

Motions and Amendments

Transport and Environment Committee

10.00am, Thursday, 1st February, 2024

Dean of Guild Court Room - City Chambers

Motions and Amendments

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Amendment by the Liberal Democrat Group

Transport and Environment Committee

1 February 2024

Item 7.1 - City Mobility Plan – 1st Review

Committee deletes 1.1.2 and inserts:

- 1.1.2 the additional KPIs, but agrees that officers should return to committee in two cycles with firmer numerical targets for those KPIs where the 2030 target is currently listed as “increase” or “reduce”.

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Hal Osler

Addendum by the Green Group

Transport and Environment Committee

1 February 2024

Item 7.1 – City Mobility Plan - 1st Review

Adds:

- 1.1.6 Notes that successful implementation of the City Mobility Plan (CMP) requires full alignment of the Council's transport work streams to its vision and principles.
- 1.1.7 Requests CMP lead officers to ensure dissemination of the updated CMP across the service area to ensure all transport strategies, projects, programmes, and delivery plans reflect its principles.
- 1.1.8 Notes bus operators' strong desire for 7-7-7 bus lanes and its classification as a low-cost initiative to improve bus performance and reliability in Appendix 4.
- 1.1.9 Requests officers to come forward with a proposal for a 7-7-7 bus lane trial on a suitable corridor within three cycles.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Kayleigh O'Neill

Amendment by the Conservative Group

Transport and Environment Committee

1 February 2024

Item 7.1 – City Mobility Plan – 1st Review

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 with concern that the issues raised by the Conservative Group in opposing the City Mobility Plan in January 2021 have still not been addressed namely:

- inadequate and indirect consultation;
- lack of research on the implications of post Covid Pandemic changes to work and travel patterns;
- lack of financial resources reasonable delivery timescales and detail meaning the projects in the plan remain a “wish list”;
- a failure to properly allow for travel around and through the city centre such that the latest proposals block through traffic and much public transport at least between Craigmillar and Queen Street for east-west journeys and between Lothian Road and London Road for north-south journeys with no alternative routes and are likely to displace considerable traffic to already limited alternative and much longer routes;
- no credible plan to ensure goods and services can reach businesses and residents in the central area.

1.1.2 Expresses concern that the related “Our Future Streets” report is the first opportunity for members of the public to view a transport layout for the city based on the principles outlined in that report and in the City Mobility Plan and that without this illustration of the scale and impact of change required any previous consultations are invalid as they have not sought views on the impact and costs involved.

1.1.3 Notes further concern that the projects to deliver the changes to allow alternative modes of travel within the central area of Edinburgh are often heavily delayed, costly and/or unfunded and lack detail on how they would mitigate any travel impacts.

1.1.4 Is dismayed that the multitude of temporary measures such as Spaces for People measures seem to have had a negative impact on travel in the city such that despite lower vehicle mileage and lower bus patronage, bus journeys are slower than they were in 2019 and fewer people are cycling.

1.1.5 Agrees to pause all further work on the City Mobility Plan in order to:

- undertake a comprehensive Yes/No consultation on the proposals highlighting the overall effect of the related City Mobility Plan and Our Future Streets as outlined in maps within the “Our Future Streets” report so that Edinburgh residents can give a direct view as to whether this is feasible and acceptable to them;
- Set out clearly what can physically be delivered by 2030 taking account of the actual finances available and the realistic timescales of recent projects alongside the timescale for implementation of any suggested traffic restrictions to allow the public to judge whether these measures mitigate the severe impacts likely for public and businesses;
- Set out a clear picture, via maps and other means, of the actual public transport network likely to be in place by 2030 should these plans be implemented.

1.1.6 In the meantime work should concentrate on using available resources to make pedestrian improvements by tackling the most called for actions in current consultations such as repaired and improved footway surfaces, more dropped kerbs, and improved bus shelters. This to be achieved while also directing any freed-up officer time and financial resource to repairing our current crumbling transport infrastructure and removing and/or replacing unsightly and inadequate temporary infrastructure measures.

1.1.7 Approves the Air Quality Action Plan (Appendix 10) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution noting that these are already within legal limits throughout the City and thanks Officers for including 2.1 of the AQAP detailing the current status and intentions of amending and revoking the individual AQMA's, satisfying Cllr Cowdy's Addendum from January Committee that was rejected by all other parties.

Moved by: Cllr Marie-Clair Munro

Seconded by: Cllr Christopher Cowdy

Addendum by the SNP Group

Transport and Environment Committee

1 February 2024

Item 7.2 - Our Future Streets – a circulation plan for Edinburgh

ADDS at end of 1.1.2

'Requests that officers use the scheduled reinstatement works of the Lawnmarket setts and previous learning from various operations throughout festival season Street arrangements as an opportunity to accelerate the implementation of a permanent Lawnmarket scheme in collaboration with key stakeholders such as the Castlehill Business Group. Further requests a further report within three cycles on expediting measures for an experimental closure of the North Bridge-South Bridge-Nicolson Street corridor to some or all through traffic in 2024.'

ADDS:

'1.1.6 Agrees that implementation of Our Future Streets must not serve as a delay to possible implementation by Historic Environment Scotland of Objective 5 of the emerging Outline Strategic Plan for Holyrood Park ("Make active travel the dominant travel mode through and to the Park") and reiterates the Council's view as set out in the 1 February 2024 Business Bulletin at Item 6.1.'

ADDS:

'1.1.7 Agrees that monitoring and mitigation measures are needed to assess and address potential displacement of vehicle traffic into areas adjacent to the edges of the PPZ – such as Tollcross, the West End and Dumbiedykes.'

ADDS:

'1.1.8 Agrees that there will be an update in the Business Bulletin in three cycles on progress towards securing the Piershill to Powderhall railway line from Network Rail to serve as an off-road active travel route.'

Moved by: Cllr Danny Aston

Seconded by: Cllr Finlay McFarlane

Amendment by the Liberal Democrat Group

Transport and Environment Committee

1 February 2024

Item 7.2 - Our Future Streets – a circulation plan for Edinburgh

Committee

delete 1.1.2 and 1.1.3 and insert:

- 1.1.2 Notes with concern that modelling for the recommended option C, which includes the closure of North Bridge to through-traffic, shows very high levels of displaced traffic on many roads, including Queen Street, Lothian Road and Pleasance, and long delays to buses along Lothian Road, especially those travelling between Leith/Leith Walk and Tollcross, and especially if a reduction of 20-30% in traffic is not achieved.
- 1.1.3 Notes that the report contains insufficient detail on how the plans for the Lothian Road Boulevard improvements for public transport and active travel will be affected as a result.
- 1.1.4 Notes that the viability of option C is dependent on the route through Holyrood Park remaining open to through traffic, a decision that is outwith the Council's control, and agrees to continue to liaise with HES on a speedy outcome and report back to committee on this decision at the earliest opportunity.
- 1.1.5. Agrees to take forward option C, including an experimental closure of Cowgate and Canongate to some or all traffic in 2024, but agrees not to proceed with proposals to close the vital north-south link via North Bridge to through traffic until the decision about Holyrood Park is known and the results of the experimental closures can be scrutinised.

Renumber accordingly

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Hal Osler

Addendum by the Green Group

Transport and Environment Committee

1 February 2024

Item 7.2 - Our Future Streets – a circulation plan for Edinburgh

Edinburgh City Centre Transformation (ECCT)

1.1.5 Welcomes the bold and necessary changes proposed in the updated plan for the ECCT.

1.1.6 Acknowledges that the changes to traffic flow resulting from the ECCT are expected to put additional pressure on Lothian Road and some roads east to the centre and the resulting need for mitigations to ensure road safety.

1.1.7 Requests officers to include in the next report on the updated Major Junctions Review:

- Which junctions are expected to be positively and negatively affected by the changes to the ECCT and how this is accounted for in the prioritisation of junction improvements.
- An updated plan for the Lothian Boulevard project

1.1.8 Notes that work is ongoing with Historic Environment Scotland (HES) to remove traffic from Holyrood Park, as reflected in their draft Outline Strategic Plan for Holyrood Park which states that “steps will be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park”.

1.1.9 Agrees to continue to strive towards removing as much traffic from Holyrood Park as possible and for the Council to continue its engagement with HES to this end.

Future Streets Framework

- 1.1.10 Recognises that while plans for North Bridge include wider pavements and a tram route, it will likely remain an important travel route for more confident cyclists. Further recognises that this creates a need to ensure the safety of those cycling near the tram tracks.
- 1.1.11 Asks officers to present options for including either a two-way or one-way (uphill) segregated cycle lane as part of the next report on the ECCT.
- 1.1.12 Expresses concern that the proposal of relocating some primary cycling routes that cannot be delivered on-road to off-road paths will negatively affect women's safety and perceptions of safety.
- 1.1.13 Agrees that in the first instance, if cycling cannot be delivered using segregated cycling paths on direct main roads, it should be delivered on-road traffic-calmed streets. If off-road paths must be used this should be accompanied by the necessary improvements to path lighting, condition, and maintenance to ensure safety and perceptions of safety.
- 1.1.14 Notes the recommendation to relocate parts of the planned primary cycling network to quiet side streets. Further notes that in the case of the relocation of the A702 - Primary cycle route, work is already underway on the Greenbank to Meadows Quiet Route.
- 1.1.15 Agrees that relocating cycle routes to side streets requires appropriate traffic calming measures to ensure road safety for cyclists of all ages and abilities.
- 1.1.16 Requests the next update on the Greenbank to Meadows Quiet Route to take into account its new status as recommended route for cyclists and outline how changes resulting from the Future Streets Framework are being accounted for.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Kayleigh O'Neill

Amendment by the Conservative Group

Transport and Environment Committee

1 February 2024

Item 7.2 – Our Future Streets

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 with concern that the issues raised by the Conservative Group in opposing the City Mobility Plan in January 2021 have still not been addressed namely:

- inadequate and indirect consultation;
- lack of research on the implications of post Covid Pandemic changes to work and travel patterns;
- lack of financial resources reasonable delivery timescales and detail meaning the projects in the plan remain a “wish list”;
- a failure to properly allow for travel around and through the city centre such that the latest proposals block through traffic and much public transport at least between Craigmillar and Queen Street for east-west journeys and between Lothian Road and London Road for north-south journeys with no alternative routes and are likely to displace considerable traffic to already limited alternative and much longer routes;
- no credible plan to ensure goods and services can reach businesses and residents in the central area.

1.1.2 Expresses concern that the “Our Future Streets” report is the first opportunity for members of the public to view a transport layout for the city based on the principles outlined and that without this illustration of the scale and impact of change required any previous consultations are invalid as they have not sought views on the impact and costs involved.

1.1.3 Notes further concern that the projects to deliver the changes to allow alternative modes of travel within the central area are often heavily delayed, costly and/or unfunded and lack detail on how they would mitigate any travel impacts.

1.1.4 Is dismayed that the multitude of temporary measures such as Spaces for People measures seem to have had a negative impact on travel in the City such that despite lower vehicle mileage and lower bus patronage bus journeys are slower than they were in 2019 and fewer people are cycling.

1.1.5 Agrees to pause all further work on these plans in order to:

- undertake a comprehensive Yes/No consultation on the proposals highlighting the overall effect as outlined in maps within the “Our Future Streets” report so that Edinburgh residents can give a direct view as to whether this is feasible and acceptable to them;
- Set out clearly what can physically be delivered by 2030 taking account of the actual finances available and the realistic timescales of recent projects alongside the timescale for implementation of any suggested traffic restrictions to allow the public to judge whether these measures mitigate the severe impacts likely for public and businesses;
- Set out a clear picture, via maps and other means, of the actual public transport network likely to be in place by 2030 should these plans be implemented.

1.1.6 In the meantime work should concentrate on using available resources to make pedestrian improvements by tackling the most called for actions in current consultations such as repaired and improved footway surfaces, more dropped kerbs, and improved bus shelters. This to be achieved while also directing any freed-up officer time and financial resource to repairing our current crumbling transport infrastructure and removing and/or replacing unsightly and inadequate temporary infrastructure measures.

Moved by: Cllr Marie-Clair Munro

Seconded by: Cllr Christopher Cowdy

Addendum by the Administration

Transport and Environment Committee

1 February 2024

Item 7.3 – Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

Adds:

- 1.2 Thanks the public for the consultation responses to date which helped inform these plans.
 - 1.2.1 Thanks Council Officers for the time and energy they have invested in these proposals.
 - 1.2.2 Agrees that the consultation should present objectively the pros and cons of both the Roseburn and Orchard Brae Routes.
 - 1.2.3 Further agrees that objective analysis of the following should be incorporated within the consultation response report to TEC:
 - 1) The potential to install a high-quality walking and cycling route alongside the tramline on the Roseburn Path.
 - 2) Market research undertaken to understand what a demographically representative sample of Edinburgh feels about the plans.
 - 3) The potential to protect and enhance the local ecological network as part of either tram route.

Moved by: Councillor Arthur

Seconded by:

Amendment by the SNP Group

Transport and Environment Committee

1 February 2024

Item 7.3 - Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

DELETES 1.1.3 and replaces with:

'Agrees that both potential options for the route to Granton – the 'Roseburn' option and the 'Orchard Brae' option – will be consulted on, and that the 'Roseburn' option will not be designated as the preferred candidate in the public consultation.'

DELETES 1.1.4 and replaces with:

'Agrees to consult on extension of the tram network both to the North and the South but agrees to conduct simultaneous separate public consultations on the northern route to Granton and the southern route to BioQuarter/Royal Infirmary, approving the commencement of these for a 12-week period in spring 2024 to inform the development of a Strategic Business Case which will build on the CMP consultation.'

ADDS 1.1.6

'Notes that the Edinburgh BioQuarter is of great strategic importance to the city but notes the low levels of public awareness of it and unfamiliarity with its name and its purpose, and therefore agrees that henceforth references for purposes of public consultation on the southern tram route extension will instead be made to the Royal Infirmary of Edinburgh, which enjoys almost universal levels of name recognition.'

ADDS 1.1.7

'Notes that line 1C, which would close the loop between Newhaven and Granton, will not form part of this consultation but agrees that it will remain a longer-term aspiration for tram network extension.'

ADDS 1.1.8

Notes that the preferred route for 'BioQuarter to South East' is no longer recommending the route along Niddrie Mains Road, and recognises this is an area of high population

density and high levels of poverty and a community that has expected to be the recipients of a tram route in the future. Therefore agrees this option must not be taken off the table without further discussion and consultation with residents in Niddrie and Craigmillar.

Moved by: Cllr Danny Aston

Seconded by: Cllr Stuart Dobbin

Amendment by the Liberal Democrat Group

Transport and Environment Committee

1 February 2024

Item 7.3 - Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

Committee deletes 1.1.4 and inserts:

- 1.1.4 nevertheless refuses to accept the potential loss of such a significant part of the Telford / Roseburn path given its importance as an active travel route and nature corridor.
- 1.1.5 therefore approves the commencement of a 12-week period of public consultation in spring 2024 to inform the development of a Strategic Business Case which will build on the CMP consultation but does so on the basis of the Orchard Brae option being the preferred route for north – south tram.

Moved by: Cllr Hal Osler

Seconded by: Cllr Sanne Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

1 February 2024

Item 7.3 – Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

Insert after 1.1.2:

"1.1.3 Supports the extension of Edinburgh's tram network to improve public transport provision, reduce car dependency, and meet the needs of our growing city.

1.1.4 Believes that a tram extension should not only provide high quality public transport but should be delivered in conjunction with good active travel and placemaking infrastructure.

1.1.5 Recognises the health, wellbeing, and environmental benefits of the Roseburn path as a well-used nature and active travel corridor.

1.1.6 Expresses concern over the negative ecological impacts projected in the report as well as the adverse effect on active travel if cycling was to be discouraged on a potential path next to the tram route.

1.1.7 Notes an apparent contradiction between the proposed Roseburn alignment of the tram extension in this report and the proposal in the circulation plan (report 7.2) that the Roseburn path would form part of the secondary cycle network."

Amend existing 1.1.3 (renumbered 1.1.8) to:

1.1.8 "Approve the commencement of a 12-week period of public consultation in Spring 2024 to inform the development of a Strategic Business Case which will build the CMP consultation and highlight a preferred route for the Southern section of the tram extension. Agrees to highlight neither of the two proposed options for the Northern section of the tram extension as a recommended route and instead set out their respective benefits and drawbacks."

Inserts after new 1.1.8:

"1.1.9 Calls for more detailed assessments, in particular environmental impact assessments, of the options in advance of any final decision being taken to understand the broader impacts of the Northern tram extension, particularly with regards to environmental impacts and active travel."

Renumber accordingly.

Moved by: Cllr Jule Bandel
Seconded by: Cllr Kayleigh O'Neill

Amendment by the Conservative Group

Transport and Environment Committee

1 February 2024

Item 7.3 - Tram from Granton to BioQuarter and Beyond

Delete 1.1.4 and replace with:

1.1.4 Committee further notes:

- a) The report, and the lack of funding identified, particularly for approximately £44mil toward an Outline & Final Business Cases as set out in 6.3.
- b) 6.4 The Council Leader and Convener for the Transport and Environment Committee will be issuing a letter to the transport minister to formally request financial support.

1.1.5 Committee therefore agrees:

- i) A report is brought back following the response to this letter confirming what Scottish Government funding is allocated and the report includes what measures they will take in regard to Lord Hardie's recommendation 9 on Risk and Optimism Bias.
- ii) Until this report is available, no decision is taken on any consultation to ensure the route aligns with the Scottish Government's strategic aims in STPR2, NPF 4, and any other appropriate policy needed to qualify for Scottish Government funding.

Moved by: Councillor Marie-Clair Munro

Seconded by: Councillor Christopher Cowdy

Addendum by the SNP Group

Transport and Environment Committee

1 February 2024

Item 7.4 - West Edinburgh Transport Improvements Programme – Outline Business Case

ADDS:

- 1.2 Agrees that the active travel improvements referred to at 4.26 (“widened shared use path with two-way white line segregated cycle track”) will be converted to high quality, hard-landscaped segregated cycle as resources become available and as renewal occurs.’

Moved by: Cllr Danny Aston

Seconded by: Cllr Stuart Dobbin

Amendment by the SNP Group

Transport and Environment Committee

1 February 2024

Item 7.5 - Procurement of the Decriminalised Parking Enforcement Contract

DELETES points 1.1.2, 1.1.3 and 1.1.4 and REPLACES with:

1.1.2 Agrees to proceed with insourcing Decriminalised Parking Enforcement services.

Moved by: Cllr Danny Aston

Seconded by: Cllr Stuart Dobbin

Addendum by the SNP Group

Transport and Environment Committee

1 February 2024

Item 9.1 - Motion by Councillor McKenzie - T7 Longstone Link

ADDS:

- 6) Further agrees that the Business Bulletin update will explore options for ensuring safe connection to the new active travel route from Longstone Road/Inglis Green Road and from Lanark Road, and will detail options for ensuring good lighting of the connection through to New Mart Road.

Moved by: Cllr Danny Aston

Seconded by: Cllr Stuart Dobbin