to community councils to assist with their operating costs. Grants are based on a standard lump sum payment plus an additional per capita contribution proportional to the population for that area.

Community councils are discouraged from accumulating surpluses at the end of the financial year amounting to twice the amount of annual grant from the Council, unless such surpluses are dedicated to specific projects designed to elicit community opinion on local issues or otherwise support community needs.

- 11.2 Each community council shall appoint a suitably qualified person to audit the community council's accounts. (This should be someone who is independent from the community council with a financial background, though not necessarily a qualified accountant).
- 11.3 The financial year of community councils shall be the same as that of the Council (i.e. 1 April to 31 March) and the audited accounts of the community council shall be submitted for approval to the Annual General Meeting.
- 11.4 Each community council shall establish a bank account, run a balanced budget and shall submit its audited accounts to the Council by 1 November each year, in respect of the previous financial year, and no administrative grant will be paid until that community council has submitted its annual accounts. The Council has the right to waive this requirement in extenuating circumstances.
- 11.5 Any two of three authorised signatories, who must be office-bearers of the community council, may sign cheques on behalf of the community council. Authorised signatories may not be co-habitees or family members.
- 11.6 The annual accounts of each community council shall be independently examined by at least one examiner appointed by the community council but who is not a member of the community council. A copy of the independently examined statement of accounts/balance sheet shall be forwarded, as soon as the statement is approved, to a named officer of the City of Edinburgh Council who may, at their discretion and in consultation with the Council's Chief Financial Officer, request the community council to produce such records, vouchers and account books as may be required.
- 11.7 Each community council shall have the power to raise its own financial resources for schemes, projects and all other purposes consistent with its functions.
- 11.8 Each community council shall be eligible to apply for grants for suitable projects through the City of Edinburgh Council's grant system.
- 11.9 The City of Edinburgh Council shall determine any additional support services/resourcing, such as: photocopying and distribution of community council minutes and agendas; and free lets of halls for community council meetings, to suit local requirements.
- 11.10 Property and other assets belonging to the community council shall be vested in the Chair, Secretary and Treasurer of the community council and their successors in these respective offices.

11.11 The Council shall facilitate advice and assistance to community councils and arrange for the establishment of a training programme for community councils on: the duties and responsibilities of community council office bearers; the role of community councils; the functions of the Council; and other relevant topics.

12. Code of conduct

12.1 The Code of Conduct in Schedule 3 to the Scheme sets out the standards and principles of conduct that individual community council members are required to adhere to in performance of their duties.

12.2 Failure of any individual to comply with the Code will be dealt with according to the Community Councillor Complaints Procedure.

12.3 Breaches of the Code should be reported to the Council's provided point of contact.

13. Community council boundaries

13.1 Any request to change the boundaries and names of community councils must be made in writing to the Council Elections Manager who will arrange for the request to be submitted to the appropriate City of Edinburgh Council committee.

14. Dissolution of a community council

14.1 A community council may take the decision to dissolve in extraordinary circumstances. This decision will be decided by a simple majority of those eligible to vote and present and voting.

14.2 In the event of a vote of the community councillors that results in a majority not being achieved, the Chairperson shall have a casting vote.

14.3 If a community council fails to hold a meeting for a period of three consecutive prescribed meeting dates; or its membership falls below the prescribed minimum for a period of three consecutive prescribed meeting dates, during which time the community council fails to address the situation, the City of Edinburgh Council may take action to dissolve that community council.

THE CITY OF EDINBURGH COUNCIL - COMMUNITY COUNCILS

	Name of Council	Maximum Members	Elected Members	Nominated Members
1	Balerno	18	12	6
2	Colinton	18	12	6
3	Corstorphine	24	16	8
4	Craigtinny/ Meadowbank	21	14	7
5	Craigleith/ Blackhall	18	12	6
6	Craiglockhart	15	10	5
7	Craigmillar	24	16	8
8	Cramond and Barnton	22	15	7
9	Currie	15	10	5
10	Drum Brae	21	14	7
11	Drylaw/Telford	15	10	5
12	Fairmilehead	15	10	5
13	Firrhill	18	12	6
14	Gilmerton/Inch	24	16	8
15	Gorgie/Dalry	21	14	7
16	Grange/ Prestonfield	24	16	8
17	Granton and District	18	12	6
18	Hutchison/ Chesser	15	10	5
19	Juniper Green/Baberton Mains	15	10	5
20	Kirkliston	15	10	5
21	Leith Central	24	16	8

22	Leith Harbour and Newhaven	18	12	6
23	Leith Links	18	12	6
24	Liberton and District	18	12	6
25	Longstone	21	14	7
26	Marchmont and Sciennes	21	14	7
27	Merchiston	24	16	8
28	Morningside	21	14	7
29	Muirhouse/ Salvesen	18	12	6
30	Murrayfield	18	12	6
31	New Town/ Broughton	24	16	8
32	Northfield/ Willowbrae	21	14	7
33	Old Town	18	12	6
34	Portobello	21	14	7
35	Queensferry and District	15	9	6
36	Ratho and District	15	10	5
37	Sighthill, Broomhouse and Parkhead	22	15	7
38	Silverknowes/Davidson Mains	15	10	5
39	Southside	18	12	6
40	Stenhouse, Saughton Mains and Whitson	18	12	6
41	Stockbridge/ Inverleith	21	14	7
42	Tollcross	18	12	6
43	Trinity	18	12	6
44	West End	15	10	5
45	West Pilton/ West Granton	18	12	6

46	Wester Hailes	18	12	6
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The City of Edinburgh Council
Community Councils

Procedure for the Appointment of Community Council Nominated Members

1. The maximum number of nominated members for each community council is listed in Schedule 1.
2. Local interest groups must first apply to be registered with the City of Edinburgh Council (the Council) on the approved forms which will be available from the Council's provided point of contact.

Registration for community council purposes will be accepted from any local interest group provided it complies with the following criteria:

- The organisation must be a voluntary group that has been in operation for at least 12 months prior to the notice of election.
- The organisation must be a properly constituted group with a publicly available constitution, the objects of which explains how it provides services for public benefit not restricted to its members.
- The organisation must have a committee that (after the first year) is elected at an AGM and has a minimum of three members.

The Council will determine the eligibility of the groups seeking registration. Where registration is refused, reasons will be provided.

Where a group's local interest extends into more than one community council area, it may apply to be registered as local interest groups in each area. This application will be considered by the Council.

3. Local interest groups may register with the City of Edinburgh Council at any time of the year. The Council will notify the relevant community council(s) when an application for registration has been received and will inform the community council(s) when an appointment has been approved.
4. Before an election local interest groups must reapply to be registered as approved groups. After the Notice of Election has been published only those applications from local interest groups registered by the closing date for delivery of nomination papers for elected members, and subsequently approved by the Council, will be accepted.
5. Should the number of nominations exceed the number of places for nominated members on the community council, then a joint meeting for the appointment of nominated members will be held.

6. The date, time and place of the meeting of registered local interest groups will be fixed by the Returning Officer subject to the meeting taking place before the first meeting of the community council following the nomination and election period.
7. The Chair of the Joint Meeting will be the Returning Officer duly appointed by the Council.
8. Each registered local interest group will be entitled to send one voluntary representative to the Joint Meeting.
9. Each registered local interest group will be entitled to nominate one person for election as a nominated representative for the community council. This person must be a named individual. No political party or sectarian affiliations may appear on the nomination paper or on the voting paper.

The representatives of the local interest groups and the elected members of the community council will vote by ballot up to the number of places to be filled; e.g. 12 nominations for 7 places - each representative may vote for 7 persons out of 12 nominations, with only one vote for each individual.

10. Should the number of registered local interest groups be less than the maximum number of places for nominated members then the community council can subsequently approve further eligible groups, registered and approved by the Council until the full quota has been achieved.
11. The named representatives from local interest groups subsequently elected will become full members of the community council, with entitlement to hold office and vote in business and constitutional matters.

Any casual substitution of a named representative by another representative from the local interest group will not have entitlement to hold office and vote on community council business and will have an observer status.

Any request for permanent substitution by the local interest group should be made in writing to the Council with details of the named individual who is to become the new group representative. Such members will have entitlement to vote and hold office.

12. If it comes to the attention of the Council that the following may apply:
 - (a) a local interest group has ceased to operate,
 - (b) a local interest group has ceased to meet the criteria for registration, or
 - (c) the purposes for which a local interest group was set up are no longer relevant or no longer apply,

the local interest group may be required to resubmit its registration forms and accompanying documents. In the event that the Council concludes that any of the above provisions (a) to (c) apply, or the local interest group fails to resubmit relevant documentation on request, the local interest group may be de-registered by the Council, in which case its nominated representative will cease to be a member of the community council.

The City of Edinburgh Council
Code of Conduct for Community Councillors

1. Introduction and enforcement

- 1.1 The Code of Conduct for Community Councillors (the Code) is based largely on the Code of Conduct for City of Edinburgh Council elected members and relevant public bodies as provided for in The Ethical Standards in Public Life etc (Scotland) Act 2000.
- 1.2 Community councillors, as representatives of their communities, have a responsibility to make sure that they are familiar with, and that their actions comply with, the principles set out in the Code. The Code and its principles, shall apply to all community councillors and those representing the community council.
- 1.3 The practical application of these rules is a matter for your judgement but if in any doubt as to how they should be applied you should seek advice from the Chairperson or other office bearer of the community council or from an officer of the City of Edinburgh Council (the Council).
- 1.4 You may be appointed or nominated by your community council to serve as a member of another representative body. You should ensure that the Code is observed when carrying out the duties of the other body.
- 1.5 The Community Councillor Complaints Procedure sets out provisions for dealing with alleged breaches of this Code and for the sanctions that can be applied in such an event.

2. Duties

- 2.1 The following general principles are those upon which the Code is based. These should be used for guidance and interpretation by community councillors in all community council activities.

Service to the community

- 2.2 As a community councillor you have a duty to act in the interests of the local community, which you have been elected or nominated to represent. You also have a duty to act in accordance with the Scheme for Community Councils (the Scheme) as set out by the Council under the terms of the Local Government (Scotland) Act 1973.
- 2.3 Wherever possible you should establish and reflect, through the community council, the views of the community as a whole on any issue, irrespective of personal opinion.
- 2.4 You should ensure that you are, within reason, accessible to your local community and local residents. Various mechanisms to allow the general

community to express their views, i.e. websites, suggestion boxes, surveys, opinion polls, should, where possible, be made available.

Selflessness

- 2.5 You should take decisions solely in terms of the interest of the community that you represent. You must not use your position as a community councillor to gain financial, material, political or other personal benefit for yourself, family or friends.

Honesty and Integrity

- 2.6 You have a duty to act honestly. If you have any significant private and/or personal interests in a matter for the community council, you have a duty to declare this and withdraw from discussions and the decision-making process with regard to that matter.
- 2.7 You must not place yourself under any financial or other obligation to any individual or organisation that might reasonably be thought to influence you in your representation of your community.

Gifts and Hospitality

- 2.8 You should not accept gifts or hospitality that may be seen to influence or be intended to influence your opinion or judgement. The offer and/or receipt of any gifts or hospitality with a value above £10 should always be reported to and noted by the secretary of the community council.

Objectivity

- 2.9 In carrying out public business, including award of grants or decisions regarding planning applications, you should make decisions on merit and on the basis of information which is publicly known.
- 2.10 You are free to have political and/or religious affiliations; however, you must ensure that you represent the interests of your community and community council and not the interests of a particular political party.

Accountability

- 2.11 You are accountable for the decisions and actions that you take on behalf of your community through the community council. You must ensure that the community council uses its resources prudently and in accordance with the law. Any expenses, allowances, or facilities provided for use in your duties as a community councillor must be used strictly for those duties and no other purpose.
- 2.12 Community councillors will individually and collectively ensure that the business of the community council is conducted according to the Scheme and the Code.
- 2.13 Any breach of the Scheme and Code may be reported to the City of Edinburgh Council to determine what action, if necessary, should be taken. This may include referral to the Community Councillor Complaints Panel.

Openness

- 2.14 You have a duty to ensure that your decisions, actions and representations reflect the wishes and views of the community you represent. You should be open and able to justify your decisions, actions and representations when acting as a member of a community council.

Leadership

- 2.15 You have a duty to promote and support the principles of this Code of Conduct by leadership and example, to maintain and strengthen the community's trust and confidence in the integrity of the community council and its members in representing the views and needs of the local area. You must also promote social inclusion and challenge discrimination in any form.

Respect and General Conduct

- 2.16 You should behave openly and honestly, treating another community council members in a positive, respectful and non-discriminatory manner. Similarly, you should treat ex-officio community council members, staff from City of Edinburgh Council and other agencies as well as members of the community with respect.
- 2.17 Recognition should be given to the contribution of everyone participating in the work of the community council. Equality of opportunity should be given to every participant to have their knowledge, opinions, skills and experience taken into account with all barriers to participation removed.
- 2.18 You should ensure that confidential material, including details about individuals, is handled with dignity and discretion and is not used for personal or malicious purposes.
- 2.19 You should be supportive of the office bearers on the community council and refrain from trying to undermine their confidence or authority. It is unacceptable for community councillors to make personal remarks, make personal attacks or otherwise humiliate other members either at meetings or non-members or in other settings such as internet forums and social media.

3. Conduct and behaviour

Conduct at meetings

- 3.1 You must respect the Chair, fellow community councillors and any members of the public or partnership organisations that are present during meetings of the community council and its sub-committees or of any bodies where you have been appointed by, or are representative of your community council or community councils in general. You must comply with rulings from the Chair in the conduct of the business of these meetings.

Conduct in public

- 3.2 In conducting yourself in public (including online) you must respect community councillors and key stakeholder organisations (such as the Council and Police Scotland). Community councillors should take note that their activity in public may be a breach of the provisions of this code if they are identifiable as a community councillor.
- 3.3 If you have dealings with the media, members of the public or others not directly involved in your community council, you should ensure that an explicit distinction is made between the expression of your personal views and opinions from any views or statement made about or on behalf of the community council.
- 3.4 You should not act in such a way as to bring yourself or the community council into disrepute through your actions, discussion or communications.
- 3.5 Furthermore, any individual found to be responsible for anonymous activities (such as letter writing, blogging or other online activities) that would otherwise be a breach of the provisions of this Code will consequently have breached the Code.

Bullying and harassment

- 3.6 Bullying or harassment is completely unacceptable and will be considered to be a breach of the Code.
- 3.7 Harassment is any unwelcome behaviour or conduct which has no legitimate purpose and which makes someone feel offended, humiliated, intimidated, frightened and/or uncomfortable. Harassment can be experienced directly or indirectly and can occur as an isolated incident or as a course of persistent behaviour.
- 3.8 Harassment can take the form of unwelcome physical contact; inappropriate remarks or questioning; intrusive questioning; and the sending of unwelcome emails, messages or notes. This is by no means an exhaustive list.
- 3.9 Bullying is inappropriate and unwelcome behaviour which is offensive and intimidating, and which makes an individual or group feel undermined, humiliated or insulted. It is the impact of the behaviour rather than the intent which is the key.
- 3.10 Bullying can arise as a result of an individual misusing their power and can occur through all means of communication. Bullying can be a pattern of behaviour or a one-off serious incident that becomes objectionable or intimidating. This can include the unwelcome physical, verbal or non-verbal conduct; intimidatory behaviour; disparaging, ridiculing or mocking comments and remarks; physical violence; deliberately excluding an individual from conversations or activities in which they have a right or legitimate expectation to participate. This list is not exhaustive.

4. Financial probity
 - 4.1 High standards of financial probity should be demonstrated by all those who are responsible for administering or receiving funds on behalf of the community council.
 - 4.2 Office bearers must ensure that proper accounting records are kept for the community council bank account(s).
 - 4.3 Inability to demonstrate proper stewardship of funds or operate in a transparent manner will be deemed a breach of the Code.
5. Interests which require declaration
 - 5.1. The key principles of the Code are given practical effect by the requirement for you to declare interests at meetings which you attend.
 - 5.2. Interest which require to be declared may be financial or non-financial. Most of the interests to be declared will be your personal interests but, on occasion, you will have to consider whether the interests of other persons require you to make a declaration.
 - 5.3. It is your responsibility to make decisions about whether you have to declare an interest or make a judgement as to whether a declared interest prevents you from taking part in any discussions or voting. You are in the best position to assess your personal circumstances and to judge how these circumstances affect your role as a community councillor in regard to a particular matter.
 - 5.4. In deciding whether to declare an interest you should always comply with the *objective test* which is *whether a member of the public, with knowledge of the relevant facts, would reasonably regard the interest as so significant that it is likely to prejudice your discussion or decision making in your role as community councillor.*
 - 5.5. After declaring an interest you must withdraw from the meeting room until discussion of and voting on the relevant item where you have a declarable interest is concluded, other than in the following circumstances:
 - i) The interest is in relation to your appointment as an associate member of the community council or nominated member of a local interest group. In this case an exemption applies.
 - ii) The interest is so remote or insignificant that it could not reasonably be taken to fall within the objective test.

October 2019

MODEL STANDING ORDERS**1. Meetings (all held in public)**

- (a) Ordinary meetings of the COMMUNITY COUNCIL shall be held in the months of [to be entered]. Special Meetings may be called at any time on the instructions of the Chairperson of the community council; on the request of not less than one-half of the total number of COMMUNITY COUNCIL members; or the receipt of a common written request (petition), signed by at least 20 persons, resident within the COMMUNITY COUNCIL area, to convene a special meeting for a particular matter or matters to be debated, it shall call such a meeting, which special meeting shall be held within 21 days of the receipt of the request made to the Secretary of the COMMUNITY COUNCIL. Annual general meetings are held annually.
- (b) The notice of ordinary and annual general meetings of the COMMUNITY COUNCIL, featuring the date, time and venue, shall be provided to each COMMUNITY COUNCIL member and the local authority's named official by the Secretary of the COMMUNITY COUNCIL, at least 7 days before the date fixed for the meeting.

2. Minutes

Minutes of the proceedings of a meeting of the COMMUNITY COUNCIL should be circulated at least seven days before the date of the meeting and distributed in accordance with Section 3 of the Scheme of Community Councils and shall, following their approval, be signed at the next meeting of the COMMUNITY COUNCIL by the person presiding thereat and retained for future reference.

3. Quorum

A quorum shall consist of one-third of the current membership of the COMMUNITY COUNCIL or 3 voting members, whichever is the greater.

4. Order of Business**(i) Ordinary Meeting**

The order of business at every ordinary meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) The minutes of the last meeting of the COMMUNITY COUNCIL shall be submitted for approval.

- (c) Any other item of business, which the Chairperson has directed, should be considered.
- (d) Any other competent business.
- (e) Questions from the floor.
- (f) Chairperson to declare date of next meeting and close meeting.

(ii) Annual General Meeting

It will not be uncommon that the COMMUNITY COUNCIL has arranged for an ordinary meeting of the COMMUNITY COUNCIL to begin at the close of the annual general meeting to enable any outstanding reporting on business matters to be heard; and for COMMUNITY COUNCIL members and members of the public to have an opportunity to bring matters to the attention of the COMMUNITY COUNCIL, possibly for inclusion on a future agenda.

The order of business at every annual general meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) The minutes of the last annual general meeting of the COMMUNITY COUNCIL shall be submitted for adoption.
- (c) Chairperson's Annual Report (and questions from the floor).
- (d) Secretary's Annual Report (and questions from the floor).
- (e) Treasurer's submission of Balance Sheet and Annual Accounts duly independently examined and certified correct (and questions from the floor).
- (f) Engagement Officer's Annual Report (and questions from the floor)
- (g) Demit of current office bearers/election of office bearers.
- (h) Chairperson to declare date of next annual general meeting and close meeting.

(iii) Extraordinary General Meeting

The order of business at every extraordinary general meeting of the COMMUNITY COUNCIL shall be as follows: -

- (a) Recording of membership present and apologies received.
- (b) Business for debate, as described in the calling notice for the special meeting.

- (c) Chairperson to close meeting.

5. Order of Debate

- (a) The Chairperson shall decide all questions of order, relevancy and competency arising at meetings of the COMMUNITY COUNCIL and his/her ruling shall be final and shall not be open to discussion. In particular, the Chairperson shall determine the order, relevancy and competency of all questions from the public in attendance at meetings of the COMMUNITY COUNCIL raised at 4. i (e) above. The Chairperson in determining the order, relevance and competency of business and questions shall have particular regard to the relevance of the issue to the community and ensure that the discussion and proceedings are conducted in such a manner that decisions are reached in a democratic manner. The Chairperson shall have the power, in the event of disorder arising at any meeting, to adjourn the COMMUNITY COUNCIL meeting to a time he/she may then or afterwards fix.
- (b) Every motion or amendment shall be moved and seconded.
- (c) After a mover of a motion has been called on by the Chairperson to reply no other members shall speak to the question.
- (d) A motion or amendment once made and seconded shall not be withdrawn without the consent of the mover and seconder thereof.
- (e) A motion or amendment which is contrary to a previous decision of the COMMUNITY COUNCIL shall not be competent within six months of that decision unless notice has been given of the proposed item in the summons for the meeting and the COMMUNITY COUNCIL agrees the decision was based on erroneous, incorrect or incomplete information.

6. Voting

- (a) Voting shall be taken by a show of hands of those present and eligible to vote, with the exception that, at an annual general meeting, the election of office bearers may be held by secret ballot.
- (b) The Chairperson of a meeting of the COMMUNITY COUNCIL shall have a casting vote as well as a deliberative vote.

7. Alteration of Standing Orders

A proposal to alter these Standing Orders may be proposed to the local authority to be altered or added to at any time by the COMMUNITY COUNCIL provided that notice of motion to that effect is given at the meeting of the COMMUNITY COUNCIL previous to that at which the motion is discussed. The local authority shall have final discretion on any proposed change.

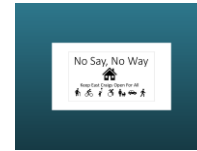
8. Committees

The COMMUNITY COUNCIL may appoint such committees as it may from time to time decide and shall determine their composition, terms of reference, duration, duties and powers.

Any committees formed by the COMMUNITY COUNCIL will be subject to Standing Orders 1, 2, 3, 5, 6 and 7.

9. Suspension of Standing Orders

These Standing Orders shall not be suspended except at a meeting at which three-quarters of the total number of COMMUNITY COUNCIL members are present and then only if the mover states the object of his motion and if two-thirds of the COMMUNITY COUNCIL members present consent to such suspension.



Get Edinburgh Moving

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 11th November 2020

Dear Councillors & Officials,

RE: CITY OF EDINBURGH COUNCIL (CEC) TRANSPORT & ENVIRONMENT COMMITTEE MEETING 12/11/20 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD PROPOSALS

I am writing on behalf of the Get Edinburgh Moving (GEM) community group, in relation to the Council's continuing proposal to impose a Low Traffic Neighbourhood in East Craigs, without consultation or due process.

As a reminder of context, more than **2,650** local residents have signed a petition demanding unequivocally that the LTN plan be halted. More than **1,450** local residents have joined the GEM social media community hub. **1,000** residents, socially distanced, attended the public meeting in Gyle Park in overwhelming opposition to the plans. In the 6 day Council 'notification window', 407 objections were received, with only 3 in support – a **99.3%** objection rate. All three local ward councillors, the local MSP and MP unanimously support the community in its objection.

In CEC's "Spaces for People – East Craigs Low Traffic Neighbourhood" report, published ahead of this week's TEC Committee meeting, it appears that:

- Following GEM's legal counsel opinion, and legal advice procured by the Council, CEC is recognising that introduction of the LTN under a TTRO would be unlawful, and therefore is not recommending 'Option 1' on this basis
- Option 2A from the report is being recommended by CEC officers – a bus gate, unspecified traffic calming and pavement adjustments on Craigs Road, several roads in North Gyle, and Drum Brae North
- Option 2B is brought forward as an alternative – as 2A but no bus gate, measures only for Craigs Road and Drum Brae North
- Option 3 is the final alternative – essentially the status quo
- Additionally, CEC intends to bring forward the 'version 2' reduced LTN under a ETRO, planning to move to a TRO after 6 months of 'try then modify'

GEM Craigs Road 2019 v 2020 traffic comparison

Chart 1:

The data was taken from the Council Aecom survey from June 2019 and GEM's professionally procured traffic monitoring survey data from October 2020. **It should also be noted that there were diversions in place in October 2020 meaning these traffic counts would be higher than 'normal'** if the diversions were not in place (North Gyle Terrace closure diverting via Craigs Road and North Gyle Road). Both traffic counts are taken from the Aecom report point 9.

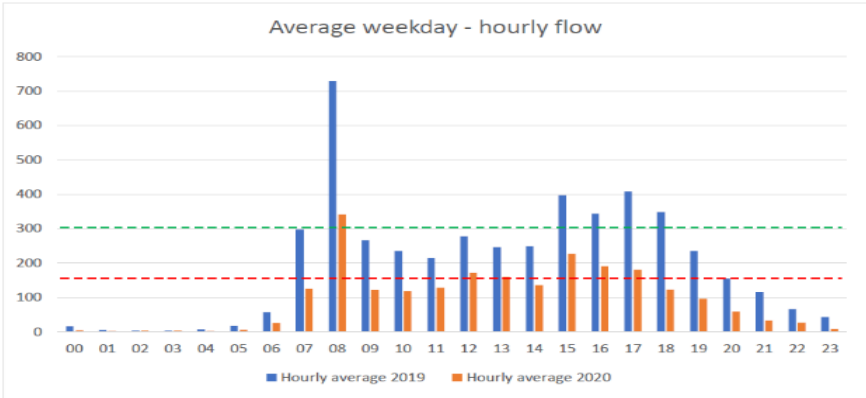
The average weekday traffic volume has **halved from 2019 to 2020**. The average hourly flow is below the 'very low traffic' threshold of 'Cycling & Cycle friendly sites' on all but peak school hours. The guidance for very low traffic volumes is 'quiet street'. The guidance for low traffic volume is 'quiet street or cycle lanes'. The data does not provide any evidence for implementation of bus gates or LTN type measures.



Charts 2 & 3:

Data from CEC Aecom survey from June 2019. The traffic counts are taken from the Aecom report points 10-16 which are the locations within the proposed LTN area (mainly North Gyle). **All but one of the data points (point 10) fall significantly below the very low traffic threshold for total daily volume** and all but two of the data points (point 10 & 11) fall significantly below the very low threshold for hourly traffic volumes. In all cases the volumes fall significantly below the low traffic thresholds. It should be borne in mind that the Craigs Road 2020 traffic has halved v Aecom 2019, and so if the same patterns are observed for points 10-16 (highly likely), this data demonstrates that the streets impacted by the LTB proposals are already very low traffic streets and do not require an LTN to make them so.

Chart 1



Cycling & cycle friendly sites:
 Very low threshold (quiet street) - - - - -
 Low threshold (quiet street or cycle lanes) - - - - -

Chart 2

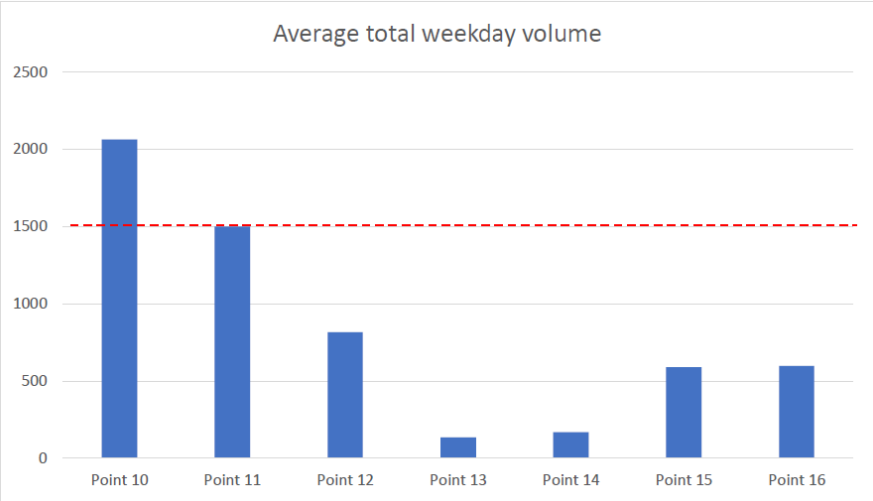
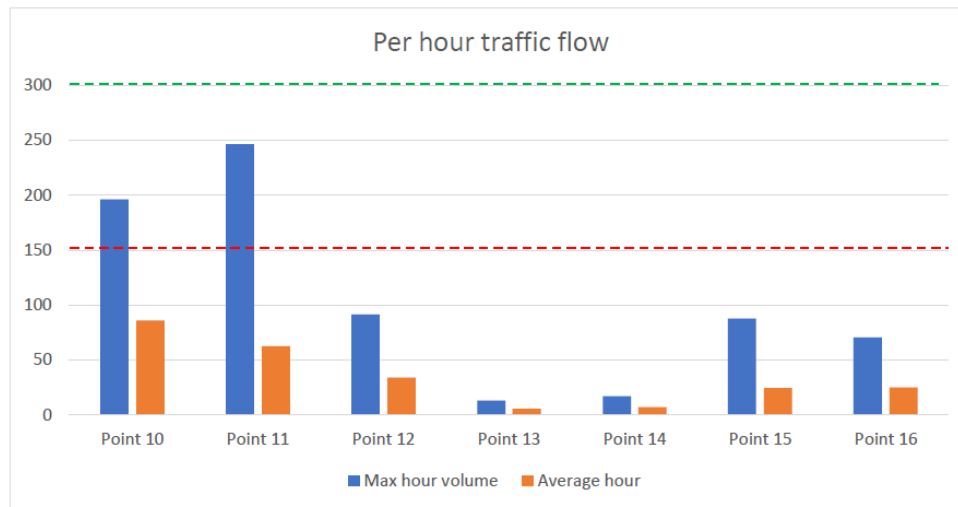
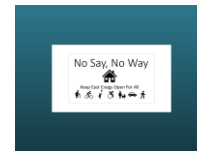
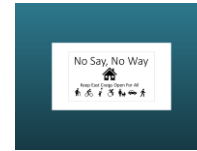


Chart 3



GEM response to CEC revised Paper

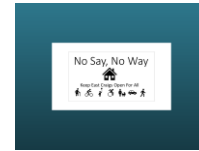
- **GEM welcomes that the recommendation is to drop the implementation of the LTN under TTRO.** While this is unsurprising given legal opinion that to do so would be unlawful, it is also exceptionally disappointing that it took residents (and council taxpayers) raising thousands of pounds in the middle of an economic and health crisis to secure this outcome. **CEC should reflect on this and apologise to residents.**
- It also appears clear that CEC is now admitting that the East Craigs LTN was never about Covid, but rather part of a long-held aspiration for wide-ranging strategic change, and political policy. As Paul Lawrence said in the press this week “people have felt as if we’ve been trying to introduce a scheme which we were going to do, as it were, before the pandemic, under cover of the pandemic”. Adam McVey also made comments in August around using the ‘guise’ of Spaces for People, as included in our previous deputations. There are significant inconsistencies between CEC papers for previous Committee meetings in relation to the appropriate traffic order to use for the plans. **CEC should also apologise for misleading residents as to the purpose and driver for the LTN.**
- Upon Paul Lawrence’s appointment to his role with CEC in 2015, GEM notes ‘Council chiefs’ were quoted as stressing that “*decision-making would be far less concentrated as part of a council restructure that will devolve as much power as possible to local communities and neighbourhoods*”. This policy needs to be reflected in how CEC approaches its plans, **before implementation.**
- **GEM rejects any introduction of a bus gate via TTRO or ETRO / TRO.** Specifically in relation to the TTRO, we believe that the bus gate is disproportionate, and creates a far-reaching change / deterioration in amenity for local residents in Bughtlin, Cammo, Turnhouse and West Craigs who justifiably use Craigs Road for access to local services. Further, CEC states its intention to use Spaces for People (SfP) funds to introduce the bus gate via TTRO, which it then intends to carry forward via ETRO and TRO. It is clear that the bus gate is not intended to be temporary, and therefore it is a misuse of SfP funds to introduce it. Should this option be selected by Committee, GEM will review its options promptly with regard to legal opinion, and the grounds for legal challenge. This potentially creates or continues significant legal and reputational risk for CEC, in relation to its risk appetite policy.
- Additionally and notwithstanding the above, there is no justification for a bus gate to be in force for 6 hours each day, when in our view even the clear peak hour (8-9 am) does not justify this measure on a temporary basis. The peak and safety argument is advanced in relation to the schoolchildrens’ ‘commute’ – this does not last 6 hours per day!
- **GEM’s strongly preferred option in relation to any TTRO is Option 3.** We feel that CEC has not made a case for urgent action requiring emergency temporary powers, in relation to Covid or safety. The LTN was scored 2/10 for physical distancing benefits. As per our last deputation, there is no substantial evidence to support that pedestrians passing each other on pavements is a transmission risk. The video shared with councillors by GEM, and the traffic data analysis, shows clearly that these are quiet streets. Our traffic data reflects this. Analysis of Crashmap data shows around 13 accidents within the proposed LTN area over the last 7 years. On Craigs Road, where measures are centred, only 3 accidents have occurred since 2014, one of which resulted in a serious but not fatal injury to a pedestrian; another a slight injury to a pedestrian; the last with no pedestrians involved and slight injury to driver. In the same period, around 30 accidents were registered in the Gracemount area within Cllr Macinnes’ ward, where no LTN measures are planned. Around 120 accidents on the arterial routes *surrounding* the LTN area speak clearly to where the problem and priority should be.



- GEM rejects option 2A for the reasons above. GEM believes that option 2B may also be unnecessary, however notes that no detail or design information has been provided by CEC – as such, we reserve judgment on 2B until detailed plans are shared with GEM. **We strongly recommend that a vote on 2B be delayed until these plans are available, as it is nonsensical to ask councillors to vote on measures that are not defined. This was articulated in our meeting with Paul Lawrence and his team today.**
- GEM notes CEC's intention to bring forward the 'Version 2' LTN under a ETRO, which appears to be an unusual and rare move. **We continue to object to the introduction of a LTN via any route** for reasons articulated here and before, and specifically to any introduction of a scheme on a 'try then modify' basis. Due to the history on this case, there is frankly a lack of trust with CEC on the likelihood of scheme removal after a consultation. In our meeting with Paul Lawrence, he explained that, of Committee votes accordingly tomorrow, the ETRO will then be developed by CEC officials who will then set out the proposals, and seek public feedback. Given the extent of public concern, **Paul committed that once feedback was received, the ETRO proposal would at least come back to Committee for a further vote before implementation. We welcome this commitment, and in the meantime can confirm that GEM is in the process of taking legal advice to establish the position** – we will revert in due course. In the meantime we reserve judgment, other than to firmly restate our objection.
- GEM notes the statement made on 11 November by Sarah Masson, the prospective SNP candidate for next year's Scottish Parliament election. In addition to the firm support for GEM's position from all local elected representatives, Sarah has articulated that **"the council needs to halt the LTN plans and bring forward a more tailored scheme for the area. One that does not involve road closures and takes account of the safety concerns being raised"**. It is clear that road closures in East Craigs do not even have the support of the SNP candidate endorsed by Councillor McVey for the seat, and should be dropped from any plans. Sarah concludes that action to improve roads **"must be done with our communities"**.
- GEM finds the inclusion of the proposed cycling lane for **Drum Brae North** in the East Craigs TTRO proposals frankly bizarre. To state the obvious, the area concerned is not in East Craigs, in fact its closes point is 1.4 miles from Craigmount High School. It should be removed and progressed separately. In the meantime, we note that the area proposed is probably the steepest section of road in the while of west Edinburgh, and so appears an odd choice to say the least. We also would highlight that this separate scheme should be subject to full consultation for the local residents directly affected prior to any introduction – is correct process being followed?
- GEM is in close liaison with multiple other communities and campaigns – Braid Road / Comiston; Morningside to Tollcross businesses; Lanark Road & Longstone to quote examples in Edinburgh. Regarding LTNs, also multiple campaigns in London, Birmingham, Glasgow and Aberdeen. We are learning at a fast rate. It is clear that Council policy has driven the 'little people' in communities to organise, collaborate and crowdfund.
- GEM notes significant recent objections from the Craigs Avenue / Crescent community, regarding the clear safety problems with that aspect of the proposals. These concerns were expressed clearly to CEC officials by GEM today.
- Finally, GEM reiterates that while we organise and represent the local residents / community to a degree, we do not speak for everyone. **Engagement with GEM is a vital part of the listening process, but does not and cannot replace a full residents' consultation before proposals are implemented.**

Reminder of outstanding issues

- **Participation Request under the Community Empowerment (Scotland) Act 2015** - Drum Brae Community Council submitted a formal Request to CEC under the above Act, with the full cooperation of GEM. Almost one month later, to our knowledge no response has been received. We request an urgent update from CEC as to how the Request will be fulfilled
- **Community rights under the Aarhus Convention** - We remain of the view that CEC is effectively denying the East Craigs community its rights to participate and be consulted under the Aarhus Convention, and as such is not complying with the provisions in force. We now request a formal response from CEC to outline how the provisions of the Convention will be fulfilled prior to introduction of any LTN measures.
- **Audit Scotland referral** – We understand that Audit Scotland's detailed investigation into CEC's decision making with regard to the East Craigs LTN continues, following the community referral as disclosed in last month's full Council deputation. We await the outcome with great interest.
- **SusTrans** - Our investigation is continuing into the appropriateness of placing an organisation described by the Guardian as a "cycling pressure group" at the heart of transport policy, representing only one mode of road user. Key council staff are seconded from SusTrans, funding is provided by them, and implementation responsibility ceded to them by the Council. This investigation may include a review of councillors' code of conduct responsibilities in relation



to transparency, and representing the community and all stakeholders. A Freedom of Information request has been submitted to CEC this week in relation to SusTrans activities in relation to CEC policy creation and implementation

- **Traffic monitoring data sharing** – It should be noted that GEM offered to share traffic data with CEC on a *quid pro quo* basis, however this offer has been ignored
- **Meetings with CEC leadership, and Council officers** – A meeting was held with council leaders in October, followed by a restatement of GEM’s position (see Appendix 1). A technical meeting with CEC officials to understand the revised plans was due to be held on 11 November. GEM has clearly stated that these meetings do not replace / negate the need for full residents’ consultation on the revised plans.

We look forward to further engagement, both in terms of these proposals and the wider west Edinburgh strategic context.

With many thanks and regards,

David Hunter

Chairperson

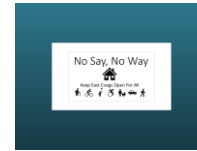
On behalf of,

Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>



APPENDIX 1: GEM MEETING CONFIRMATION EMAIL TEXT, 27 OCTOBER 2020

Good evening,

We write following our constructive meeting on Friday 16th, upon which we have now had the opportunity to reflect (some of us have been on holiday since).

Firstly, we would like to thank you for the positive spirit in which the meeting was conducted. We were very pleased when Lesley accepted our invite to meet, and while it is clear that we have differences of opinion on what is an emotive issue, we welcomed the polite and respectful approach from both sides in the meeting. Everyone was heard.

We appreciate the open approach from the Council side to discussing areas where we could potentially find common ground with regard to the proposed changes in the East Craigs area. At the same time, we were keen to underline our willingness for City of Edinburgh Council (CEC) to engage with us and the directly affected community, to consider in a broader context the transport and active travel challenges faced by West Edinburgh in the months and years ahead, in relation to congestion, pollution, safety and personal mobility choices. Get Edinburgh Moving (GEM) acknowledges that ours is a viewpoint that is borne out of a very significant portion of the community, but also that it is not reflective of every single voice within it. Our guiding aim therefore is to promote an inclusive debate where all voices can be heard, something which we believe would achieve near unanimous support amongst both promoters and detractors of the LTN.

As mentioned, GEM is prepared to invest energy in encouraging the community to participate fully in a 'big picture' engagement. This would involve community groups (GEM, local community councils, local councillors, Low Traffic Corstorphine and other stakeholders), plus most importantly the directly affected local residents, in considering actions we can take to make our roads and public spaces accessible to and safer for all, looking at public transport options, pollution and many other aspects. We are keen to discuss how the thousands of newly consented homes in the Maybury / West Craigs / Cammo / Gogar areas can be successfully integrated into the local area and transport infrastructure.

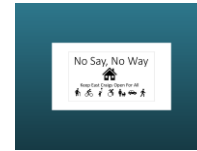
We articulated how we had already conducted private polling to gauge support for a range of possible measures, notwithstanding our view that these would have to be properly tested with the community, with directly affected local residents' views being ultimately respected. Whilst this polling is preliminary in nature, it underlines the breadth and depth of ideas that exist within the area for improvements, and almost everybody appears to be realistic about what can be achieved in a time of budget pressure due to the Pandemic.

What we have understood from you in our recent meeting is that CEC's immediate priority is the Spaces for People programme, and temporary measures that can be introduced in East Craigs under its auspices. We understand that CEC is not prepared to consider the wider context at this time.

Therefore, following the meeting, we have taken time to reflect carefully and respectfully on the conversation as a committee, and have also taken soundings from our wider community group.

With regard to the East Craigs Low Traffic Neighbourhood, proposed under the Spaces for People programme, our firm view remains that these measures are unacceptable to the vast majority of the community. We do recognise the sincere efforts by CEC officers to make amendments that addressed some of the most egregious flaws in the first revision of the proposals, while unfortunately creating others, however there is a more fundamental issue at stake about the lawfulness of the process itself which we believe should override any objective comment on revised proposals. As clearly articulated in our legal counsel opinion (openly shared with the Council), we believe that introduction of the LTN measures via a TTRO is unlawful. It appears from councillors' quotes at the full Council meeting last week, that CEC has received external legal opinion that held up our legal counsel view as accurate and valid – also that CEC would incur a massive legal risk in pursuing the LTN under a TTRO.

In the last few days, we understand further external legal opinion was circulated confidentially to councillors (with a fully redacted version being shared online by one councillor from the coalition). News reports indicate that this latest opinion also broadly agrees with ours. We assume then that CEC is now fully aware that using a TTRO to introduce such far-reaching changes as multiple junction closures and bus gates would be unlawful. For clarity, we cannot support any action that introduces the LTN, in whole or in part, via a TTRO under Spaces for People. It is clear from legal opinion in the public domain that this would be unlawful.



Within this frame it is also important for councillors, when considering voting on the East Craigs LTN proposals, to recognise their duties under The Ethical Standards in Public Life etc. (Scotland) Act 2000. Specifically, section 1.5 provides that “councillors hold public office under the law and must observe the rules of conduct stemming from the law”. Section 2.1 states that “you have a duty to uphold the law and act in accordance with the law and the public trust placed in you”.

We also recognise that a number of Low Traffic Neighbourhood schemes elsewhere in the UK have been suspended, cancelled or fundamentally altered – Wandsworth, Lewisham and Redbridge being recent examples. As recently as last week the UK Transport Secretary Grant Shapps, from whom we understand the Spaces for People funding originated, warned that badly designed programmes were causing unnecessary congestion, and that a significant minority of initiatives introduced by councils during the pandemic to promote green transport had backfired, leading to more traffic.

We won't repeat here our detailed objections already articulated in our depositions in relation to the LTN in original and amended form. We acknowledge CEC claims the measures are temporary, however our depositions detail the reasons why we believe this not to be the case. According to CEC, the 'need' was identified in the WEL discussions in 2017. Adam said in August that these 'long-held aspirations' were being introduced under the 'guise' of Spaces for People. CEC's letter to residents (dated 11 August) explained that the plans were to be made permanent.

More recently, last week the community received a Freedom of Information response that confirmed the specific LTN plans were first discussed by CEC in November 2019 – before anyone was aware of the existence of Covid-19. By definition, these LTN plans cannot have been driven by Covid – they were planned by the Council, and most recently constituted within the last year.

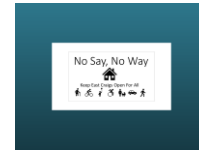
It has been claimed that the LTN is being proposed to keep the citizens of East Craigs safe from Covid. However, the Council's own scoring rated the LTN as only 2/10 for physical distancing – the lowest of all SfP schemes. There is no provision in the scheme (nor in our view any requirement) for temporary widening of pavements, for example. No space is being created. A high proportion of pedestrians using the pavements are school pupils walking to or from school, where they will sit in indoor classrooms in close proximity to other students – at far greater infection risk than while outside on the pavements. The Scottish Government's track & trace app works on the basis that a contact is only notified where they have been within 2 metres of an infected individual for 15 minutes. As such, how can pedestrians walking past each other on the pavement be classed a significant risk and, if they were, why wouldn't temporary pavement widening have been considered? The LTN purports to address Covid measures, when in fact it attempts to address much wider traffic issues / infrastructure in west Edinburgh, that should be a formal project with full consultation – not addressed under Spaces for People.

The Council has claimed that increased road traffic is a further justification for these 'safety' measures, yet our own traffic data shows that Craigs Road rush hour peak traffic flow is down by approximately half compared to the Council's own 2019 pre-Covid baseline data. Therefore increased traffic cannot be a justification for emergency measures. We confirm our offer to share our traffic data with CEC on a *qui pro quo* basis, in return for CEC's large number of datasets emerging from its apparent blanket coverage of the area in the last few weeks. It should also be noted that both ours, and the Council's, data for Craigs Road and North Gyle Road has been obtained at a time when both roads are central to the traffic diversion route due to the temporary closure of North Gyle Terrace, and so the data should be viewed with caution as it may be artificially inflated compared to baselines.

For clarity, we are of the view that the overwhelming majority of the community does not accept that Craigs Road is a 'rat run' for non-local traffic, and there appears to be only anecdotal evidence to support this. We do accept that it is used occasionally, and legitimately, as a key local access road for those from Bughtlin, Cammo, Turnhouse etc as a route to local facilities and amenities. For example, school access for children with special needs. Key workers and NHS staff who have come to us anxious of being able to get access to childcare in the area in time to get to their shift in another part of the city. We are also highly cognisant of the unintended effects of pushing traffic into areas that are currently quiet and/or to increase pressure further on arterial roads where such residents already are exposed to much higher levels of noise and pollution compared to residents in the East Craigs area. We would refer to the recent Corstorphine Community Council meeting where a local resident living on St Johns Road expressly reminded the Community councillors of the potential effects of LTNs on residents like him.

To conclude, our position in summary:

- We strongly oppose and will firmly resist any introduction of the East Craigs LTN, in whole or in part, under a TTRO. We believe to do so would be unlawful, and we further believe that the Council is fully aware of this as a result of several iterations of external legal advice procured by it.



- We reiterate our openness and commitment to engaging the community, and CEC, in the broader discussion around West Edinburgh's congestion and pollution challenges, both in the short and long term. We will continue to make suggestions to the CEC about the appropriate use of funds to address such issues as; the reclaiming of the dangerous pavements on Maybury Road; repairing the existing active travel network to remove dangerous potholes and obstructions throughout East Craigs, both on the roads and the paths; effective speed mitigation measures on Craigs Road.
- We thank again the Transport Convener and the Council Leader for their constructive ideas regarding the use of Spaces for People funding, however at this time we do not believe it would be appropriate to comment further on any proposals that do not meet the defined criteria required for implementation using a TTRO. We would welcome further discussions with the Council, and look forward to your response. In the meantime, this letter will be shared with the local community.

Best regards,

DAVID HUNTER, CHAIR;
DALE GRAHAM, TREASURER;
STEVE PICKAVANCE, VICE CHAIR;

- GET EDINBURGH MOVING community group



Cllr Lesley Macinnes, Convener
Transport and Environment Committee
The City of Edinburgh Council
City Chambers, High Street
Edinburgh EH1 1YJ

Low Traffic
Corstorphine

corstorphineltn@gmail.com | @TrafficLow

Dear members of the Transport and Environment Committee,

9th November 2020

RE: East Craigs Low Traffic Neighbourhood

We write with respect to agenda item 7.7 on the 12 November Transport and Environment Committee (TEC) meeting. Low Traffic Corstorphine (LTC) is a local community group in favour of the East Craigs proposed low traffic neighbourhood (LTN) and associated measures to make street environments safer for people walking, wheeling and cycling. We write to reiterate our support and ask you to vote for the council officers' recommendations.

We advocate for transport decisions to be legal and made based on data and evidence, and to that end support a temporary LTN implemented via an ETRO (ref 4.23 – 4.30). Coupled with Option 2a measures (ref 4.8 – 4.11), we hope that ongoing monitoring of these interventions will show their value to the community through increased walking, cycling and wheeling, lower vehicular speeds and less traffic.

In particular, we hope that these interventions will help to shift a percentage of short car trips in the area to alternative modes, such as [the school run to Craigmount High School](#) and the workplace commute to [local destinations such as the Gyle](#). The “try then modify” approach to consultation allows real-time observation, data collection and resident feedback, and amendments can be made based on evidence and transport users' input rather than conjecture.

We know that many people in the community are concerned about modal filtering and have objected to the proposals, but longstanding and successful LTNs in the area such as Bugtlin and Clerwood are examples of how LTNs can improve quality of life. As a complement, [impartial, accurate information](#) has been recently published by the Scottish Parliament's fact-checking service that supports the benefits of LTNs, as well as debunking many of the myths and misinformation that have been shared online in the last few months.

This research, as well as guidance from the new [Public Health Scotland transport use, health and health inequalities report](#) backs up the argument for the roll out of LTNs and associated interventions as tools to tackle transport inequalities during the Covid emergency and for the future. This recent briefing builds upon national and local policy across transport, public health, equalities, climate change and the environment that consistently align with the evidenced outcomes of LTNs.

It would take a significant amount of space to list all the Scottish Government, City of Edinburgh Council (CEC) and independent research and policy recommendations that back up a trial LTN in East Craigs and other locations such as Corstorphine South and Leith. We will instead focus on the CEC [City Mobility Plan](#). It notes that bold transport actions are needed, including the implementation of sustainable neighbourhoods with “...fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces”.

Now is the opportunity to vote in favour of a bold action to improve East Craigs and west Edinburgh to the benefit of all transport users. Please know that as well as LTC, there are quiet but hopeful residents in East Craigs and the wider Corstorphine area that support these bold actions and want their streets to be people-centred and safer, more equitable places to live, work and play.

Yours sincerely
(on behalf of Low Traffic Corstorphine)

Vikki Brown

Damian Mullan

Chris Young



Portobello Community Council

City of Edinburgh Council
Transport & Environment Committee, 12 November 2020

Dear Councillors,

I am writing to you on behalf of Portobello Community Council in light of the tragic death of Heather Stronach at the junction of Portobello High Street/Harry Lauder Road on 2nd November 2020.

While we are unaware of the specific circumstances of the incident, this is the second death of cyclist at this junction within 20 months.

We ask you to instruct officers to undertake an urgent review of this junction so that no further lives will be lost.

We understand that an investigation and inquiry was set up into the death of Stuart Elliott, the cyclist killed in March 2019, but the results of this are not anywhere to be found.

Please could you respond to the following points:

1. Has there been any findings from the investigation into Stuart Elliott's death in 2019?
2. What steps are being taken to have an immediate and urgent inquiry into this junction?
3. What temporary measures are planned in the interim?

I would appreciate a response to the questions in this letter as soon as possible, but certainly within one cycle.

Yours sincerely

Mike Leeman
Secretary, Portobello Community Council
secretary@portobellocc.org
6 November 2020