

Emergency Motion by the SNP Group

Transport & Environment Committee

15 August 2024

Tram Workers Industrial Action

Committee:

1. Notes the decision of Unite's Edinburgh Trams members to support strike action over welfare issues stemming from trams running late, and the impact that this strike action will have both on workers and passengers.
2. Notes with concern that the welfare issues include workers not being able to take toilet breaks and missing out on hydration and that these factors are causing health problems.
3. Notes that a recent press story reported that there is a shortfall of ten to fifteen minutes in the roundtrip average tram running time between the Airport and Newhaven and that Unite believe that some trams are running up to 30 minutes late.
4. Further notes with concern that the recent press report suggested that, contributing to the delays, there "appears to be a deliberate move to remove tram priority [at signalised junctions] where it previously existed, imposing yet more delays on the tram schedule and increasing stress for tram crews and passengers alike."
5. Notes that the press report suggests that the decision to deprioritise trams at signalised junctions has allegedly been taken unilaterally by council officers, and that the effect has been to disadvantage trams to the benefit of cars, which is contrary to the transport modal hierarchy which places public transport above general traffic.
6. Urgently requests a short report to the September Committee outlining the Council's account of the position with regard to the alleged changes to signal prioritisation that have instigated this industrial action and engagement with Edinburgh Trams in relation to this matter, and details steps that can be taken to address tram workers' grievances.

Moved by **Councillor Danny Aston**

Seconded by **Councillor**

Amendment by the SNP Group

Transport and Environment Committee

15 August, 2024

Item 4.1 – Minutes

Section 6 - Petition for an Exemption to the Pavement Parking Ban in Bangholm Streets

To delete all and insert

(a) Petitioners

The petitioners raised concerns for safety to residents as parking in compliance with the regulations combined with the unusually narrow roads, vehicular traffic has to drive with two wheels on the pavement to avoid the parked cars, increasing safety risks to those walking or wheeling. It was further raised that there is currently a risk that emergency vehicles may not be able to drive down Bangholm Streets with one known instance of an ambulance not being able to gain access. The speakers advised that in the event of being granted an exemption to the pavement parking ban they would be in favour of one side of the road being double yellow lines and lowering the speed limits in order to safely formalise exemption arrangements, keeping one pavement clear for walking wheeling use, the other for parking as has been common practice prior to the ban.

(b) Petition for consideration: Petition for an Exemption to the Pavement Parking Ban in Bangholm Streets

The committee was asked to consider a petition calling on the Council for an exemption from the pavement parking ban in the Bangholm streets due to the exceptionally narrow nature of the streets and the lack of alternative parking in the local area outwith the Bangholms. which would help keep the carriageway clear for traffic and one pavement clear and safe for walking and wheeling use.

Decision

1) To note the terms of the petition

2) To request a report in the second half of 2024 outlining potential measures to improve safety and accessibility for those walking, wheeling and cycling in the streets of Bangholm. To note:

- Councillor Lang's comment that one pavement could potentially be re-designated as a road
- Councillor Munro's request that offices engage with residents when preparing the report

3) To request that the report would also list the streets across the city where officers had identified that the pavement parking prohibition measures have resulted in issues (including road safety and disruptions to bin collections) which were still ongoing, and briefly detail what measures were being considered for each location.

Moved by: Stuart Dobbin
Seconded by: Danny Aston

Addendum by the Liberal Democrat Group

Transport and Environment Committee

15 August 2024

Item 6.1 - Business Bulletin

Committee

1. notes the section on “Road Safety – Developer Contributions (Section 75 Agreements)”
2. recognises the potential financial and reputational risks associated with delays to spending monies received via historic Section 75 agreements.
3. Therefore, requests a full report on the outcomes of this review to allow for scrutiny and, if necessary, referral to GRBV.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Green Group

Transport and Environment Committee

15 August 2024

Item 6.1 – Business Bulletin – Travel Tracker Update

At the end of the last paragraph after “provided in future Business Bulletins.”, insert:

To address concerns from constituents city-wide, with Committees approval, officers will look at organising a cross-party meeting that includes officers, committee members, other interested members and Lothian Buses. This should aim to take place ahead of the next Committee cycle.

Moved by: Cllr O’Neill

Seconded by: Cllr Booth

Amendment by the Green Group

Transport and Environment Committee

15 August 2024

Item 6.1 Business Bulletin – Meadows to Union Canal Update

Committee:

- 1) notes that this project could provide a crucial strategic 'missing link' in the city's active travel infrastructure, notes that this project has already been subject to numerous delays, notes that numerous non-statutory consultations have already taken place including as long ago as 2014 and further notes that the Traffic Order process must include a consultation.
- 2) therefore, agrees not to undertake any further non-statutory consultations on this project, but rather to proceed to the statutory process for traffic orders without delay.

Moved by: Chas Booth

Seconded by: Kayleigh O'Neill

Addendum by the Green Group

Transport and Environment Committee

15 August 2024

Item 6.1 – Business Bulletin

Canaan Lane

1. Welcomes updates on work around Canaan Lane to improve safety.
2. Notes the Committee's previous decision about the Greenbank-Meadows Quiet Route on 7th March 2024 which included a commitment to "any necessary updates [being made] to School Travel Plans" which should include Canaan Lane Primary and South Morningside Primary, given their proximity to the route.
3. Notes that, to date, no specific engagement has taken place with the school community around what changes will need to be made to the Canaan Lane / South Morningside Primary School travel plans following the committee decision to remove modal filters along the "quiet" route, despite these concerns being raised by the Parent Council in advance of and following that meeting.
4. Regrets that the school community has expressed concern over the latest iteration of the school travel plan which includes errors and has not had appropriate sign off from the Parent Council.
5. Agrees that officers meet with ward Councillors and the school community to determine:
 - a. The current status of the school travel plan, including amending errors contained within it
 - b. The scope of possible revisions to the school travel plan in the face of the Committee's decision to remove modal filters from the "quiet" route, as well as a timescale for those revisions to be implemented
6. Agrees that updates from this meeting will be included in the next report on school travel plans due at Transport and Environment committee in November 2024.

Moved by: Cllr Ben Parker

Seconded by:

Addendum by the Conservative Group

Transport and Environment Committee

15 August 2024

6.1 Business Bulletin - Scrub My Streets Update

Add

Committee:

1. notes that the update indicates that officers have ignored the impactful parts of the proposal agreed by Full Council through the budget process which involved a public involvement campaign and the ability for residents to nominate their area for additional cleaning, instead simply using the funding to increase the cleansing team;
2. notes that the aim of the proposal to engage the public city wide has been considerably weakened by officer proposals to concentrate in specific and limited areas (SIMD 1 and 2 and poor LEAMS scores);
3. therefore, agrees to review the scheme and other resources for the 2025/26 financial year and outline how a proper “Scrub My Streets” campaign can be initiated using wide public involvement and with impacts across the whole city.

Moved by: Councillor Iain Whyte

Seconded by: Councillor Marie-Clair Munro

Amendment by the Administration

Transport and Environment Committee

Thursday 15 August 2024

Item 7.2 - St James Quarter – Introduction of a Traffic Regulation Order

- 1) To note the content of the report.
- 2) To replace 1.1.2 with "Agree not to commence with the statutory procedures for a Traffic Regulation Order (TRO) detailed in the report". Further agree that the space should be defined and maintained as a pedestrian zone.

Moved by: Councillor Arthur

Seconded by:

Amendment by the SNP Group

Transport and Environment Committee

15 August 2024

Item 7.2 – St James Quarter – Introduction of a Traffic Regulation Order

DELETES 1.1 AND REPLACES WITH:

Committee:

1. Notes the additional information contained in this report.
2. Agrees that St James Square was designed to be principally a pedestrian space and an area where people can sit and linger, and that permitting the introduction of vehicular traffic into this area would undermine this.
3. Agrees to reaffirm the decision of 12th October 2023 not to proceed with a Traffic Regulation Order (TRO) as detailed in this report.

Moved by: Cllr Danny Aston

Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

15 August 2024

Item 7.2 - St James Quarter – Introduction of a Traffic regulation Order

Committee deletes recommendations and inserts:

- 1.1 notes all the additional information provided to committee.
- 1.2 Agrees to reaffirm the position as agreed in October 2023.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

15 August 2024

Item 7.2 - St James Quarter – Introduction of a Traffic Regulation Order

Deletes all and replaces with:

1.1. Transport and Environment Committee:

1.1.1 Notes the decision of 12 October 2023 and additional information that has since been provided.

1.1.2 Also notes the council's City Mobility Plan which aims to support the sustainable transport hierarchy where safe road and pedestrian environments are prioritised over vehicle movements, and in particular to note policy Place 4 – Liveable Places which sets out an intention to, "Create more liveable places by managing motorised vehicle access and traffic in the city centre..."

1.1.3 Therefore, agrees to not commence with the statutory procedures for a Traffic Regulation Order (TRO) as detailed in this report

Moved by: Cllr. O'Neill

Seconded by: Cllr. Booth

Amendment by the Administration

Transport and Environment Committee

15 August 2024

Item 7.3 - Strategic Review of Parking Monitoring Update

- 1) Notes the recommendations in the report and that it will be late 2025 before any measures are introduced to ease the parking pressures in the Lockhartons.
- 2) Notes these pressures are a direct result of the introduction of the CPZ as agreed by the Committee
- 3) Recognises that the consultation will still need to take place
- 4) Therefore, asks that Officers reflect on the written deputation from residents, and give greater priority to introducing PPA traffic restrictions in the Lockharton area.

Moved by: Councillor Arthur

Seconded by:

Addendum by the Green Group

Transport and Environment Committee

15 August 2024

Item 7.3 Strategic Review of Parking: Monitoring Update

In recommendations, add at end:

- 1.1.5 Notes that the report does not set out the context of a number of relevant wider council policies or strategies, such as the 2030 Climate Strategy or the City Mobility Plan, and in particular CMP objectives on parking including policy measure Movement 34 on parking controls, policy measure Movement 22 on tackling inconsiderate parking, or Policy measure Place 4 on liveable places; agrees that any future reports to committee on this subject, and any publicity around the parking review, should include this wider context where relevant, and should not solely mention parking pressure as the justification for extension of CPZ;
- 1.1.6 Notes that 13 areas are still identified as having average parking pressure of 70 or above in the revised prioritised list at appendix 2; therefore agrees to pursue engagement with community councils and resident groups as a next step towards the introduction of a CPZ in all of the top 13 areas from that list except number 6, Sighthill Industrial Estate, and that a report will return to committee within three cycles setting out the recommendations for CPZ roll-out in those areas;

Moved by: Chas Booth

Seconded by: Kayleigh O'Neill

Addendum by the Conservative Group

Transport and Environment Committee

15 August 2024

Item 7.3 - Strategic Review of Parking: Monitoring Update

Adds at end of 1.1.1

“notes that any further changes in these areas is likely to have a knock-on impact in adjacent areas and given the location of the Easter Road area outlined in the report that a similar engagement programme should also take place in Lochend (West Leith) and Willowbrae North, noting the parking pressures in these areas are similar, with a view to determining local views”.

Adds at end:

1.1.6 Notes with concern the slow progress in taking forward the Strategic Review of Parking as highlighted in the timetable for Phases 3, 4 and 5 illustrated in Appendix 3, and seeks a further update on how processes can be improved to ensure swifter and more responsive consultation with Community Councils and the public, and swifter implementation of public wishes should parking pressures migrate to further areas following the implementation of parking controls adjacent to them.

Moved by: Councillor Iain Whyte

Seconded by: Councillor Marie-Clair Munro

Addendum by the Administration

Transport and Environment Committee

Thursday 15 August 2024

Item 7.4– Low Emission Zone (LEZ) – summer 2024 update

Thanks officers for their work on this report and the implementation of Edinburgh's Low Emission Zone

Notes that committee agreed that no local time-limited exemptions would be granted to increase compliance with the scheme.

Notes that this policy has affected individuals and organisations taking part in historical and cultural events in the city Including Edinburgh Riding of the Marches, Annual Taxi Outing etc...

Adds after point 4.4.3

“Vehicles taking part in historical and cultural city events be granted exemption for the duration of the event.”

Moved by: Councillor Arthur

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

15 August 2024

Item 7.4 Low Emission Zone (LEZ) – summer 2024 update

ADDS:

'1.1.5 Agrees that use of additional revenue raised as outlined in appendix D, where not used to fund interventions which have city-wide benefits, is prioritised towards projects on the boundary areas just outwith the LEZ.'

Moved by: Cllr Danny Aston

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

15 August 2024

Item 7.5 - Local Traffic Improvement - Delivery Programme

Adds:

- 1.2.1 Notes that residents in Parkgrove, particularly Parkgrove Drive, have been campaigning for safer streets for over a decade.
- 1.2.2 Notes that the Transport and Environment Committee passed a motion in April 2023 requesting a report in 3 cycles to outline measures which could be taken to 'make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils', to reduce rat running and to improve the road and footway surface.
- 1.2.3 Notes that it took over a year for that report to be presented to committee.
- 1.2.4 Notes that the report which was presented to Committee in May 2024 in response to the 2023 Parkgrove Drive Motion presented this LTI scheme as a means of funding these works and that it stated in no uncertain terms that 'officers will work with ward Councillors on the nature of the proposed project'.
- 1.2.5 Notes that there was no communication with ward Councillors on the scope of the project as explicitly agreed.
- 1.2.6 Expresses concern that the scoring of this project went ahead anyway despite no identified project scope.
- 1.2.7 Agrees that the process surrounding Parkgrove Drive represents a failure of the Council to respond to the decisions of ward Councillors and Committee members.
- 1.2.8 Notes that Committee decided in May 2024 'that this scheme, if ultimately not funded through the LTI Programme, is considered for inclusion in the main road safety programme.'

1.2.9 Requests that Officers bring a report to this Committee in 1 cycle outlining the scope of the proposed 'Parkgrove Drive' scheme following discussion with ward Councillors and representatives of Clermiston PS Parent Council. Further, the report should consider whether funding for this project should come from the main road safety programme or the £178,000 project contingency from the LTI Scheme as identified in this report.

Moved by: Cllr Euan Hyslop

Seconded by:

Addendum by the Liberal Democrat Group

Transport and Environment Committee

15 August 2024

Item 7.5 – Local Traffic Improvement – Delivery Programme

Committee adds

1.2 Committee further

1.2.1 Notes assurances were given to committee at its meeting in May 2024, and to members individually that, in the case of the proposed scheme for Parkgrove Drive, there would be consultation and discussion with local ward members to develop proposals for the scheme.

1.2.2 Notes that this was also a decision of the committee, reflected by the acceptance of the Liberal Democrat addendum on that item.

1.2.3 Notes with disappointment that this engagement has not taken place and has concern about how a scheme can be considered for prioritisation for delivery, when no proposals have been discussed.

1.2.4 Therefore, requests that officers from the Road Safety team meet with ward councillors regarding the Parkgrove Drive scheme to develop proposals for the scheme, and that take place before the committee's meeting in October so progress and the outcomes can be reported back to that meeting via the business bulletin.

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Kevin Lang

Amendment by the Administration

Transport and Environment Committee

15 August 2024

Item 7.6 - Trial of 7-7-7 Bus Lanes

Notes the disagreement amongst the written deputation submissions on point 1.1.4

Delete 1.1.4 noting that this would unnecessarily complicate the trial and agree to hold a stakeholder workshop to see if agreement can be reached on including PHC drivers as part of any future 7-7-7 expansion.

Moved by: Councillor Arthur

Seconded by:

Amendment by the SNP Group

Transport and Environment Committee

15 August 2024

Item 7.6 - Trial of 7-7-7 Bus Lanes

DELETES 1.1.4 AND REPLACES WITH:

“1.1.4

1.1.4.1 Acknowledges that there are concerns about introducing PHCs into bus lanes as part of the trial.

1.1.4.2 Agrees not to proceed with the trial of PHCs in bus lanes at this time, until levels of compliance with mandatory training (including cycling awareness training) improve, as set out in the 21 June 2024 report to the Regulatory Committee titled ‘Licensing Training: Taxi and Private Hire Drivers’ which details that compliance was only sitting at 49%.

1.1.4.3 Further agrees that the level of compliance with mandatory training will be reported on in the six month review on the 7-7-7 ETRO with potential for a trial subsequent to that if significant progress has been made.”

ADDS 1.1.6:

“Notes the considerable benefits of Bus Priority Measures such as 7-7-7 bus lanes to making Edinburgh’s most used mode of public transport even more efficient and therefore even more used than it is currently but acknowledges the scope for confusion in piloting along only a single bus route; welcomes the intention for a publicity drive at 5.1.5 and the engagement with ward councillors as detailed at 5.1.1 and requests that these commence from an early a stage in the process as is possible.”

Moved by: Cllr Danny Aston

Seconded by:

Amendment by the Liberal Democrat Group

Transport and Environment Committee

15 August 2024

Item 7.6 – Trial of 7-7-7 Bus Lanes

Committee deletes 1.1.4 and inserts:

1.1.4 notes the report provides no background information, evidence or justification for changing the long-standing practice in Edinburgh of not allowing private hire vehicles to use bus lanes; therefore, agrees not to proceed with this aspect of the experimental order; and instead requests a substantive report setting out:

- a) The history surrounding the current policy of not allowing private hire vehicles to use bus lanes.
- b) The legal basis underpinning the current policy.
- c) Comparisons in terms of current policy with respect to other major UK cities.
- d) The possible benefits and risks associated with changing this policy and allowing private hire vehicles to use bus lanes.
- e) Options to mitigate any risks during any experimental trial of a change in policy.

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Amendment by the Green Group

Transport and Environment Committee

15 August 2024

Item 7.6 Trial of 7-7-7 Bus Lanes

In recommendations:

At the end of 1.1.2, insert,

“, subject to paragraph 4.2.6 on PHC access not being agreed, and further agrees that, should there be any changes to hours of operation or other substantive changes to the proposals set out in the report **during the trial**, that these will be reported to group transport leads by means of a briefing, and reported to the next available committee via the business bulletin;”

Delete 1.1.4 and insert:

“1.1.4 Notes the arguments put forward at paragraphs 3.5 and 3.6 of the report for allowing access of PHC vehicles to the bus lanes in the experiment, but considers that these should not be allowed access as part of this current trial;”

Insert new paragraph at end:

“1.1.6 Agrees that, in tandem with this trial, council officers will undertake all necessary processes to ensure that, should the trial be successful, that it can be made permanent and that 7-7-7 bus lanes can be rolled out across the city without delay, and therefore agrees that a report will return to committee within one cycle of the end of the trial to allow committee to reach a decision on wider rollout and on making the trial permanent.”

Moved by: Chas Booth

Seconded by: Kayleigh O’Neill

Amendment by the Conservative Group

Transport and Environment Committee

15 August 2024

Item – 7.6 - Trial of 7-7-7 Bus Lanes

. Committee:

1. Notes the content of the report.
2. Notes that the proposal for a trial is a political one and is not based on monitoring data or specific problems being identified that delay bus services.
3. Notes that the trial is estimated to cost £80k in revenue plus an additional, unspecified amount of capital funding at a time when the Council has in year overspends, requires to make considerable savings over the next few financial years and is struggling to fund core services like road and footway maintenance.
4. Therefore agrees that officers only take forward the proposal at paragraph 4.3.1 to “collect baseline data” and thereafter bring a report indicating whether a trial is necessary, what the parameters for success might be, and providing full costs of implementation to allow councillors to determine whether such a trial is necessary or would be of benefit when bus lane hours are currently harmonised across the city allowing them to be easily understood by the public.

Moved by: Councillor Iain Whyte

Seconded by: Marie-Clair Munro

Addendum by the Green Group

Transport and Environment Committee

15 August 2024

Item 9.1 Motion by Councillor Ross – Road resurfacing and resident co-ordination

After point 3) insert:

4. Further notes that similar issues have arisen in areas where there is diagonal parking, “end on parking”, as vehicle removals and relocations are harder to do compared to with cars parked in parallel or on typical streets. This also creates issues for teams who need to unblock gulleys to maintain drainage and reduce environmental issues.

Reword accordingly. In new 5) after ‘the occurrence of missed patches’, add: ‘and drainage issues’ to read:

5. Requests a business bulletin update in three cycles on how this process can be improved with a view to reducing, or ideally elimination, the occurrence of missed patches, and drainage issues, and including consideration of [...]

Moved by: Cllr. O’Neill

Seconded by: Cllr. Booth

Amendment by the Administration

Transport and Environment Committee

15 August 2024

9.3 - Motion by Councillor Whyte - Mass Rapid Transit in Edinburgh

- 1) Delete points 2-5.
- 2) Notes that STPR2 recommendation 12 supports "Edinburgh and South East Scotland Mass Transit", and the Council are working with Transport Scotland and regional partners to progress this. Specifically, the aim is to "enhance the cross-boundary public transport system for the Edinburgh and South East Scotland region", potentially using "tram and bus-based transit modes including bus rapid transit (BRT) and bus priority measures". The aim is to complement the city region's current bus, tram and heavy rail networks, to "provide improved connectivity between Edinburgh and the surrounding communities in the region", as well as also considering direct connections between communities outside Edinburgh. An update on BRT will be included as part of the forthcoming report on the North South Tram.

Moved by: Councillor Arthur

Seconded by:

Amendment by the SNP Group

Transport and Environment Committee

15 August 2024

Item 9.3 – Motion by Cllr Whyte – Mass Rapid Transit in Edinburgh

DELETES ALL AND REPLACES WITH:

Committee:

1. Notes the need for a mass rapid transit system across the city, acknowledging that Edinburgh's population is growing six times faster than that of Scotland's as a whole.
2. Additionally notes, as acknowledged in the Public Transport Action Plan (PTAP), that a mixture of modes will be required in different areas of the city, and this is dependent on the character and density of those areas.
3. Notes that the PTAP envisages that the mixture will be composed of bus rapid transit (BRT), conventional bus, and light rail/tram.
4. While acknowledging that BRT has value, notes that its capacity is lower than that of light rail/tram and that therefore service capacity/frequency of service will be important factors in transit mode choices for higher demand routes, such as Granton to BioQuarter/Royal Infirmary.
5. Notes however that there has not been an analysis of BRT provided to councillors in this term and therefore agrees that a report should be provided to a future Committee meeting (within six months) setting out the respective strengths and advantages of light rail/tram and BRT, noting the technology advances of the new generation of BRT.
6. Further agrees that the report should provide short medium- and long-term cost benefit analysis of alternative systems, clarify likely costs and delivery timescales within an Edinburgh context, set out the relative flexibility of each system and provide outlines of possible funding methods available to the Council, and that this

report should include engagement with and input from Lothian Buses and Edinburgh Trams, as likely potential BRT operators.

Moved by: Cllr Danny Aston

Seconded by:

Addendum by the Liberal Democrat Group

Transport and Environment Committee

15 August 2024

Item 9.3 – Motion by Cllr Whyte – Mass Rapid Transit in Edinburgh

Adds new 4

Notes that the current proposals for a tram extension route north of the city centre includes a controversial section along the Telford/Roseburn path, which would compromise an important nature and active travel route, and that the alternative route could involve installing tram infrastructure across the Dean Bridge.

Re-number accordingly

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Kevin Lang

Addendum by the Green Group

Transport and Environment Committee

15 August 2024

Item 9.3 Motion by Cllr Whyte – Mass Rapid Transit in Edinburgh

In 3. after “current travel modes” insert:

“and facilitate the much needed modal shift away from private car use,”

After 3. insert:

4. Highlights the Institute for Transportation and Development Policy’s (ITDP) definition of bus rapid transit (BRT) – a system that sits under the MRT umbrella – which is ‘a public transportation system that uses buses to provide fast, reliable, high quality, safe and cost-effective services.
5. Emphasises the similarities of BRT and Tram in that they offer a high quality user experience, regular and short journey times, pre-paid or off-board ticketing options, signal prioritisation, use of cleaner energy, segregated or dedicated routes.
6. Further emphasises the extra positive aspects of BRT in that they can run on standard tarmac roads, can be steerable, robust, flexible and adaptable for future needs or Tram plans.
7. Understands that MRT has been looked at previously, under modal choice analysis and further work would be required for modelling and consultation on these specific routes.
8. Further understands the discussion needed on the phased approach of introducing interim transit measures between now and completion of the Granton to Bioquarter tramline.

Renumber accordingly to continue original motion: “8. Therefore agrees...”

In new 9. that begins 'Further agrees that...' insert;

After "alternative systems" include: including existing or projected capacity of Lothian Buses in the area,[...]

Insert after 9.

10. Requests officers approach relevant colleagues in East, West & Midlothian Council regarding regional capacity issues, interest in MRT and BRT, and other relevant areas of concern – to be reported in a future Business Bulletin.

Moved by: Cllr. O'Neill

Seconded by: Cllr. Booth