

Motions and Amendments

Transport and Environment Committee

2.00 pm Friday, 19th February, 2021

Virtual Meeting - via Microsoft Teams

Motions and Amendments

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Andrew Kerr

Chief Executive

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Addendum by the Coalition

Transport and Environment Committee

19 February 2021

Item 7.1 – City Mobility Plan

Adds:

1.1.5 Notes that the City Mobility Plan consultation highlighted support for continuing the conversation around the South Suburban Line for sustainable passenger rail travel.

1.1.6 Asks that Officers liaise with Transport Scotland and Network Rail, and report to Committee within 2 cycles on the possibilities surrounding the South Suburban Line being considered for use.

Moved by Cllr K Doran

Seconded by Cllr L Macinnes

Amendment by the Conservative Group

Transport and Environment Committee

19th February 2021

Item - 7.1 City Mobility Plan

Committee notes the report by the Executive Director of Place and replaces the recommendations with the following:

1.1 The Transport and Environment Committee:

1.1.1 Notes that engagement with the Council's key stakeholders to inform the City Mobility Plan (CMP) concluded in January 2020 having commenced in 2018 and was carried out predominantly alongside the Choices for City Plan 2030 and that the data and opinions presented are therefore all from the pre-Covid 19 era.

1.1.2 Further notes that there is no evidence or research yet available as to how the city may recover post-Covid 19 in terms of commuting and working from home, accessing retail, accessing leisure, hospitality and tourism, all of which could dramatically contribute to shifts in travel patterns, congestion, commuter behaviour and use of public spaces and that greater opportunities to work from home will reduce the need to travel for work.

1.1.3 Regrets that repeated calls from the Conservative Group for credible financial detail around CMP projects have gone unheeded, rendering the document little more than a 'wish list' lacking a robust path to delivery, with no ability to gauge costs and ultimately risk to the Council and the taxpayers we serve. Considers this particularly concerning given the unprecedented financial situation our city faces as we seek to recover from the pandemic. Therefore, agrees that all future projects must not only attract appropriate capital funding from Government but be able to pay for their running and maintenance costs with robust and post-Covid 19 relevant business cases

1.1.4 Regrets that the objectives of the CMP are not backed by clear indications of expected or desired modal shift and modal space allocations and that, without this, it is impossible for citizens to assess whether the implications are acceptable in terms of restrictions and changes to their mobility and delivery services (both likely to be provided through electric vehicles within the lifetime of the CMP), the impact that a "to not through" policy for the City Centre might have in limiting their journey choices and damaging public transport, and the impact that the measures in the CMP might have in generating further "engineered" congestion. Therefore, agrees that the document cannot be supported without these being clearly set out.

1.1.5 Notes the continued willingness of our city's residents and commuters to use sustainable travel methods with 69% and 82% using these means to get to work and education or for

local journeys respectively; that Edinburgh has the lowest bus fares in Scotland; and that Lothian Buses' extensive network already provides an excellent service to areas of multiple deprivation. Therefore, agrees that there is an over emphasis on "poverty and inequality" in the report in suggesting a substantial redistributive shift in taxation and spending that is unaffordable to the Council and outwith the scope of its Transport powers. Therefore, agrees that this is a matter for Government as it would require further debate, budgeting and decision making at a national level.

1.1.6 Acknowledges that the CMP is inextricably linked to the City Plan 2030 and must, therefore, sit within it in order to support and create further efficiencies in Senior Officer effectiveness, avoid duplication, and streamline governance. This would make the Council's spatial strategy clearer and more coherent and reduce the risk of contradiction within the Council

1.1.7 Agrees to migrate the CMP to be a subsidiary component to the City Plan 2030 in order to provide the time needed to re-assess the changing city landscape, amend our post-covid priorities accordingly and provide the crucial financial detail needed for Councillors to make costed, evidence-based decisions and provide best-value for public funds as a result of revised version of City Plan 2030.

Moved by: Councillor Susan Webber

Seconded by: Councillor Iain Whyte

Addendum by the Green Group

Transport and Environment Committee

19 February 2021

Item 7.1 – City Mobility Plan

Accepts recommendations and further adds:

“1.1.5 Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan”

Moved by: Councillor Claire Miller

Seconded by: Councillor Gavin Corbett

Amendment by the Liberal Democrat Group

Transport & Environment Committee

19 February 2021

Item No. 7.1: City Mobility Plan

Delete 1.1.3 and 1.1.4 and insert:

1.1.3 welcomes the broad vision and three overarching objectives set out in the mobility plan but believes the plan can be improved through:

- a) SMART measures and targets to clearly determine success.
- b) an additional section setting out the broad estimated financial requirements and resource implications given the plan is to be delivered at a time of strained council budgets.
- c) a clearer sense of prioritisation between the 49 different policy measures given available resources may mean choices may have to be made.
- d) a clear timetabled delivery plan for at least the next two years.
- e) a firm commitment to both the south suburban rail line and Dalmeny chord as a way of increasing city rail capacity.
- f) a stronger ambition to expand existing and create new transport hubs, rather than the stated policy to just 'investigate opportunities'.

1.1.4 therefore agrees to continue approval of the overall plan until these additional details are provided and amendments made.

Moved by Cllr Kevin Lang

Seconded by