

Item 4.1 - Minutes

Transport and Environment Committee

10.00am, Thursday 28 February 2019

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Arthur, Bird, Booth, Bruce (item 6), Burgess (items 1 to 5), Cook, Gloyer, Gordon (substituting for Councillor Key), Miller (substituting for Councillor Burgess, item 6), Mowat (substituting for Councillor Douglas) and Whyte (substituting for Councillor Bruce, items 1 to 5).

1. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 6 December 2018 as a correct record, subject to recording Councillor Gloyer as being present at the meeting.

2. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

3. Transport and Environment Committee Rolling Actions Log

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

Decision

- 1) To approve the closure of actions 6 (action 3), 7, 8, 9 (actions 2 and 3), 13 (action 2), 15, 20 (actions 1 and 2), and 29.
- 2) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

4. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for February 2019 was presented.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

5. Edinburgh Tram – York Place to Newhaven Final Business Case

The Committee agreed to hear four deputations in relation to the Edinburgh Tram – York Place to Newhaven Final Business Case which the Committee had been asked to make a decision on at the meeting.

(a) Deputation by Harald Toberman on behalf of Community Councils Together on Trams (CCTT)

The deputation highlighted the following:

- That the CCTT had met with the tram project team on a monthly basis and found these meetings to be highly productive.
- Emphasis was placed on the CCTT's commitment to sustainable and environmentally friendly travel.
- Concerns were raised around the lack of an updated environmental impact assessment and whether this could be amended to reflect the current environmental situation.
- A fully integrated ticket system would link the trams and the bus, as a way to encourage people to use public transport.
- Traders located along the affected route has raised concerns regarding the lack of communication from the project team and the lack of certainty for their businesses during the construction period.

(b) Deputation by Jennifer Malborough on behalf of Leith Harbour and Newhaven Community Council

The deputation highlighted the following:

- Concerns regarding the design to remove two roundabouts at Ocean Terminal in Leith and replace those with traffic light junctions which would cause significant problems for residents of that area.
- A particular area of concern was raised regarding Commercial Street North, which was a private road with 70 homes and three businesses, used primarily by residents for parking and access and residents paid for the maintenance for bollards to keep this area private. Removing the roundabouts would mean there was a risk the area would become congested by the public.
- Another particular area of concern at Ocean Point, where the traffic light junction would prevent buses from turning North. Although this was being addressed by Lothian Buses, there was no opportunity for traffic to turn the other way and there was concern about access for emergency services.

(c) Deputation by Andrew MacKenzie on behalf of Leith Links Central Community Council

The deputation highlighted the following:

- That the area covered by the Community Council included two of the seven proposed new tram stops.
- Concerns were raised regarding Constitution Street within the affected area as it was a busy but narrow street that could not reasonably accommodate the trams.
- That the removal of the Southbound bus stop, lack of cycle route and absence of park and loading along Constitution Street would cause problems for the community in terms of access for people with mobility issues and families with young children.
- Concerns regarding access for building works, window cleaning, deliveries and heavy goods vehicles were raised.

(d) Deputation by Charlotte Encombe on behalf of Leith Central Community Council

The deputation highlighted the following:

- Concerns regarding how the area would be affected with regards to the design of the tram extension.
- In particular, concerns regarding Shrubhill section of Leith Walk, a busy road that would be severely impacted by the proposed design involving a floating bus stop, which would affect the accessibility and safety of residents in the area.
- A survey by Leith Central Community Council that revealed the community would largely be in favour of controlled parking due to access issues caused by free parking on Leith walk.
- Disappointment regarding the lack of clear timeline on implementing a Controlled Parking Zone (CPZ), linked with the implementation of the tram extension in the area.
- Concerns that the tram would only encourage more commuters to use Leith Walk as a park and ride.

The deputations above requested that the Committee considered the points raised before the tram extension project was agreed.

(e) Report by the Executive Director of Place

Since launching in 2014, Edinburgh Trams had become an essential part of an integrated transport network worthy of a major capital city. With near-perfect customer service ratings, patronage for the tram continued to rise year on year, with approximately 7.4 million journeys made in 2018 - up 10 per cent on 2017 and surpassing expectations.

A tram to Newhaven would not only provide a direct link for the people of Leith to the city centre and out to the airport, but would connect residents and visitors to major employment and travel hubs along the route. It would serve one of the

most densely populated areas of the city providing high capacity public transport alongside high quality cycling and walking routes and would provide Leith and Newhaven with the opportunity to become destinations in their own right.

Completing the original vision for the first phase of the Edinburgh Trams network would play a key role in shaping the pattern of future growth and development, and hence in delivering the spatial strategy and the long-term economic growth that this would support. It would provide opportunities for housing development and employment that would not be possible without high capacity public transport. It would also help to reduce air pollution by providing efficient, sustainable transport solutions while opening up people-friendly transport links for individuals and communities from all walks of life.

Motion

- 1) To note the findings set out in the Final Business Case (FBC).
 - 2) To note the anticipated cost of the project and associated funding arrangements.
 - 3) To note the project cost assumptions set out in the Financial Case of the FBC.
 - 4) To note the risk analysis contained within the FBC.
 - 5) To note the economic appraisal contained within the FBC;
 - 6) To note that a paper would be taken to the Finance and Resources Committee on 7 March 2019 on the procurement of contracts associated with the project.
 - 7) To note that a support scheme for businesses along the route would be put in place prior to any works commencing.
 - 8) To note the governance arrangements to provide both political oversight and robust project management.
 - 9) To note that the cost estimate of £207.3 million was the budget for the project and agreed this figure must be held to. To agree that anything which threatened the delivery of the project within the approved budget would be reported in a timely manner to the established governance structures, including the established political oversight, for approval and to identify mitigating action to manage the project back to within the budget.
 - 10) To agree that officers would provide a sensitivity analysis update.
 - 11) To refer the report to the City of Edinburgh Council meeting on 14 March 2019 for approval of:
 - i) The Final Business Case;
 - ii) The increased prudential borrowing authorised limit and operational boundary reported in paragraph 5.3 of the report.
- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the findings set out in the Final Business Case (FBC).
- 2) To note the anticipated cost of the project and associated funding arrangements.

- 3) To note the project cost assumptions set out in the Financial Case of the FBC.
- 4) To note the risk analysis contained within the FBC.
- 5) To note the economic appraisal contained within the FBC.
- 6) To note that a paper would be taken to the Finance and Resources Committee on 7 March 2019 on the procurement of contracts associated with the project.
- 7) To note that a support scheme for businesses along the route would be put in place prior to any works commencing.
- 8) To note the improvements to the design on Leith Walk, in particular the dedicated cycle lane, wide pavements and improved pedestrian permeability which were not included in the design which went to consultation in early 2018.
- 9) To note the area study that was looking at improvements to active travel in the Foot of the Walk to Ocean Terminal section and the commitment to fund the recommended improvements from Place capital budget and be delivered in parallel with the tram project.
- 10) To note the potential disruption of up to 18 months during the works on Leith Walk, and to agree to secure a two-way temporary cycle lane on Leith Walk during the works, subject to contractor agreement.
- 11) To note the potential for conflict if any of the traffic diversion routes during construction intersected with the National Cycle Network or other significant local cycle network, and therefore to agree that special care would be taken to ensure that cyclists were prioritised and their safety protected at these intersections, and to agree that any remedial action taken would be reported to the Tram All Party Oversight Group (TAPOG).
- 12) To note the potential risk identified in the FBC that tram construction works might impact on the operation of Lothian Buses and therefore to agree to consider a detailed presentation to the next meeting of the Tram APOG on measures to ensure the smooth running of buses during the construction works.
- 13) To note the governance arrangements to provide both political oversight and robust project management.
- 14) To note that the cost estimate of £207.3 million was the budget for the project and to agree the figure must be held to. To agree that anything which threatened the delivery of the project within the approved budget would be reported in a timely manner to the established governance structures, including the established political oversight, for approval and to identify mitigating action to manage the project back to within the budget.
- 15) To agree that officers would provide a sensitivity analysis update.
- 16) To refer the report to the City of Edinburgh Council meeting on 14 March 2019 for approval of:
 - i) The Final Business Case.

- ii) The increased prudential borrowing authorised limit and operational boundary reported in paragraph 5.3 of the report.
- moved by Councillor Booth, seconded by Councillor Burgess

Amendment 2

- 1) To note the findings set out in the Final Business Case (FBC).
- 2) To note the anticipated cost of the project and associated funding arrangements, including that the project cost had risen significantly since Councillors were last presented with the Outline Business Case (OBC), with the FBC delivering a project cost of £257.3m against OBC cost of £165.2m.
- 3) To note the intention for the project to proceed prior to publication of the Edinburgh Tram Inquiry, the comprehensive understanding and incorporation of which were an essential component of any case to extend the tram.
- 4) To note that Lothian Buses would see significant operational disruption, revenue loss and incur additional costs of operation, with a significant proportion of bus users on the proposed tram route modelled to transfer to tram.
- 5) To note the recent budget process which required Council to deliver £33.1m of cuts to public services, demonstrated competent alternative investment in public services through re-allocation of both the Lothian Buses dividend and capitalisation of tram fares along the existing tram route.
- 6) To note the project cost assumptions set out in the Financial Case of the FBC.
- 7) To note the risk analysis contained within the FBC.
- 8) To note the economic appraisal contained within the FBC.
- 9) To note that a paper would be taken to Finance and Resources Committee on 7 March 2019 on the procurement of contracts associated with the project.
- 10) To note that a support scheme for businesses along the route would be put in place prior to any works commencing.
- 11) To agree that officers would provide a sensitivity analysis update.
- 12) To refer the report to the City of Edinburgh Council meeting on 14 March 2019 for decision on:
 - i) The Final Business Case.
 - ii) The increased prudential borrowing authorised limit and operational boundary reported in paragraph 5.3 of the report.
 - moved by Councillor Cook, seconded by Councillor Whyte

Amendment 3

- 1) To welcome the considerable work undertaken by officers to finalise the Final Business Case (FBC) and the substantial programme of engagement with elected members, residents and other stakeholders to allow for an informed decision on the proposed tram extension.

- 2) To continue to support the principle of extending the tram to Leith and Newhaven.
- 3) To note paragraph 3(c) of the Transport and Environment Committee (TEC) Motion on the Updated Outline Business Case, approved by Full Council in September 2017, and to continue to believe it was wrong to approve the proposed extension before the full recommendations of Lord Hardie's independent tram inquiry were known.
- 4) To note paragraph 8 of the TEC Motion on the Updated Outline Business Case, approved by Full Council in September 2017, and believed the administration had failed to properly set out how the tram extension project would be linked to wider public transport improvements across the city.
- 5) To believe there had been insufficient information provided on the impact the project could have on the resourcing and prioritisation of other transport and infrastructure projects across the city.
- 6) To believe there had been insufficient information to explain what impact the £20m special dividend from Lothian Buses could have on bus ticket prices and operations.
- 7) To note that the current Increased Costs Scenario would involve the significant use of the Council's reserves, which would leave the Council financially exposed should unexpected pressures arise which would normally call on the use of reserves.
- 8) To note the wider economic and fiscal uncertainty which had intensified since the Council last considered the tram extension and recognised that a disastrous Brexit remained a possibility, given the current policy position of the UK Government, and could impact the assumptions on which the Final Business Case was based; all of which could expose the Council to further financial risk and none of which had been formally evaluated.
- 9) To agree that officers would provide a sensitivity analysis update.
- 10) To recommend that the Council agreed to continue consideration of the tram extension until the matters raised in this motion were addressed.

- moved by Councillor Gloyer, seconded by Councillor Mowat

In terms of Standing Order 21.11, Amendment 1 was accepted as an addendum to the motion by Councillor Macinnes.

Voting

The voting was as follows:

For the Motion (as amended) - 7 votes

For Amendment 2 - 3 votes

For Amendment 3 - 1 vote

(For the Motion (as amended): Councillors Arthur, Bird, Booth, Burgess, Doran, Gordon and Macinnes.

For Amendment 2: Councillors Cook, Mowat and Whyte

For Amendment 3: Councillor Gloyer.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the findings set out in the Final Business Case (FBC).
- 2) To note the anticipated cost of the project and associated funding arrangements.
- 3) To note the project cost assumptions set out in the Financial Case of the FBC.
- 4) To note the risk analysis contained within the FBC.
- 5) To note the economic appraisal contained within the FBC.
- 6) To note that a paper would be taken to the Finance and Resources Committee on 7 March 2019 on the procurement of contracts associated with the project.
- 7) To note that a support scheme for businesses along the route would be put in place prior to any works commencing.
- 8) To note the improvements to the design on Leith Walk, in particular the dedicated cycle lane, wide pavements and improved pedestrian permeability which were not included in the design which went to consultation in early 2018.
- 9) To note the area study that was looking at improvements to active travel in the Foot of the Walk to Ocean Terminal section and the commitment to fund the recommended improvements from Place capital budget and be delivered in parallel with the tram project.
- 10) To note the potential disruption of up to 18 months during the works on Leith Walk, and to agree to secure a two-way temporary cycle lane on Leith Walk during the works, subject to contractor agreement.
- 11) To note the potential for conflict if any of the traffic diversion routes during construction intersected with the National Cycle Network or other significant local cycle network, and therefore to agree that special care would be taken to ensure that cyclists were prioritised and their safety protected at these intersections, and to agree that any remedial action taken would be reported to Tram All Party Oversight Group (TAPOG).
- 12) To note the potential risk identified in the FBC that tram construction works might impact on the operation of Lothian Buses and therefore to agree to consider a detailed presentation to the next meeting of the Tram APOG on measures to ensure the smooth running of buses during the construction works.
- 13) To note the governance arrangements to provide both political oversight and robust project management.
- 14) To note that the cost estimate of £207.3 million was the budget for the project and to agree the figure must be held to. To agree that anything which threatened the delivery of the project within the approved budget would be reported in a

timely manner to the established governance structures, including the established political oversight, for approval and to identify mitigating action to manage the project back to within the budget.

- 15) To refer the report to the City of Edinburgh Council meeting on 14 March 2019 for approval of:
 - i) The Final Business Case.
 - ii) The increased prudential borrowing authorised limit and operational boundary reported in paragraph 5.3 of the report.

Declaration of Interests

Councillors Booth, and Doran declared a non-financial interest in the above item as Directors of Transport for Edinburgh.

Councillor Macinnes declared a non-financial interest in the above item as Chair of Transport for Edinburgh.

Councillor Gloyer declared a non-financial interest in the above item as a resident of the directly affected area.

Councillor Whyte declared a financial interest in the above item as a property owner in the directly affected area.

The Executive Director of Place declared a non-financial interest in the above item as a resident of the directly affected area.

(References – Act of Council (No. 1), 21 September 2017; report by the Executive Director of Place, submitted.)

6. 'Edinburgh: Connecting our city, Transforming our places' Findings of Public Engagement and Next Steps

In autumn 2018, the Council undertook wide-ranging engagement to understand the views of people from across the city and region about the ideas for change set out in 'Connecting our City, Transforming our Places'. The prospectus was focussed around 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets.

'Connecting our City, Transforming our Places' became Edinburgh's largest public engagement of 2018 with more than 5,000 people contributed their views (either through the Council's online survey (4,192 returns), through participation in workshops, drop-in events or by groups and organisations submitting written responses).

This report summarised the findings of the public engagement and how these would shape the next stages of delivering three inter-related strategic plans: The City Mobility Plan, Low Emission Zones(s) and Edinburgh City Centre Transformation.

Motion

- 1) To note the findings of the Autumn 2018 public engagement.
- 2) To note the next steps of strategy development and project delivery.
- 3) To note the revised governance arrangements.

- 4) To agree the revised City Centre Transformation aims and objectives.
- 5) To agree the scale and process for delivery of the 'Open Streets' programme.
- 6) To agree that further details of the Open Streets Programme would be brought back to the Committee on 5 March 2019 as a Business Bulletin item and the item would be required to be ruled urgent by the Convener as it was not on the agenda.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the findings of the Autumn 2018 public engagement and recognise the response rate was high by council standards but represented approximately 1 percent of Edinburgh's population.
- 2) To note the next steps of strategy development and project delivery and to recognise the importance of ensuring that final proposals were presented to Committee in tandem with detailed evaluation and monitoring regimes - including the inclusion of base level traffic data counts and economic impact assessments.
- 3) To note the revised governance arrangements.
- 4) To note the revised City Centre Transformation aims and objectives.
- 5) To note the scale and process for delivery of the 'Open Streets' programme; to note development of an evaluation and monitoring regime for Open Streets and to consider prior sight of this was required to allow Committee to scrutinise and make an informed decision.
- 6) To agree that a separate report was brought back in 1-2 cycles detailing the proposed regime, including and in addition to full details on diversionary routes, advertising, finalised hours of operation and a full list of organisations and groups consulted.

- moved by Councillor Cook, seconded by Councillor Mowat

Voting

For the motion - 8 votes

For the amendment - 3 votes

(For the motion – Councillors Arthur, Bird, Booth, Burgess, Doran, Macinnes, Gordon and Gloyer.

For the amendment – Councillors Bruce, Cook, and Mowat.)

Decision

- 1) To note the findings of the Autumn 2018 public engagement.
- 2) To note the next steps of strategy development and project delivery.
- 3) To note the revised governance arrangements.
- 4) To agree the revised City Centre Transformation aims and objectives.
- 5) To agree the scale and process for delivery of the 'Open Streets' programme.

- 6) To agree that further details of the Open Streets Programme would be brought back to the Committee on 5 March 2019 as a Business Bulletin item and the item would be required to be ruled urgent by the Convener as it was not on the agenda.

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