

Deputations

City of Edinburgh Council

10.00 am Thursday, 19th November, 2020

Virtual Meeting - via Microsoft Teams

Deputations

Contacts

Email: gavin.king@edinburgh.gov.uk

Tel: 0131 529 4239

Andrew Kerr

Chief Executive

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CITY OF EDINBURGH COUNCIL

19 NOVEMBER 2020

DEPUTATION REQUESTS

Subject	Deputation
<p>3.1 In relation to item 8.8 on the agenda - Community Centres and Libraries Re-opening (update) - referral from the Policy and Sustainability Committee</p>	<p>a) Goodtrees Neighbourhood Centre b) Gilmerton and Inch Community Council</p>
<p>3.2 In relation to Item 8.10 on the agenda – Spaces for People Update – November 2020 - referral from the Transport and Environment Committee</p>	<p>a) Edinburgh Private Hire Association b) Better Broughton c) Leith Links Community Council</p>
<p>3.3 In relation to Item 8.11 on the agenda – Spaces for People – East Craigs Low Traffic Neighbourhood - referral from the Transport and Environment Committee</p>	<p>a) Get Edinburgh Moving b) Corstorphine Community Council c) Low Traffic Corstorphine d) Drum Brae Community Council</p>
<p>3.4 In relation to Item 9.6 on the agenda – Motion by Councillor Lezley Marion Cameron – Small Business Saturday 2020 and Challenges Facing Edinburgh Businesses</p>	<p>a) Unite the Union Edinburgh Cab Branch b) Edinburgh Private Hire Association c) Edinburgh DJ Ltd d) Dr Bells e) Corstorphine Business f) Edinburgh Farmers Market Cooperative g) All Wrapped Up Scotland</p>

From: [Management Committee](#)
To: [Committee Services](#)
Cc: [Lezley Marion Cameron](#)
Subject: Goodtrees Deputation
Date: 18 November 2020 16:49:52
Attachments: [image001.png](#)

The Scottish Government has authorised the opening of Youth Work Services since the 31st of August. Whilst we are aware of the complexities that reopening Youth Work Centres can bring, we really feel that there should be some movement and resources allocated by The City of Edinburgh Council to help make it possible for a small number of centres across the capital to operate Youth Work services. Young people are telling us that their mental health is suffering, that they feel isolated and that they need support. Many of these young people will also be particularly vulnerable and at risk. We owe it to our young people to listen and to take action and to work together to support them. Please take a minute to watch this video put together by our young people who don't deserve to be left out in the cold.

<https://youtu.be/Dk6LJFbDXdQ>

These young people have worked tirelessly throughout the pandemic supporting the most vulnerable within their community. You can check it out here <https://youtu.be/3pj4EeTBQDQ>

Yours sincerely

Stephanie Malone

| On behalf of |
| Goodtrees Neighbourhood Centre, 5 Moredunvale Place, EH17 7LB
| Email: info@goodtrees.org.uk | Tel: 07306 133 260 |
| Follow us on; Twitter: <https://twitter.com/goodtreesnc1> |
| Instagram: <https://www.instagram.com/goodtreesnc1/> |
| Facebook: <https://www.facebook.com/goodtreesnc1/> |



Deputation submitted on behalf of Gilmerton & Inch Community Council in respect of the re-opening of Libraries and Community Centres across the City but in particular –

Gilmerton Library

Moredun Library

Gilmerton Community Centre

Valley Park Community Centre

Goodtrees Community Centre

Inch Community Centre

Firstly can we thank the committee for giving us the opportunity to submit this Deputation.

As a Community Council we have received several enquiries as to when the Libraries and Community Centres within our area are to re-open. Whilst we understand the chance of contamination must be controlled, we feel that the benefit of reopening these facilities far outweighs the risk. The residents within our area are dismayed that these vital services remain closed. It is the most vulnerable within our area that are being disadvantaged through the continued closures and your support in getting these opened as soon as possible would be greatly appreciated.

It is understood that the facilities would have to have restrictions in place when they reopened but just giving people the opportunity to access the buildings safely and make use of some of the facilities would be such a huge boost to our local area.

Our young people in particular are really missing the fact of having a 'home' to meet in. The youth workers are doing a fantastic job of trying to keep them engaged and out of trouble but it is not an easy task and if their base was open and available it would prove to be so much easier. Many of our young people have gone above and beyond during this pandemic to ease the suffering of others within the community and it is now time to give them some help and hope by opening the Community Centres and allowing them back in.

The requests to reopen the Libraries have been received from young and old. They are all missing the feeling of community that our wonderful local Libraries provide. Again there is an understanding that the set up within the Library will be different but knowing that they are open would make such a difference to so many.

We don't feel the need to submit further explanation as to why our local Libraries and Community Centres should reopen but would ask you to put everything in place to ensure that this happens as quickly as possible to offer some hope and help to our community.

Thank you.

On behalf of the Edinburgh Private Hire Association.

Dear Councillors,

Reference Agenda Item 8.10- Appendix 2A – South Bridge-Town Centre Measures-Spaces for People.

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 Councilor's for your time today.

Better Broughton: transforming our local streets for a better community

City of Edinburgh Council meeting, 19 November 2020

Item 8.10, Spaces for People Update - November 2020 - referral from the Transport and Environment Committee

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. Detailed analysis of response showed that wider pavements, slowing speeds, restriction or removal of on-street parking on Broughton Street, and a segregated cycle lane were the top priorities. 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

www.broughton.scot Twitter: @BetterBroughton email: betterbroughton@gmail.com
Facebook: <https://www.facebook.com/groups/695723331037930>

Update from Leith Links Community Council

1.

Copy of the representation sent on 14th September 2020

I am writing on behalf of Leith Links Community Council to formally request an urgent review of the closure of Links Gardens, as per this motion, which was proposed and carried at our meeting on 31 August 2020. The meeting was held online but was open to members of the public to attend.

Further discussion of the matter can be found on our website

<http://www.leithlinksc.org.uk/>

The Motion:

Due to excessive local traffic congestion, with concomitant air pollution and danger to pedestrians and cyclists, Leith Links Community Council proposes that a review is needed of the closure of Links Gardens and of the working of the redesigned junction at the foot of Easter Road. This should be carried out in the context of all the other nearby road closures, roadworks, and diversions affecting traffic across Leith, and should include full consultation with local residents and businesses.

*

2.

Copy of the representation sent on 11th November

Councillors

Leith Links Community Council (LLCC) is hereby writing to supplement its earlier motion regarding the closure of Links Gardens with an update.

The local community is divided on the matter of the closure under the Spaces for People programme, and the Community Council itself does not have a fixed position on it.

The one thing that everyone can agree on, however, is that the city council needs to publicly share the data, evidence and analysis behind its decisions. This should presumably include environmental and economic impact assessments, disability impact assessments, road safety audits.

We think that we have behaved respectfully and responsibly as a Community Council and as a community by NOT doing what other areas of the city have done i.e. complain to the Evening News, and Edinburgh Live, organise hostile public meetings etc. In return, we think that at the very least we deserve the courtesy of two-way communication and proper consultation.

However, it appears that that request is being ignored. There has been no apparent attempt on the part of the council at meaningful consultation, no sharing of information, and no sign of any willingness to demonstrate flexibility in the light of the

knock-on effect of traffic issues elsewhere in Leith, caused in part by the various road closures arising from the Trams to Newhaven extension.

The papers for tomorrow's Transport and Environment committee meeting make it seem that a decision has already been reached in advance of any discussion. It says that a 'review' has been undertaken and that the council will 'continue to monitor traffic impact...'

We would like a clear answer to the following questions

- What has this 'review' consisted of? (And why has it not been done publicly or in consultation with local groups?)
- What monitoring has been done so far?
- Who did it? What were the findings, and where are these published?
- Where is the data and the evidence gleaned from this monitoring, when was it carried out, and when will it be made public (should it not be made public before deciding this matter?)
- And exactly what monitoring will the council continue to do in this area?

I include below a number of points that strengthen the case for a full review and consultation, as requested in our deputation of 14c September.

LLCC's original motion, passed at its August meeting and submitted to CEC, stated:

"Due to excessive local traffic congestion, with concomitant air pollution and danger to pedestrians and cyclists, Leith Links Community Council proposes that a review is needed of the closure of Links Gardens and of the working of the redesigned junction at the foot of Easter Road. This should be carried out in the context of all the other nearby road closures, roadworks, and diversions affecting traffic across Leith, and should include full consultation with local residents and businesses."

Since then:

1. Members of the local community have signed petitions to express their views.

Currently the number in favour of reopening Links Gardens stands at 1,321

– <https://www.change.org/p/adam-mcvey-edinburgh-gov-uk-links-gardens-road-closure>

The number backing the opposing position (i.e. wanting to keep the road closed) stands at 206.

– <https://www.change.org/p/city-of-edinburgh-council-keep-links-gardens-closed> –

2. There have been several occasions when an emergency vehicle has been unable to get through the junction at Easter Road for many minutes, due to traffic congestion at the junction which is often to be seen backing up down the road in all directions.

There have also been two separate incidents recently where an emergency vehicle (an ambulance in October when an elderly person collapsed on the Links, and then a fire engine on 6 November, to attend a call from Great Michael/ Links House) have tried to respond to emergency calls in Links Gardens and have failed to gain access, which extended their response time significantly as they had to do three-point turns and then take a long diversion. (Photographic evidence is available of all of these incidents.)

3. Local residents have complained about the serious damage being done to the fabric of surrounding streets, due to the heavy traffic they are experiencing. For example –

“Does anyone have an email address to request pot hole repairs? I know it's unlikely I'll get anywhere but the state of Elbe Street, Cadiz Street and Assembly Street is atrocious at the moment. Those cobbled streets weren't made for traffic, never mind the amount of traffic due to the closure of Links Gardens and the heavy machinery coming through for the tram works. It's beyond pot holes now, it's big sections of cobbles ripped up and huge areas that are so uneven that cars scrape when you go over them.”

In summary, LLCC believes this area – hugely impacted by the ongoing tram works – is not receiving the attention it is due at a strategic level. And we believe the council should redouble its efforts to be open and transparent and, as a matter of urgency, to explain and justify their decisions backed up by evidence, data, and a detailed understanding of what is actually happening on the ground.

Yours sincerely,

Sally Millar

Secretary, Leith Links Community Council

PS, pasted below, for reference and as a reminder, is the recent correspondence between a group of Leith Links residents (its 21 signatories also shared their letter with city councillors among others) and LLCC.

23.10.20 (from group of residents)

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

30.10.20 (reply from CC)

Dear Leith Links Residents

Thank you for writing to Leith Links Community Council to share your views. We will certainly make sure these are recorded and made available for others to read.

As a community council, our primary role is to gather and share information and also to consult local people, often representing their views to City of Edinburgh Council. So it really helps if local residents make their views clear, as you have done.

While we do not disagree with anything you have said in your letter - quite the reverse – we have also received mail from a lot of residents who argue strongly for re-opening Links Gardens and for redesign of the Easter Road Junction.

The community appears to be divided. The community council itself does not have a fixed position on the matter.

For the moment, we await the promised review.

Ideally, we would like to see the city council try harder to engage with residents and businesses affected in our area, to better explain and justify the Spaces for People initiatives and Low Traffic Neighbourhood proposals, supplying the data and evidence behind their decisions, monitoring the impact and knock-on effects of any changes they introduce, and demonstrating the flexibility and willingness to amend and adjust them in the light of real-world localised experience.

We appreciate your emphasis on the wish to be constructive and to ‘look forward to the debate ahead’. We feel the same. As a CC, our major concern is to ensure that there actually IS a meaningful ‘debate ahead’. And we are open to suggestions about how we can all play a part in achieving that, since, sadly, a live public meeting is not a realistic option for the time being.

Best wishes,

Sally Millar
Secretary, Leith Links Community Council



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: 18th November 2020

Dear Councillors & Officials,

RE: CITY OF EDINBURGH COUNCIL MEETING 18/11/20 – COMMUNITY DEPUTATION IN RELATION TO EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD PROPOSALS

I am writing – yet again - 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.

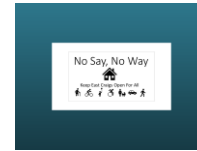
GEM has now made several written deputations to both TEC Committee and full Council. For background, I have appended the latest deputation to last week's TEC Committee, for the benefit of all councillors. I have also appended our letter to the Transport Convener, sent Monday and to which we have not yet had a response. We would greatly appreciate if councillors could familiarise themselves with both documents ahead of council.

The letter dated 16th November (Appendix 1) outlines the latest position. In summary:

- The ETRO motion before you does not reflect the Transport Convener's (and Paul Lawrence's) clear commitments to the community that a full public consultation would be held prior to any work commencing to implement the ETRO. This consultation should be managed to ensure the view of local, directly affected residents are taken into account first and foremost – not individuals or lobby groups from outside the directly affected area. Essentially, that eg Corstorphine residents or groups do not decide what is best for East Craigs – East Craigs residents do (including Bughtlin, who use the LTN area to access local amenities)
- GEM requests that the motion be amended to unequivocally clarify this point. **To be clear, should CEC's intention be to implement an ETRO before full public consultation, GEM would not support the motion and would urgently seek further legal advice with a view to exploring all options available to challenge the Council's decision**
- In relation to the reduced TTRO measures under Option 2B, GEM's view is that it is inappropriate for TEC or full Council to vote to approve a proposal that has not been defined, and for which drawings have still not been prepared and/or shared. Further, we seek comfort that a new TTRO will allow for the customary notification window – pre-implementation - for comments on design to be submitted by local residents, which then are taken into appropriate account when implementing the temporary scheme

We have not asked residents to email councillors ahead of this meeting – our view is that both the TEC and wider councillor group have received a huge number of residents' emails on this issue, and should be keenly aware that the overwhelming majority of submissions have objected to the council's proposals. That fact remains unchanged.

We have seen several attempts by coalition councillors to point out that views have been received from both those against, and in favour, of the LTN. We don't dispute that, however we know from feedback from several councillors that the overwhelming majority oppose the LTN – perhaps (generously) a split of 85-90% against, 10-15% in favour. We are sure this will come through from reviewing your inboxes.



It is exhausting to have to continually remind councillors of the strength of feeling in the community on this issue. However, to briefly recap:

- More than **2,650** local residents have signed a petition demanding unequivocally that the LTN plan be halted – far more than responded to the Council’s recent 2030 consultation, which was hailed as being a very positive response and mandate for action
- 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
- Hundreds of emails have been sent to councillors and community councils, we believe with clear evidence that the overwhelming majority being in objection to the LTN
- The campaign against these proposals has been described as the biggest local campaign in 20 years
- Nothing has been brought forward in evidence to demonstrate anything approaching even a small fraction of these numbers in support of the LTN

In conclusion, GEM’s view is that the democratic will of local residents has been expressed with unprecedented clarity. Full Council now has an opportunity to demonstrate that it hears the community, and will reflect that in its motion tomorrow – a full public consultation before any decisions are made, or ETRO measures commenced. In an unprecedented economic crisis, the community has dug deep to crowdfund legal opinion as the only way to make this Council administration stop and consider. It is to the Council’s shame that legal opinion found its actions to be unlawful, but without challenge it would simply have proceeded. We ask that Council now learns the lessons, and doesn’t force residents to spend more money on legal advice (money which otherwise, if unused, will see a significant amount be donated to charity).

As we have requested from the outset, let’s Stop. Engage. Consult. Take the community with you, don’t fight against us.

With many thanks and regards,

David Hunter

Chairperson

On behalf of,

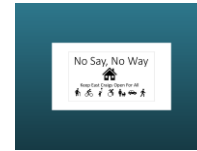
Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

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

cc: Nick Smith, CEC Head of Legal and Risk;
Paul Lawrence, Executive Director of Place;
Councillor Mark Brown
Councillor Robert Aldridge
Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP



APPENDIX 1: GEM LETTER TO TRANSPORT CONVENER, 16/11/20

Get Edinburgh Moving

e: GetEdinMoving@gmail.com

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

Lesley Macinnes
Transport Convener
The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 16th November 2020

Dear Lesley,

RE: CITY OF EDINBURGH COUNCIL (CEC) TRANSPORT & ENVIRONMENT COMMITTEE MEETING 12/11/20 - 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.

Further to the TEC Committee, we are pleased that the coalition's amended and passed motion has been referred to full Council on 19 November for a further vote, allowing for important review and scrutiny in the meantime. The motion includes:

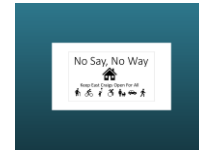
3) *To approve option 2b for implementation by Temporary Traffic Regulation Order (TTRO) as part of the Council's Spaces for People programme as set out in paragraphs 4.12 – 4.13.*

4) *To approve commencement of an experimental traffic order and to propose a full public consultation prior to the decision by a later Transport and Environment Committee, (date to be confirmed), as part of the process for the introduction of a LTN in East Craigs as set out in paragraphs 4.23 - 4.30 of the report*

Both councillors and the many community observers at the TEC meeting clearly understood from that meeting that there would be a full public consultation prior to the ETRO process commencing. In the meeting, you clearly stated:

*"When it comes to 1.1.4 I am also going to make a suggestion because **I am very concerned about where and how we can undertake proper public engagement around this move towards an experimental TRO**, so I think the wording I would like to put into there is that we ... will propose a full public consultation prior to a decision by a later T&E Committee (date to be confirmed) as part of the process for an experimental traffic regulation order process for the introduction of a LTN. So, in other words I'm changing the first half of that sentence to **re-emphasise our desire and the need for public consultation before we make progress on that**. So I think that's an important, I hope, and welcome reference for the ... So that's what we'll be doing in terms of the coalition recommendations".*

These comments were consistent with what we heard from Paul Lawrence in our meeting with him and his team on 11 November. Paul committed that once feedback was received, the ETRO proposal would at least come back to Committee for a further vote **before implementation**. We welcomed this clear commitment.



We urgently request that you review the motion to be brought before Council to reflect what was clearly heard on Thursday – that a full public consultation will be held before progress is made towards an experimental TRO. For the avoidance of doubt, that no measures other than the 2B measures under TTRO should be initiated until the full public consultation is held. Please confirm the clear position and revised motion as a matter of urgency. **To be clear, should CEC’s intention be to implement an ETRO before full public consultation, GEM would not support the motion and would urgently seek further legal advice with a view to exploring all options available to challenge the Council’s decision.**

On a related note, we understand that CEC has still not responded to Drum Brae Community Council’s formal Participation Request under the Community Empowerment (Scotland) Act 2015. GEM also requested a formal response from CEC to outline how the provisions of the Aarhus Convention will be fulfilled prior to the introduction of any LTN measures.

In relation to point 3 above, GEM remains of the firm view that no emergency measures are necessary or justified by the Covid emergency situation, and that there are clearly adequate spaces for people on Craigs Road as-is. Assuming however CEC is intent on introducing these limited temporary measures under a TTRO, we would question whether it is appropriate process for TEC Committee and/or full Council to vote for a TTRO which has not been defined, or designs published in a reports pack. We would appreciate your urgent confirmation that implementation of a TTRO would allow the normal notification period for residents and other stakeholders to comment and raise objections in relation to a specified scheme with clear design drawings, and that those comments would be duly considered by CEC before any changes were implemented.

With many thanks and regards,

David Hunter

Chairperson

On behalf of,

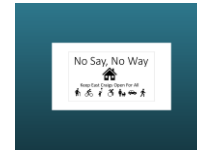
Get Edinburgh Moving

Community Group

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cc: Nick Smith, CEC Head of Legal and Risk;
Paul Lawrence, Executive Director of Place;
Councillor Mark Brown
Councillor Robert Aldridge
Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP



APPENDIX 2: GEM DEPUTATION TO TEC COMMITTEE 11/11/20

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

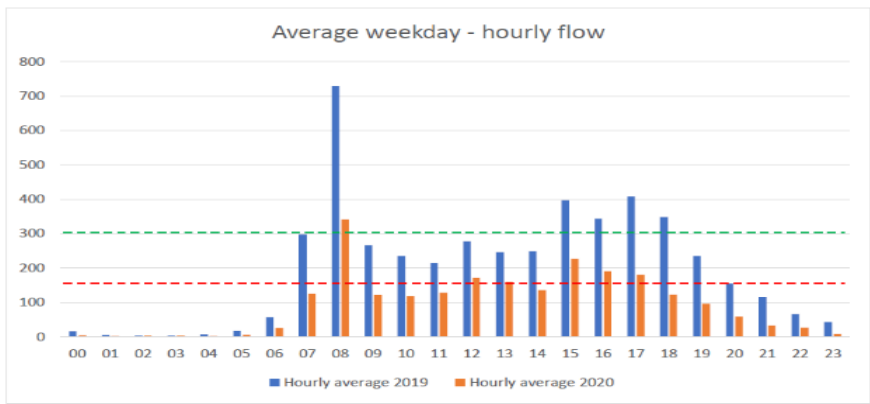


street'. The guidance for low traffic volume is 'quiet street or cycle lanes'. The data does not provide any evidence for implementation of bus gates or LTN type measures.

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

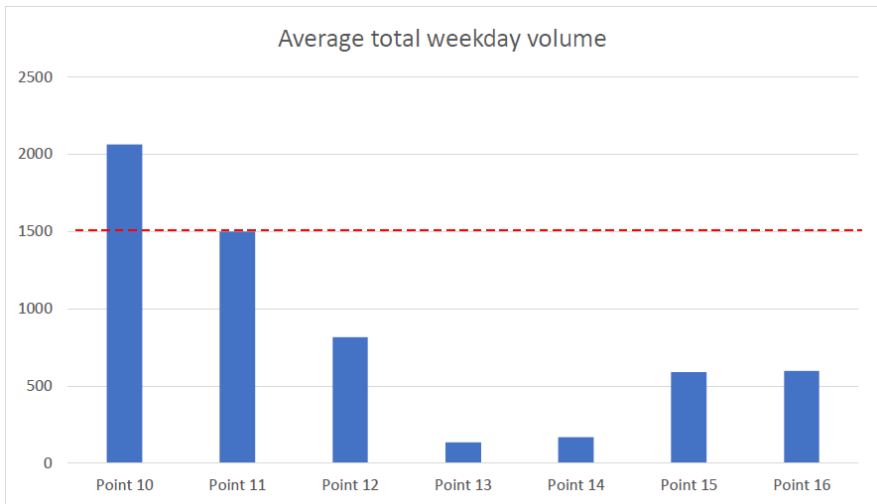
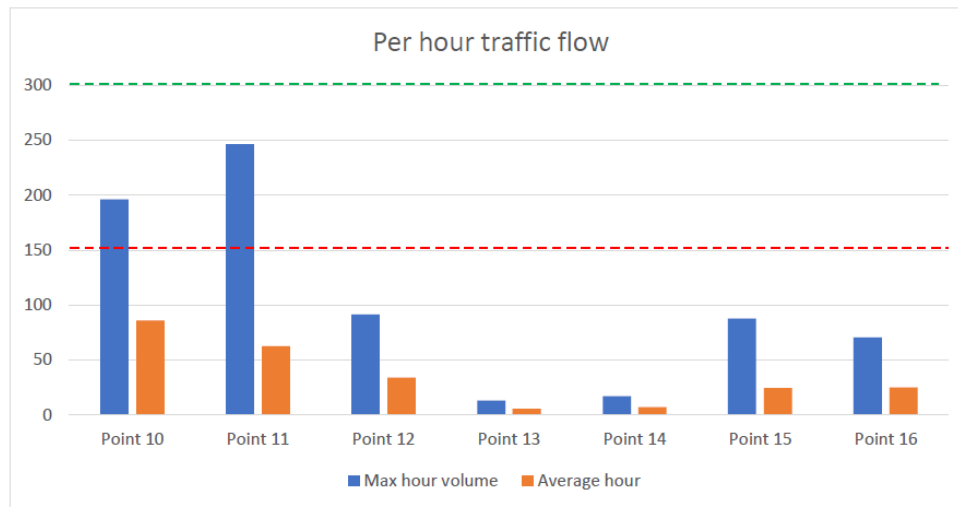
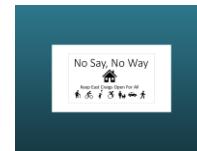
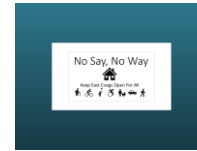


Chart 3



GEM response to CEC revised Paper

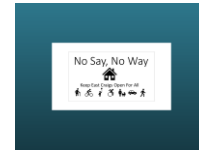
- GEM welcomes that the recommendation is to drop the implementation of the LTN under TTRO.** While this is unsurprising given legal opinion that to do so would be unlawful, it is also exceptionally disappointing that it took residents (and council taxpayers) raising thousands of pounds in the middle 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

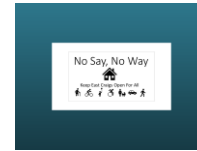
On behalf of,

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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.

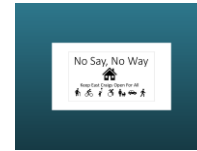
We articulated how we had already conducted private polling to gauge support for a range of possible measures, notwithstanding our view that these would have to be properly tested with the community, with directly affected local residents' views being ultimately respected. Whilst this polling is preliminary 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 deputations in relation to the LTN in original and amended form. We acknowledge CEC claims the measures are temporary, however our deputations 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.

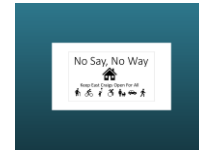
It has been claimed that the LTN is being proposed to keep the citizens of East Craigs safe from Covid. However, the Council's own scoring rated the LTN as only 2/10 for physical distancing – the lowest of all SfP schemes. There is no provision in the scheme (nor in our view any requirement) for temporary 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



Item 3.3(b)

CORSTORPHINE COMMUNITY COUNCIL – Submission to City of Edinburgh Council’s Full Council 19

November 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 (LTN) plans being discussed at the Full Council meeting on 19 November 2020. We have previously provided a submission to the Council’s Transport and Environment Committee (TEC) meeting on 12 November 2020 covering the same matters and this is included at ANNEX A. The additional appended deputations at Annex B & C are provided to remind City Councillors’ 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 -

We recognise the burden on Councillors on the TEC by virtue of the large volume of deputations and resident emails but, as we are at a critical stage of the discussions on the proposed East Craigs LTN, we request that you take time to read the deputation submitted by Corstorphine CC last week (ANNEX A). As clarified within that, we wish to discharge our duty in representing our community. We are keen to support the achievement of a reasonable outcome that is acceptable to the residents of that community.

Since last week, we as a Community Council have received 53 pieces of correspondence on this matter from the affected community, which indicates the strength of feeling on this issue. Key themes arising from the correspondence are broad issues of a perceived lack of democratic accountability and transparency to specific assertions about the proposed LTN such as the area is already a low traffic neighbourhood; an increase in pollution levels due to the rerouting of traffic; safety concerns for schoolchildren due to the rerouting of traffic; the proposed LTN does nothing to reduce traffic but simply concentrates it into certain streets; the proposed LTN forces people to make longer journeys and increases air pollution and more.

We note the plan for social distancing measures around Craigmount High School, which has been combined in proposal 2B with a cycle lane in a different area, i.e. Drum Brae North.

We welcome the deferment of any further action on an LTN until spring 2021. We note the post-implementation consultation process normally associated with an ETRO but also the TEC recommendation of last week that a full, public consultation is held before any ETRO is implemented.

In our role as a community representative body, we wish to have written clarification around the consultation processes and timescales, so that we may plan the necessary meetings and other communications between ourselves and the community.

In our own Community Council meetings, we have recognised the poor communication from CEC around this issue (e.g. as recorded in August’s minutes) so are keen to play our part in enabling good communication at this important point.



We are aware that the Drumbrae Community Council's Participation Request under the Community Empowerment (Scotland) Act 2015 regarding the East Craigs LTN is ongoing so suggest we also need to allow that process to complete.



ANNEX A

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 B

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 C

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



18th November 2020

**Low Traffic
Corstorphine**

lowtrafficcorstorphine@gmail.com | @TrafficLow

RE: East Craigs Low Traffic Neighbourhood

We write with respect to agenda item 8.11 on the 19 November full Council 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 would firstly like to express our disappointment at the politicisation of this project and the delay tactics being employed by some councillors, resulting in a protracted process in proceeding with the East Craigs LTN plan. We are also extremely disappointed that threatening legal action is seen as an appropriate response to efforts prioritising walking, cycling and wheeling and to making the neighbourhood safer for all.

We support the Spaces for People proposals to increase safety around Craigmount High School and provide protected cycling infrastructure along the busy main road of Drum Brae North. We again express our disappointment at the decision to pursue option 2b, rather than option 2a as a solution. We note that bold and progressive actions to support social distancing and active travel are being consistently eroded away, and hope that additional measures will be brought forth in the future to support and enable more walking, cycling and wheeling for the school run.

As we have stated in our previous deputations, 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. We believe that this would have been most effectively implemented with a 'try then modify' approach, as it would have allowed real-time observation, data collection and residents' feedback where amendments can be made based on evidence and transport users' input rather than conjecture.

That said, we understand that the Council is keen to address the calls from more vocal members of the community for full consultation before any action on the ground, and appreciate the willingness to engage. We hope that undertaking consultation prior to implementation of the ETRO will not create additional undue delay and will satisfy the requests for local input ahead of the trial low traffic neighbourhood intervention.

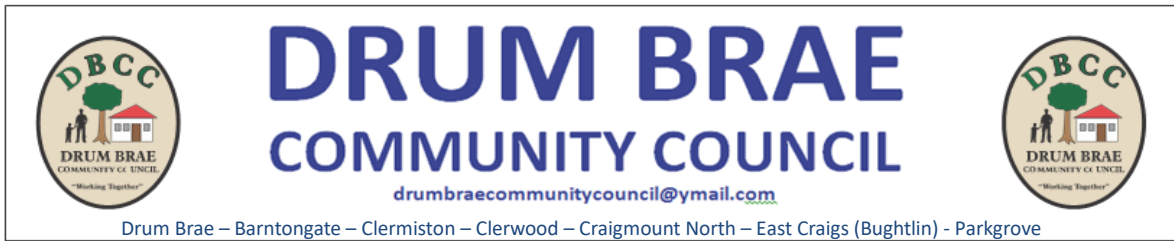
Now is the opportunity to vote in favour of bold actions to improve East Craigs and west Edinburgh to the benefit of all transport users. Please know that as well as LTC, there are quiet but hopeful residents in East Craigs and the wider Corstorphine area that support these bold actions and want their 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



Item 3.3(d)

DRUM BRAE COMMUNITY COUNCIL

Submission to City of Edinburgh Council's Full Council 19 November 2020

Agenda Item 8.11 Spaces for People – East Craigs Low Traffic Neighbourhood – referral from the Transport and Environment Committee

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 19 November 2020. We have previously provided a submission to the Council's Transport and Environment Committee (TEC) meeting on 1 October 2020, to City of Edinburgh Council's Full Council 15 October 2020 and 12 November 2020 covering the same matters and these are attached below for your information and perusal should you wish to familiarise yourselves.

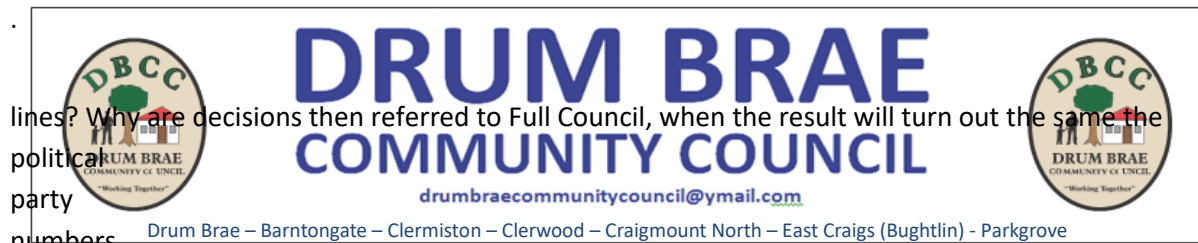
From the outset and as a statutory consultee Drum Brae Community Council have pleaded for the meaningful participation to have the required dialogue between our residents and the City of Edinburgh Council, given the amount of angst this matter has caused in our Community ... however we wish to discharge our duty in representing our community.

Since this matter first arose and during the time we have been attempting to engage and to our certain knowledge the City of Edinburgh Council has met diverse groups of residents more than once and indeed taken advice from an advisory group of 6 unknown residents but so far has steadfastly omitted to meet their statutory requirements in allowing the impacted Community Councils to participate ... perhaps the City of Edinburgh Council would like to respond and explain why that is on such an important matter?

DBCC have submitted multiple deputations on this issue to explain our stance, approach and background however given the disrespect we continue to be afforded by the City of Edinburgh Council we are not even convinced that our previous deputations have been given the full consideration that they merit. We recognised the potential legal implications for the City of Edinburgh Council that are associated with this decision so we were keen to supportive achievement of a reasonable outcome that is acceptable to the majority of that community, however, all of this to no avail. Without the merest glimmer of a response to take the matter up as it should have been from the City of Edinburgh Council.

Incredibly, due to that lack of response, we have reached a position where we have had to submit a Community Participation Request submission (we earnestly request that we also need to allow that process to complete) ... a quite disgraceful episode for a Community to be heard in the City of Edinburgh and have our views taken seriously by this Council.

We ask why? Why is it so difficult after all this time to engage with the affected Communities? Why have we set such a dangerous and undemocratic precedent? What is the point of the Council Committee system if Councillors ignore the full facts before them and vote along political party



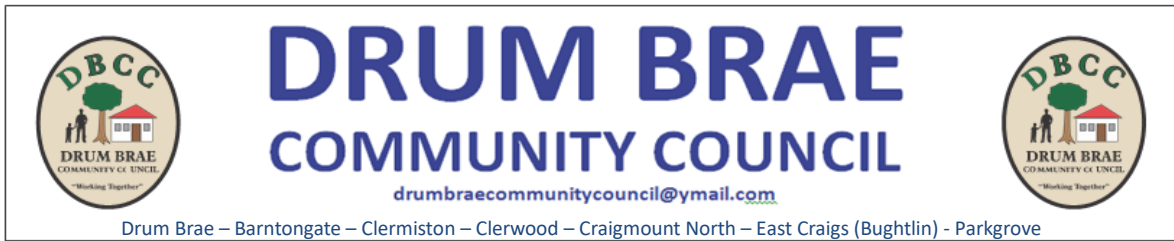
lines? Why are decisions then referred to Full Council, when the result will turn out the same the political party numbers again win the day?

We note the deferment of any further action on an LTN until spring 2021 and the post-implementation consultation process normally associated with an ETRO but we also noted the TEC recommendation of last week that a full, public consultation is held before any ETRO is implemented. In our role as a community representative body, we wish to have written clarification around the consultation processes and timescales, so that we may plan the necessary meetings and other communications between ourselves and the community.

In conclusion we can advise that this entire debacle was brought on the City of Edinburgh Council by themselves but we are left to pick up the pieces of some disgracefully poor management which has left our residents asking what is the point of it all and why should they bother if it is so clear that their voice is dead to the City of Edinburgh Council?

In the coming weeks the City of Edinburgh Council will have to answer all of these questions and repair the substantial damage in trust that they have perpetrated on the impacted communities, given what has passed recently for communication, consultation and participation with communities we are not convinced that the City of Edinburgh Council will be able to manage that and our great City will be at a further loss for that ... your task is to do the right thing and prove us wrong.

Kenny Wright
Chair Drum Brae Community Council



Drum Brae 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



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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.

drumbraecommunitycouncil@gmail.com

At this [Drum Brae – Barntongate – Clermiston – Clerwood – Craigmount North – East Craigs \(Bughtlin\) - Parkgrove](#)

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



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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

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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



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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 decision

Drum Brae – Barntongate – Clermiston – Clerwood – Craigmount North – East Craigs (Bughtlin) - Parkgrove

s and

wait until the outcome of that process prior to any decisions being taken on these proposals.

Kenny Wright

Chair Drum Brae Community Council

Drumrae 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



DRUM BRAE COMMUNITY COUNCIL



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

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h Council

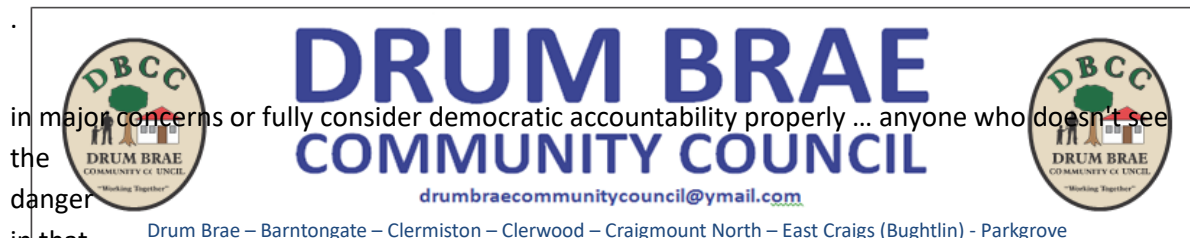
which has been akin to community engagement being a type of hostile process because it seems that the City of Edinburgh Council appear to believe they just cannot be wrong (god forbid be seen to change after representation from concerned parties).

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



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.

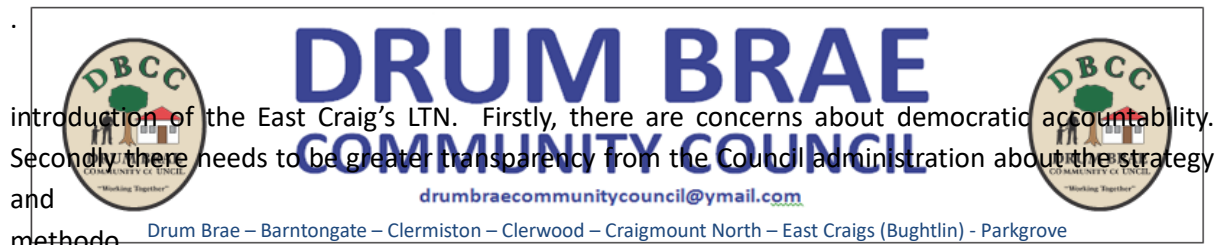
Kenny Wright
Chair Drum Brae Community Council

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



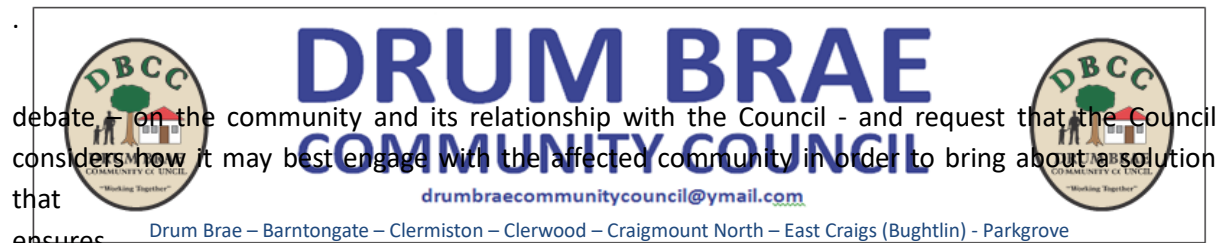
introduction of the East Craig's LTN. Firstly, there are concerns about democratic accountability. Secondly, there needs to be greater transparency from the Council administration about the strategy and methodology they are employing to achieve their objectives. Change and modal shift requires community 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!!!



DRUM BRAE COMMUNITY COUNCIL



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 commun

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ity has a Drum Brae – Barntongate – Clermiston – Clerwood – Craigmount North – East Craigs (Bughtlin) - Parkgrove

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

Deputation from Unite the Union Edinburgh Cab Branch

Dear Sir/Madam,

I am writing on behalf of Unite the Union Edinburgh Cab Branch to request a deputation be heard by the Full council on the 19/11/2020 at 1000 regarding item the motion

9.6 – By Councillor Lezley Marion Cameron – Small Business Saturday 2020 and Challenges Facing Edinburgh Businesses

I trust this is in order and would be grateful if you would confirm receipt of this request.

Please find the text of the deputation underneath my signature.

Jacqueline Dunn
Edinburgh Cab Branch Secretary

Edinburgh Cab branch welcomes Cllr Cameron's motion regarding business support to small businesses.

Our trade, which is made up of 1361 small businesses, has been significantly impacted by COVID-19 and one of our biggest concerns is the future of it within our City.

Our trade can be described by two factors.. the Taxi owner and the taxi driver, they have different concerns and worries.

Our taxi drivers are leaving the trade and seeking other employment as they have seen the reduction of their work down by 90%, especially the nighttime economy, which has been non existent for months now, this then in turn is having a serious impact on the taxi owner, as they are unable to rely on their drivers rental, so have now the increase burden of financing their taxi by themselves.

With the finance companies now expecting their payments again after the first lockdown and with still no work, drivers are unable to make these payments, this is causing serious concern and putting drivers in arrears with one of the consequences of having their vehicles repossessed, which then means that they have no vehicle licensed for their taxi plate, this can leave the trade in a perilous position of existence with potentially plates being handed back to council.

Support for the taxi trade is very poor and limited as there is no understanding in how it operates so therefore we have been unable to access certain grants that have

been made available, and with today's news of an extra £30m for businesses across all local authorities even as I write this we are still unclear if this is accessible to us.

We along with the Glasgow and Dundee branches are campaigning Scottish Government to give us specific support

- *A dedicate scheme providing grant support to self-employed, full time taxi drivers*
- *The suspension of licensing fees that are payable to local councils for the next 12 months*
- *The Scottish Government to engage directly with finance companies to negotiate a reduction in the increased debt due to payment holidays*
- *Access to NHS mental health services to support drivers*

Not only this but we need security for the future to make sure we can still be of service to our communities, the charities we help and be the ambassadors of our beautiful City.

We ask that you support Cllr Cameron's motion, so small businesses like ours can get the help it needs to get the help it needs to survive this pandemic and hopefully flourish again in the future.

Thank you.

On behalf of the Edinburgh Private Hire Association

Item 9.6 of the Full Council Meeting on the 19th of November.

Dear Members,

We would like to take this opportunity to support Councillor Cameron's motion regarding the Business support initiatives from the City of Edinburgh Council.

With particular reference to the following:

Council notes the impact of COVID-19 on key industry sectors of our economy, including hospitality, entertainment, the arts and creative sectors, our festivals, leisure, culture and attractions.

Council further notes challenges which Edinburgh businesses are continuing to face; and welcomes the investment and changes to operational arrangements made by Edinburgh business owners to comply with COVID-19 restrictions and to keep patrons, customers and employees safe.

Council further notes challenges which Edinburgh businesses are continuing to face; and welcomes the investment and changes to operational arrangements made by Edinburgh business owners to comply with COVID-19 restrictions and to keep patrons, customers and employees safe.

And particularly in view of the statement from the First Minister yesterday the 17th November, we welcome the likely continued support to come to Taxi and PHC Drivers from the Scottish Government Discretionary Fund, which the City of Edinburgh Council will receive.

Council calls for a further report, in one cycle, to the Housing Homelessness and Fair Work committee that gives a detailed update, on business support that has been paid to Edinburgh businesses including insights and feedback received on the efficiency of the process.

EdinburghDJ LTD

Sound & Light : Install, Sales, Hire & Repair

Registered Office: 9 Sailmaker Road, Edinburgh, EH6 7JR
Telephone (24 Hours): 07989 929 844
E-Mail: info@edinburghDJ.co.uk

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

18/11/2020

Submission to City of Edinburgh Council Meeting, Thursday 19th November 2020

Dear Councillors and Officials,

RE: Agenda Item 9.6 - Small Business Saturday 2020 and Challenges Facing Edinburgh Businesses

EdinburghDJ LTD wish to make the following submission to you as our business has been effected by Government restrictions and efforts to minimize and mitigate the risks and impact of COVID-19 on Public Health.

Due to the restrictions we are no longer able to operate the most crucial part of our business which is equipment rental (hire) to all sizes of events across Scotland. We are also extremely impaired on secondary parts of our business including permanent installation in bars, restaurants and nightclubs. The restrictions including the no music policy have all but wiped out our regular customers.

We feel that Edinburgh Council could do more to support businesses by generating grants and distributing them on an even and fair basis rather than creating a system which are hard to understand. We also feel that various types of events including drive in movies and large open air events, areas where people have large seated areas outside etc where people are able to remain far apart should be considered for approval.

Kind Regards,

David Dutton
[Company Director]
EdinburghDJ LTD

Item 3.4(d)

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

18th November 2020

Submission to City of Edinburgh Council Meeting, Thursday 19th November 2020

Dear Councillors and Official,

RE: Agenda Item 9.6 - Small Business Saturday 2020 and Challenges Facing Edinburgh Businesses

Great Junction Events wish to make the following submission to you as our business has been effected by the impact of COVID-19 on key industry sectors of our economy, including hospitality, entertainment, the arts and creative sectors, our festivals, leisure, culture and attractions.

Our business has been shutdown almost completely by the current restrictions. We have gone from a turnover in excess of £10,000 a week to almost nothing. Other than the original Closure Grants earlier this year we have had no funding. Our organisation has slipped through the cracks of all the funding and we are now in a perilous position. Grassroots music, COVRF, Pivotal, Nightclub Funding all say we are ineligible for grants.

We had our funding application denied on the grounds that we are exclusively a wedding venue. We appealed this decision immediately stating that we are a multi purpose arts and events space and community hub. We have now had the appeal rejected, details below

I refer to your recent email appealing against our decision not to grant funding under the Business Hardship Fund. Our decision not to grant the funding was based on the answers completed on the application form. Under the section for nature of business, the answer Wedding Venue was inputted. However, based on your latest email you are changing this response.

After careful consideration it has been decided that the original decision is correct however the reason has changed. This latest scheme was aimed at businesses that have been forced to close due to the latest round of restrictions from 09/10/2020 in certain parts of the hospitality and leisure sector. It was also aimed at other businesses in these parts that have been directly affected by these restrictions or by the enhanced measures. To be eligible for the Hardship Funding the Scottish Government have stated that you must be.

- *a hospitality business and some gyms, required by the regulations to operate in a restricted way*

Great Junction Events Trading as Dr Bells

- *a producer/wholesale business based in Scotland supplying primarily short-life goods or produce to hospitality businesses required by the regulations to close or operate in a restricted way and able to evidence a 25% reduction in turnover during the brake period.*

The certain parts of the hospitality trade affected by the closure restrictions on the 09/10/2020 were all licensed premises (i.e. pubs, clubs and restaurants). The Hardship fund was for certain parts of hospitality and leisure that were affected by enhanced measures brought into place on the 09/10/2020. These were unlicensed cafes and restaurants who had to close by a certain time and gyms who couldn't do classes but remained open for individual training.

As you are in neither of these categories you come under a supplier and as per the bullet point above to be eligible you must supply primarily short-life goods or produce.

We feel that Edinburgh Council could do more to support businesses by interpreting the rules in a more even handed manner. It seems that the council wish to deny as many applications as possible on petty technicalities. These decisions will lead to many redundancies and businesses closing. The Scottish Government has supplied the funding to the councils and the councils must now be forced to distribute these funds fairly.

Kind Regards,

Alex Mackay

Company Director

Great Junction Events
Dr Bells
121 Great Junction Events
Edinburgh
EH6 5JB

DEPUTATION FOR CITY OF EDINBURGH COUNCIL MEETING 19TH NOVEMBER 2020

CORSTORPHINE BUSINESS

Coalition Motion: Small Business Saturday and Challenges Facing Edinburgh Businesses

Background

Corstorphine Business is a local traders' association, which is just in the process of forming, following on from work on its establishment by the Corstorphine Community Council (CCC). The association's inaugural meeting was held on 4th November. Corstorphine Business has a geographic boundary, represented by that for the community council, and is open to all types of businesses that are based in the area. To date, around 25 businesses have noted interest but we expect that number to grow. The local area includes one of the key local shopping streets in the city but, in addition to retail and hospitality, the association is inclusive of all types of businesses, including sole traders and home-based, small enterprises. Corstorphine Business is a separate entity from the Corstorphine Community Council, albeit CCC support is likely to continue for a few months in this initial phase.

In getting to this point, Corstorphine Business would like to acknowledge the support of CCC and the other members of the implementation group, who have worked together to help scope out the association's aims, constitutional basis, and initial programme of activity. That group included the Lord Provost, in his capacity as a local Councillor, who generously offered his business and local authority perspective to our considerations. We would also like to record the helpful input from Business Gateway Edinburgh, and the support of Elin Williamson and her colleagues from the Business Development & Inclusion unit in bringing us up to date on evolving business initiatives from the Council. We appreciate Cllr Claire Bridgman's introduction to Cllr Lezley Marion Campbell, and Cllr Cameron subsequently talking with us in her capacity as CEC Small Business Champion, and her invitation to submit this deputation.

Our Requests

At this early stage in our development, and the Council's current work on Shop Local, we suggest that the following support would be helpful to Corstorphine Business:

1. Regular update or early sight of information on initiatives relevant to this area or group. For example, we were informed about Edinburgh Zoo's 'Light Trail' event at which local traders could take a free stall; we're delighted that at least one has been successful in their bid.
2. Having more information on the Edinburgh Business Champions Network, as that develops.
3. Regular feed of 'Shop Local' information such as strategy and status update.
4. A central list of resources, such as CEC or other websites, where we can see updates and where links to local business associations such as ours could also be housed.
5. Information on small amounts of financial support available to get Corstorphine Business going, for example, to help develop our visual identity and communications.
6. Some support for publicity around a formal launch, perhaps in spring of next year.

We would appreciate your consideration of these suggestions and, in due course, your response.

Angela Benzie, Community Councillor (Corstorphine CC)

On behalf of Corstorphine Business

18th November 2020

Item 3.4(f)

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

18/11/20

Submission to City of Edinburgh Council Meeting, Thursday 19th November 2020

Dear Councillors and Official,

RE: Agenda Item 9.6 - Small Business Saturday 2020 and Challenges Facing Edinburgh Businesses

Edinburgh Farmers Market Cooperative wish to make the following submission to you because our business has been affected both by the impact of COVID-19 on footfall and also by the need to introduce changes to our operational arrangements to comply with COVID-19 restrictions and to keep patrons, customers and employees safe.

The Edinburgh Farmers Market provides the people of Edinburgh a safe place to buy good quality trustworthy food. This is something greatly valued by local people in the present crisis. There are 40+ Scottish independent small businesses who sell at the market, many of them based in Edinburgh. The market and its businesses also employ over 30 part-time staff almost all of whom are resident in Edinburgh.

The Council's new Economy Strategy focuses on good growth, well being and sustainability. Edinburgh Farmers' Market is essentially about all of these.

Footfall has drastically reduced this year, due to the impact of COVID-19, with many customers self isolating and visitor numbers so much reduced.

Due to the Covid crisis our operational arrangements have been altered to ensure that the layout of the market gives space for social distancing of staff, customers and stallholders and is a safe place to work and shop. This has involved extra costs which include providing sanitising stations, producing extra signage regarding safe behaviour and employing marshals to man the entrances and exits and thus manage numbers within the market area. The cost of the marshals alone amounts to £6,000pa.

The committee would ask Edinburgh Council to support the 40+ Scottish independent businesses selling at the market and the 30+ part-time staff employed by the market and businesses at the market by granting our appeal to reduce or waive the Market Operators Licence fee. We have submitted this appeal to the Convener Cllr Cathy Fullerton

Kind Regards,

Sarah Burchell
Secretary
Edinburgh Farmers' Market Cooperative

ALL WRAPPED UP SCOTLAND



www.allwrappedupscotland.co.uk

07834384402

The City of Edinburgh Council
Thursday 19th November 2020

Motion to Council 9.6 - Small Business Saturday 2020 & Challenges Facing Edinburgh Businesses.

Well 2020 is certainly a year none of us will forget! We started the year full of optimism - it was going to be our best year yet...we have expanded so much in the last few years, we were finally going to see the fruits of our labours. February even saw us win an Enterprise Award and together with our sister company "Outstanding Supplier of the Year" at the Scottish Wedding Awards and then Covid struck and as they say the rest is history.

We are a small business in the wedding industry, like so many others built up over the years. But full of promise, this year we were looking at nearly 100 weddings - but alas we are now finding ourselves in the unenviable situation of having to refund couples for weddings that won't take place or if they do for 20 instead of 200 guests!

Worse still the wedding and events industry seems to have been completely forgotten by the Government - yes we received the initial £10,000 grant for which we were very grateful, but that is long gone and we are left now with our Bounce Back Loan, when that is gone so are our dreams along with our business.

We have done everything we can - we have had to move our business into storage in Glenrothes to save on our rent - every penny is crucial now! To make matters worse hundreds of us in the industry are waiting patiently on the outcome of the court because the insurance we so diligently paid is refusing to pay out for Business Interruption! It is as if the wedding and event industry is being hit from all sides.

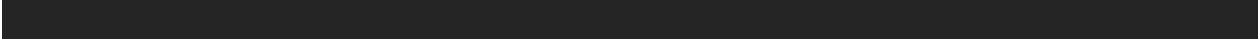
My daughter and I work for All Wrapped Up - we took the Chancellor's advice (insulting as it was) to go and retrain and get a better job....I would say there is no better job than the one I had...I work closely with so many other small businesses supporting them to make events happen - we pass so much business to our florist, DJ Agency, local & nationwide venues to

name but a few! However we have both taken on work with my friends business which happens to be thriving during the pandemic so we are doing our bit!

If some grants could become available like they did for the arts, nightclubs etc you would help safe guard so many small businesses - we strongly disagree with the chancellor an industry with over 400,000 people bringing in £14.7 billion is not unviable!

Thank you for your time and consideration!

Roni Hyslop MIH
Director



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