

Transport and Environment Committee

10.00am, Thursday 1 February 2024

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, McFarlane, Munro, O'Neill and Osler (substituting for Councillor Lang).

Also present:

Councillors Heap (as a ward member in respect of item 11) and Mowat (as a ward member in respect of item 8.)

1. Point of Order – Procurement of the Decriminalised Parking Enforcement Contract

Decision

To continue the report to the Committee meeting in March 2024.

2. Deputations

(a) Edinburgh Bus Users Group in relation to:

Item 5 - Business Bulletin - Bus Funding Partnership: The deputation noted that bus funding was a default option to cut when things get difficult, and the stop start process was incurring additional delays and costs.

Item 6 – City Mobility Plan – 1st Review: The deputation noted the review was an improvement from the initial document, but also raised a number of concerns which including requesting clarity on what was meant by “working with bus operators to identify services which could terminate east or west of the City Centre”.

Item 7 - Our Future Streets - a circulation plan: The deputation welcomed the report and noted some concerns regarding the potential impacts on buses on Lothian Road. They also noted that if trams were added to the Bridges corridor other issues may arise.

Item 8 - Tram from Granton to BioQuarter and beyond: The deputation noted the wording in Appendix 1 of the report by the Executive Director of Place suggested they had been consulted on the scheme, but confirmed no consultation had taken place. They also noted any further routes must be based on a systematic network approach, notably including buses, incorporating and embedding high quality public transport infrastructure within high quality public realm. In particular, buses must be planned in from the outset.

Item 9 - West Edinburgh Transport Improvements Programme - outline

business case: The deputation welcomed the report noting it may be the only bus priority work to make substantial progress over the next year. They urged the Committee to ensure that any staff time which was otherwise freed up by the Scottish Government's Bus Partnership Fund 'pause' be poured into accelerating West Edinburgh Transport Improvements Programme.

(b) GMB Union Scotland (in relation to item 6 – City Mobility Plan - 1st Review)

The deputation advised the current policy of not allowing Private Hire Cars to access bus lanes and bus gates conflicted with the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022. They suggested a person who had disabilities and chose to use a private hire vehicle to meet their needs was being discriminated against, as without Bus Lane or Bus Gate access, the Private Hire Vehicle must follow a longer route which cost the passenger more. The deputation called for Private Hire Cars to be given access to Bus Lanes and Bus Gates as soon as possible.

(c) Capital Cars (in relation to item 6 – City Mobility Plan – 1st Review and item 7 – Our Future Streets – a circulation plan for Edinburgh)

The deputation presented a list of points from the report with accompanying questions in the context of public safety and fairness of servicing the needs of the Edinburgh population. They noted licensed private hire vehicles were a major part of the public transport needs of the Edinburgh residents in exactly the same way as licensed taxis were. The deputation requested when discussions took place around the access to Edinburgh City centre, that equal and fair access be given to all City Centre areas for both Licensed Hackney Taxis and Licensed Private Hire Vehicles.

(d) Scottish Private Hire Association (in relation to item 6 – City Mobility Plan – 1st Review)

The deputation expressed concern regarding the current restrictions, and proposed plans to further restrict private hire vehicles by expanding the bus lanes and bus gates within the city – which they did not have access to. By restricting access to only hackney carriages, the public were left with a lack of choice, and the overall accessibility and inclusivity of transportation options for individuals with disabilities will be diminished. They highlighted their commitment to working with the council to find a solution to the functioning of public transport, while accommodating the needs of the industry and the public they serve.

(e) Car Free Holyrood (in relation to item 7 – Our Future Streets – a circulation plan for Edinburgh)

The deputation welcomed the actions to meet the council's 30% car km reduction targets and changes already made to reflect HES' Management of Holyrood Park and road network. They also noted concern that traffic modelling shows increased traffic in Holyrood Park. The deputation encouraged Edinburgh Council to work

with HES to ensure “Our Future Streets” does not impact negatively on the park experience for residents of Edinburgh, but instead greatly reduced motor vehicle through traffic in the City Centre and in Holyrood Park.

**(f) Spokes Planning Group
(in relation to item 8 – Tram from Granton to BioQuarter and beyond)**

The deputation noted concern over the proposal to remove cycling from the Roseburn corridor and documented a number of specific issues with the proposed plan. They noted they would be very happy with a holistically designed on-road tram route, and that would be much preferable for wildlife and nature. They noted if the Roseburn route was very clearly shown to be the best public transport route, a need for providing good cycling and walking conditions remained.

**(g) Transform Scotland
(in relation to item 8 – Tram from Granton to BioQuarter and beyond)**

The deputation welcomed the plans to build upon the existing tram network, adding high quality public transport was fundamental in allowing Edinburgh to develop. They strongly supported the Granton to BioQuarter extension, but are also concerned at the partial loss of the Roseburn path active travel route. The deputation strongly supports plans to review any prospect of retaining walking and cycling provision along the Roseburn Corridor.

**(h) Friends of Dalry Cemetery
(in relation to item 8 – Tram from Granton to BioQuarter and beyond)**

The deputation noted trams should not come at the expense of an existing world-class nature corridor and a popular active travel route. They noted the negative impact possible if the Roseburn Path was removed to allow space for the tram route and requested the Council leave the path untouched, suggesting the space required was taken from the currently allocated space for cars.

**(i) Longstone Community Council
(in relation to item 11 – Motion by Councillor McKenzie – T7 Longstone Link)**

The deputation welcomed the 30% contribution from the developer towards a new bridge crossing and making the new active travel route central to their designs. They shared consultation feedback and presented a number of questions to committee including “What more can be done to expedite provision of the new bridge crossing before?” The deputation requested the motion was passed and delivered on its suggested way forward.

3. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 11 January 2024 as a correct record.

4. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

- 1) 20mph speed limit implementation plan – to update the expected date as soon as available.
- 2) To otherwise note the Work Programme.

(Reference – Work Programme 1 February 2024, submitted.)

5. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 2 – Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality
 - Action 3 – Strategic Review of Parking - Review Results for Areas 4 and 5 and Proposed Implementation Strategy
 - Action 4 – Transport and Environment Committee Business Bulletin
 - Action 8 – City Mobility Plan
 - Action 52 (2) – Business Bulletin
 - Action 54 (2) – Phased Reduction in Use of Glyphosate
 - Action 56 (2) – Business Bulletin
 - Action 60 – Actions to Deliver Edinburgh’s City Mobility Plan Consultation Update
 - Action 67 (5) – Implementing the new Parking Prohibitions
 - Action 68 (1, 4 and 5) – Supported Bus Services
 - Action 72 (2) – Bus Lane Penalty Charge Levels
 - Action 73 – Public Utility Company Performance and Road Work Co-ordination April 2022 to March 2023
 - Action 75 – Communal Bins Review Update

- 2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log, 01 February 2024, submitted.)

6. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

To note the Business Bulletin.

(Reference – Business Bulletin, 1 February 2024, submitted.)

7. City Mobility Plan – 1st Review

Presented to committee was the outcome of the first biennial review of the City Mobility Plan 2021-30 (CMP). Primary focus had been given to updating the Implementation Plan alongside reviewing progress against Key Performance Indicators (KPIs) and actions committed for delivery by the end of 2023. The CMP 'Strategy to 2030' had also been updated. The review had been informed by the recent consultation on 'Actions to Deliver Edinburgh's City Mobility Plan' which was undertaken between April and July 2023.

Motion

- 1) To note the first biennial review of the City Mobility Plan (CMP), the findings from the recent 'Actions to Deliver Edinburgh's CMP' consultation which had helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approve:
 - 1.1) The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility planning and place-based investment.
 - 1.2) The additional KPIs to support monitoring of progress to deliver CMP objectives
 - 1.3) Updates to the CMP Strategy to 2030 document
 - 1.4) The Air Quality Action Plan (Appendix 10 of the report by the Executive Director of Place) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO₂)
 - 1.5) The 'Delivering Actions - Supporting Information' papers for active travel, public transport, road safety and parking to support the updated CMP Implementation Plan, replacing the draft Active Travel, Public Transport, Parking and Road Safety Action Plans in line with the 'CMP-Led' approach.
- 2) To delegate authority to officers to update the graphically produced document for publication on the Council's website.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the first biennial review of the City Mobility Plan (CMP), the findings from the recent 'Actions to Deliver Edinburgh's CMP' consultation which had helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approve:
 - 1.1) The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility planning and place-based investment.

- 1.2) The additional KPIs, but agree that officers would return to committee in two cycles with firmer numerical targets for those KPIs where the 2030 target is currently listed as “increase” or “reduce
 - 1.3) Updates to the CMP Strategy to 2030 document
 - 1.4) The Air Quality Action Plan (Appendix 10 of the report by the Executive Director of Place) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO2)
 - 1.5) The ‘Delivering Actions - Supporting Information’ papers for active travel, public transport, road safety and parking to support the updated CMP Implementation Plan, replacing the draft Active Travel, Public Transport, Parking and Road Safety Action Plans in line with the ‘CMP-Led’ approach.
- 2) To delegate authority to officers to update the graphically produced document for publication on the Council’s website
- moved by Councillor Dijkstra-Downie, seconded by Councillor Osler

Amendment 2

- 1) To note the first biennial review of the City Mobility Plan (CMP), the findings from the recent ‘Actions to Deliver Edinburgh’s CMP’ consultation which had helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approve:
 - 1.1) The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility planning and place-based investment.
 - 1.2) The additional KPIs to support monitoring of progress to deliver CMP objectives
 - 1.3) Updates to the CMP Strategy to 2030 document
 - 1.4) The Air Quality Action Plan (Appendix 10 of the report by the Executive Director of Place) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO2)
 - 1.5) The ‘Delivering Actions - Supporting Information’ papers for active travel, public transport, road safety and parking to support the updated CMP Implementation Plan, replacing the draft Active Travel, Public Transport, Parking and Road Safety Action Plans in line with the ‘CMP-Led’ approach.
 - 1.6) To note successful implementation of the City Mobility Plan (CMP) requires full alignment of the Council’s transport work streams to its vision and principles.
 - 1.7) To request 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.

- 1.8) To note 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 of the Report by the Executive Director of Place.
 - 1.9) To request officers to come forward with a proposal for a 7-7-7 bus lane trial on a suitable corridor within three cycles.
- 2) To delegate authority to officers to update the graphically produced document for publication on the Council's website.
- moved by Councillor Bandel, seconded by Councillor O'Neill

Amendment 3

- 1) To note 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.
- 2) To express concern that the related "Our Future Streets" report was 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 were invalid as they have not sought views on the impact and costs involved.
- 3) To note 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.
- 4) To note dismay 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 were slower than they were in 2019 and fewer people were cycling.
- 5) To agree 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.
- 6) To concentrate work 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 would 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.
- 7) To approve the Air Quality Action Plan (Appendix 10 of the report by the Executive Director of Place) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution noting that these were already within legal limits throughout the City and to thank Officers for including 2.1 of the AQAP detailing the current status and intentions of amending and revoking the individual AQMA’s, satisfying Councillor Cowdy’s Addendum from January Committee that was rejected by all other parties.
- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.13, Amendment 2 was accepted as an addendum to the motion.

In accordance with Standing Order 22.13 Amendment 2 was accepted as an addendum to Amendment 1.

Voting

The voting was as follows:

For the motion (as adjusted)	-	7 votes
For Amendment 1 (as adjusted)	-	2 votes
For Amendment 2	-	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dobbin, Faccenda, McFarlane, and O’Neill.

For Amendment 1 (as adjusted) – Councillors Dijkstra-Downie and Osler.

For Amendment 2 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the first biennial review of the City Mobility Plan (CMP), the findings from the recent 'Actions to Deliver Edinburgh's CMP' consultation which had helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approve:
 - 1.1) The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility planning and place-based investment.
 - 1.2) The additional KPIs to support monitoring of progress to deliver CMP objectives
 - 1.3) Updates to the CMP Strategy to 2030 document
 - 1.4) The Air Quality Action Plan (Appendix 10) of the report by the Executive Director of Place which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO₂)
 - 1.5) The 'Delivering Actions - Supporting Information' papers for active travel, public transport, road safety and parking to support the updated CMP Implementation Plan, replacing the draft Active Travel, Public Transport, Parking and Road Safety Action Plans in line with the 'CMP-Led' approach.
 - 1.6) To note successful implementation of the City Mobility Plan (CMP) requires full alignment of the Council's transport work streams to its vision and principles.
 - 1.7) To request 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.
 - 1.8) To note 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 of the report by the Executive Director of Place.
 - 1.9) To request officers to come forward with a proposal for a 7-7-7 bus lane trial on a suitable corridor within three cycles.
- 2) To delegate authority to officers to update the graphically produced document for publication on the Council's website.

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

8. Our Future Streets – a circulation plan for Edinburgh

(a) Councillor Mowat (ward councillor)

Councillor Mowatt shared a presentation which highlighted her concern that the current state of the infrastructure in the city centre is not walkable and accessible for all. She

suggested that any further proposals for change should be put on hold until members are satisfied the changes proposed would also deal with the current issues.

(b) Report by the Executive Director of Place

A summary was provided on the outputs of Our Future Streets, formerly known as a 'circulation plan' and approval was sought for various elements of the plan.

Motion

- 1) To agree the Streetspace Allocation Framework (SAF) aims, revised principles and mapping (as set out in Appendix 1 of the report by the Executive Director of Place)
- 2) To agree to take forward an enhanced plan for Edinburgh City Centre Transformation (ECCT) including an experimental closure of the Cowgate to some or all through traffic in 2024
- 3) To note a further report would be prepared for Committee with a programme for implementation and an associated Operations Plan for the city centre if recommendation 1.1.2 is agreed.
- 4) To agree to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.
- 5) To agree the proposed outline approach to investment for 'Liveable Neighbourhoods'.
 - moved by Councillor Athur, seconded by Councillor Faccenda

Amendment 1

- 1) To agree the Streetspace Allocation Framework (SAF) aims, revised principles and mapping (as set out in in Appendix 1 of the report by the Executive Director of Place,
- 2) To agree to take forward an enhanced plan for Edinburgh City Centre Transformation (ECCT) including an experimental closure of the Cowgate to some or all through traffic in 2024. 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.'
- 3) To note a further report would be prepared for Committee with a programme for implementation and an associated Operations Plan for the city centre.
- 4) To agree to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road

as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.

- 5) To agree the proposed outline approach to investment for 'Liveable Neighbourhoods.
- 6) To agree 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 5
- 7) To agree that monitoring, and mitigation measures were 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.
- 8) To agree that there would 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 Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To agree the Streetspace Allocation Framework (SAF) aims, revised principles and mapping (as set out in in Appendix 1 of the report by the Executive Director of Place)
- 2) To note 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 was not achieved.
- 3) To note the report contained insufficient detail on how the plans for the Lothian Road Boulevard improvements for public transport and active travel would be affected as a result.
- 4) To note that the viability of option C was dependent on the route through Holyrood Park remaining open to through traffic, a decision that is outwith the Council's control, and agree to continue to liaise with HES on a speedy outcome and report back to committee on this decision at the earliest opportunity.
- 5) To agree to take forward option C, including an experimental closure of Cowgate and Canongate to some or all traffic in 2024, but agree not to proceed with proposals to close the vital north-south link via North Bridge to through traffic until the decision about Holyrood Park was known and the results of the experimental closures can be scrutinised.
- 6) To agree to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road

as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.

- 7) To agree the proposed outline approach to investment for 'Liveable Neighbourhoods.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Osler

Amendment 3

- 1) To agree the Streetspace Allocation Framework (SAF) aims, revised principles and mapping (as set out in in Appendix 1 of the report by the Executive Director of Place)
- 2) To agree to take forward an enhanced plan for Edinburgh City Centre Transformation (ECCT) including an experimental closure of the Cowgate to some or all through traffic in 2024.
- 3) To note a further report would be prepared for Committee with a programme for implementation and an associated Operations Plan for the city centre.
- 4) To agree to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.
- 5) To agree the proposed outline approach to investment for 'Liveable Neighbourhoods.

Edinburgh City Centre Transformation (ECCT)

- 6) To welcome the bold and necessary changes proposed in the updated plan for the ECCT.
- 7) To acknowledge 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.
- 8) To request officers 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
- 9) To note 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 would be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park."

- 10) To agree 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

- 11) To recognise that while plans for North Bridge include wider pavements and a tram route, it would likely remain an important travel route for more confident cyclists. To further recognise that this creates a need to ensure the safety of those cycling near the tram tracks.
 - 12) To ask 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.
 - 13) To express concern that the proposal of relocating some primary cycling routes that cannot be delivered on-road to off-road paths would negatively affect women's safety and perceptions of safety.
 - 14) To agree 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.
 - 15) To note the recommendation to relocate parts of the planned primary cycling network to quiet side streets. To further note that in the case of the relocation of the A702 - Primary cycle route, work is already underway on the Greenbank to Meadows Quiet Route.
 - 16) To agree that relocating cycle routes to side streets requires appropriate traffic calming measures to ensure road safety for cyclists of all ages and abilities.
 - 17) To request 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 Councillor Bandel, seconded by Councillor O'Neill

Amendment 4

- 1) To note 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.
- 2) To express concern that the related “Our Future Streets” report was 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.
 - 3) To note 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.
 - 4) To note dismay 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 were slower than they were in 2019 and fewer people are cycling.
 - 5) To agree 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.
 - 6) In the meantime, work would 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 would 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 Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.13, Amendments 1, 2 and 3 were adjusted and accepted as addenda to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	-	7 votes
For Amendment 1 (as adjusted)	-	2 votes
For Amendment 2 (as adjusted)	-	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dobbin, Faccenda, McFarlane and O’Neill.)

For Amendment 1 (as adjusted) - Councillors Dijkstra-Downie and Osler

For Amendment 2 (as adjusted) - Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To agree the Street space Allocation Framework (SAF) aims, revised principles and mapping (as set out in in Appendix 1 of the report by the Executive Director of Place).
- 2) To agree to take forward an enhanced plan for Edinburgh City Centre Transformation (ECCT) including an experimental closure of the Cowgate to some or all through traffic in 2024. To request 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 and public transport providers. To further request 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. This process should detail any impacts on Public Transport.
- 3) To prepare a further report for Committee with a programme for implementation and an associated Operations Plan for the city centre.
- 4) To agree to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.
- 5) To agree the proposed outline approach to investment for ‘Liveable Neighbourhoods.
- 6) To agree 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 to reiterate the Council’s view as set out in the 1 February 2024 Business Bulletin at Item 6.1.

- 7) To agree that monitoring, and mitigation measures were 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.
- 8) To agree that there would be an update in the report requested in paragraph 2 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 and include any update on the South Sub.
- 9) To note the report contained insufficient detail on how the plans for the Lothian Road Boulevard improvements for public transport and active travel would be affected as a result.
- 10) To note the viability of option C was dependent on the route through Holyrood Park remaining open to through traffic, a decision that was outwith the Council's control, and to agree to continue to liaise with HES on a speedy outcome and report back to committee on this decision at the earliest opportunity.

Edinburgh City Centre Transformation (ECCT)

- 11) To welcome the bold and necessary changes proposed in the updated plan for the ECCT.
- 12) To acknowledge that the changes to traffic flow resulting from the ECCT were 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 and minimise delays to public transport.
- 13) To request officers include in the next report on the updated Major Junctions Review:
 - Which junctions were expected to be positively and negatively affected by the changes to the ECCT and how this was accounted for in the prioritisation of junction improvements.
 - An updated plan for the Lothian Boulevard project.
- 14) To note work was ongoing with Historic Environment Scotland (HES) to remove traffic from Holyrood Park, as reflected in their draft Outline Strategic Plan for Holyrood Park which stated that “steps would be implemented to very substantially reduce, or remove all, vehicular through traffic from the Park”.
- 15) To agree to work with HES on any efforts they made to reduce through traffic in Holyrood Park.

Future Streets Framework

- 16) To recognise while plans for North Bridge included wider pavements and a tram route, it would likely remain an important travel route for more confident cyclists. To further recognise that this created a need to ensure the safety of those cycling near the tram tracks.
- 17) To ask 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.

- 18) To express concern that the proposal of relocating some primary cycling routes that cannot be delivered on-road to off-road paths would negatively affect women's safety and perceptions of safety.
- 19) To agree that in the first instance, if cycling could not be delivered using segregated cycling paths on direct main roads, it would be delivered on-road traffic-calmed streets. If off-road paths must be used this would be accompanied by the necessary improvements to path lighting, condition, and maintenance to ensure safety and perceptions of safety.
- 20) To note the recommendation to relocate parts of the planned primary cycling network to quiet side streets. To further note in the case of the relocation of the A702 - Primary cycle route, work was already underway on the Greenbank to Meadows Quiet Route.
- 21) To agree relocating cycle routes to side streets required appropriate traffic calming measures to ensure road safety for cyclists of all ages and abilities.
- 22) To request the next update on the Greenbank to Meadows Quiet Route take into account its new status as recommended route for cyclists and outline how changes resulting from the Future Streets Framework were being accounted for.

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

9. Tram from Granton to BioQuarter and beyond

The report outlined the consultation approach for a proposed north – south tram route from Granton to BioQuarter and beyond. It built on national, regional and city objectives to deliver a sustainable future for Edinburgh and the city region.

Motion

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023.
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network has emerged as the preferred modal solution
- 3) To note that the evaluation also concluded the preferred route would utilise the Roseburn corridor, and connect through the city centre and along the Bridges corridor to southside and onwards to the BioQuarter via Cameron Toll
- 4) To approve the commencement of a 12-week period of public consultation in spring 2024 to inform the development of a Strategic Business Case which would build on the CMP consultation and highlight the preferred route for north – south tram.
- 5) To note a report would be submitted to Committee in Autumn 2024 with findings from the consultation and a draft Strategic Business Case.
- 6) To thank the public for the consultation responses to date which helped inform these plans.

- 7) To thank Council Officers for the time and energy they have invested in these proposals.
- 8) To agree the consultation would present objectively the pros and cons of both the Roseburn and Orchard Brae Routes.
- 9) To agree that objective analysis of the following should be incorporated within the consultation response report to TEC:
 - 9.1) The potential to install a high-quality walking and cycling route alongside the tramline on the Roseburn Path.
 - 9.2) Market research undertaken to understand what a demographically representative sample of Edinburgh feels about the plans.
 - 9.3) The potential to protect and enhance the local ecological network as part of either tram route
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network has emerged as the preferred modal solution
- 3) To agree both potential options for the route to Granton – the 'Roseburn' option and the 'Orchard Brae' option – would be consulted on, and that the 'Roseburn' option would not be designated as the preferred candidate in the public consultation.
- 4) To agree to consult on extension of the tram network both to the North and the South but agree 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 would build on the CMP consultation.
- 5) To note a report would be submitted to Committee in Autumn 2024 with findings from the consultation and a draft Strategic Business Case.
- 6) To note the Edinburgh BioQuarter is of great strategic importance to the city but note the low levels of public awareness of it and unfamiliarity with its name and its purpose, and therefore that henceforth references for purposes of public consultation on the southern tram route extension would instead be made to the Royal Infirmary of Edinburgh, which enjoys almost universal levels of name recognition.'
- 7) To note that line 1C, which would close the loop between Newhaven and Granton, would not form part of this consultation but to agree that it would remain a longer-term aspiration for tram network extension.

- 8) To note 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 had expected to be the recipients of a tram route in the future. To therefore agree this option must not be taken off the table without further discussion and consultation with residents in Niddrie and Craigmillar.
 - moved by Councillor Aston, moved by Councillor Dobbin

Amendment 2

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023.
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network had emerged as the preferred modal solution.
- 3) To note that the evaluation also concluded the preferred route would utilise the Roseburn corridor, and connect through the city centre and along the Bridges corridor to southside and onwards to the BioQuarter via Cameron Toll.
- 4) To nevertheless refuse 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.
- 5) To therefore approve the commencement of a 12-week period of public consultation in spring 2024 to inform the development of a Strategic Business Case which would build on the CMP consultation but does so on the basis of the Orchard Brae option being the preferred route for north – south tram.
- 5) To note a report would be submitted to Committee in Autumn 2024 with findings from the consultation and a draft Strategic Business Case.
 - moved by Councillor Osler, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023.
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network had emerged as the preferred modal solution.
- 3) To support the extension of Edinburgh's tram network to improve public transport provision, reduce car dependency, and meet the needs of our growing city.
- 4) To believe 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.

- 5) To recognise the health, wellbeing, and environmental benefits of the Roseburn path as a well-used nature and active travel corridor.
- 6) To express 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.
- 7) To note an apparent contradiction between the proposed Roseburn alignment of the tram extension in this report and the proposal in the circulation plan (report 7) that the Roseburn path would form part of the secondary cycle network.
- 8) To approve the commencement of a 12-week period of public consultation in Spring 2024 to inform the development of a Strategic Business Case which would build the CMP consultation and highlight a preferred route for the Southern section of the tram extension. To agree 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.
- 9) To call 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.
- 10) To note a report would be submitted to Committee in Autumn 2024 with findings from the consultation and a draft Strategic Business Case.
 - moved by Councillor Bandel, seconded by Councillor O'Neill

Amendment 4

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023.
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network had emerged as the preferred modal solution.
- 3) To note that the evaluation also concluded the preferred route would utilise the Roseburn corridor and connect through the city centre and along the Bridges corridor to southside and onwards to the BioQuarter via Cameron Toll.
- 4) To note the report, and the lack of funding identified, particularly for approximately £44mil toward an Outline & Final Business Cases as set out in paragraph 6.3 of the report by the Executive Director of Place.
- 5) To note at paragraph 6.4 of the report, the Council Leader and Convener for the Transport and Environment Committee would be issuing a letter to the transport minister to formally request financial support.
- 6) To agree 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 would take in regard to Lord Hardie's recommendation 9 on Risk and Optimism Bias.

- 7) To agree until this report was 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 Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22.13, Amendments 1, 2 and 4 were adjusted and accepted as addenda to the motion. Amendment 3 was accepted as an addendum to the motion.

In accordance with Standing Order 22.13, Amendments 1 and 3 were adjusted and accepted as addenda to Amendment 2.

Voting

The voting was as follows:

For the motion (as adjusted)	–	7 votes
For Amendment 2 (as adjusted)	–	2 votes
For Amendment 4	–	2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dobbin, Faccenda, McFarlane and O'Neill.

For Amendment 2 (as adjusted) – Councillors Dijkstra-Downie and Osler

For Amendment 4 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023.
- 2) To note following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network had emerged as the preferred modal solution.
- 3) To support the extension of Edinburgh's tram network to improve public transport provision, reduce car dependency, and meet the needs of our growing city.
- 4) To believe 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.
- 5) To recognise the health, wellbeing, and environmental benefits of the Roseburn path as a well-used nature and active travel corridor.
- 6) To express 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.
- 7) To note 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.

- 8) To approve the commencement of a 12-week period of public consultation in Spring 2024 to inform the development of a Strategic Business Case which would build the CMP consultation and highlight a preferred route for the Southern section of the tram extension. To agree 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.
- 9) To call 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.
- 10) To agree that both potential options for the route to Granton – the ‘Roseburn’ option and the ‘Orchard Brae’ option – would be consulted on, and that the ‘Roseburn’ option would not be designated as the preferred candidate in the public consultation.
- 11) To note concerns regarding the potential loss of such a significant part of the Telford / Roseburn path given its importance as an active travel route and nature corridor.
- 12) To note a report would be submitted to Committee in Autumn 2024 with findings from the consultation and a draft Strategic Business Case.
- 13) To thank the public for the consultation responses to date which helped inform these plans.
- 14) To thank Council Officers for the time and energy they had invested in these proposals.
- 15) To agree the consultation would present objectively the pros and cons of both the Roseburn and Orchard Brae Routes.
- 16) To agree that objective analysis of the following should be incorporated within the consultation response report to TEC:
 - 16.1) The potential to install a high-quality walking and cycling route alongside the tramline on the Roseburn Path.
 - 16.2) Market research undertaken to understand what a demographically representative sample of Edinburgh feels about the plans.
 - 16.3) The potential to protect and enhance the local ecological network as part of either tram route
- 17) To note that the Edinburgh BioQuarter was 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 to agree that henceforth references for purposes of public consultation on the southern tram route extension would instead be made to the Royal Infirmary of Edinburgh and the BioQuarter, which enjoyed almost universal levels of name recognition.

- 18) To note that line 1C, which would close the loop between Newhaven and Granton, would not form part of this consultation but agrees that it would remain a longer-term aspiration for tram network extension.
- 19) To note that the preferred route for 'BioQuarter to South East' was no longer recommending the route along Niddrie Mains Road, and recognises this was an area of high population density and high levels of poverty and a community that had expected to be the recipients of a tram route in the future. To therefore agree this option must not be taken off the table without further discussion and consultation with residents in Niddrie and Craigmillar.
- 20) To note the report, and the lack of funding identified, particularly for approximately £44mil toward an Outline & Final Business Cases as set out in paragraph 6.3 of the report.
- 21) To note at paragraph 6.4 of the report, the Council Leader and Convener for the Transport and Environment Committee would be issuing a letter to the transport minister to formally request financial support.
- 22) To agree a report be brought back following the response to this letter confirming what Scottish Government funding was allocated and the report would include what measures they would take in regard to Lord Hardie's recommendation 9 on Risk and Optimism Bias.

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

10. West Edinburgh Transport Improvements Programme – Outline Business Case

An update was provided on the production of the Outline Business Case (OBC) for Bus Priority and Active Travel improvements on the A8/A89 between Broxburn and Maybury. The programme would now progress to the next stage, where key tasks included detailed design, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.

Motion

- 1) To note West Edinburgh had been identified as a significant urban extension to the city. Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak requiring approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor is a necessity.
- 2) To note congestion along the corridor impacts on bus operators' ability to run fast, reliable and attractive service.
- 3) To note the Edinburgh and South East Scotland City Region Deal provides £36m to support the West Edinburgh Transport Improvement Programme (WETIP) for the delivery of Bus Priority and Active Travel improvements along A8/A89 corridor between Broxburn and Maybury.
- 4) To note a HM Treasury compliant Outline Business Case for Bus Priority and Active Travel measures along the A8/A89 corridor has been concluded and

confirms that the identified measures meet Transport Planning Objectives and align strongly with key Council policies (including City Mobility Plan, City Plan and 2030 Climate Strategy – Net Zero).

- 5) To note public consultation and stakeholder engagement exercises had helped inform the Outline Business Case.
- 6) To note an economic appraisal had confirmed a positive overall Benefit to Cost Ratio of 1.23.
- 7) To note the next stages in the programme included: detailed design tasks, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note West Edinburgh had been identified as a significant urban extension to the city. Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak requiring approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor was a necessity.
- 2) To note congestion along the corridor impacts on bus operators' ability to run fast reliable and attractive service.
- 3) To note the Edinburgh and South East Scotland City Region Deal provides £36m to support the West Edinburgh Transport Improvement Programme (WETIP) for the delivery of Bus Priority and Active Travel improvements along A8/A89 corridor between Broxburn and Maybury.
- 4) To note a HM Treasury compliant Outline Business Case for Bus Priority and Active Travel measures along the A8/A89 corridor had been concluded and confirms that the identified measures meet Transport Planning Objectives and align strongly with key Council policies (including City Mobility Plan, City Plan and 2030 Climate Strategy – Net Zero).
- 5) To note public consultation and stakeholder engagement exercises had helped inform the Outline Business Case.
- 6) To note an economic appraisal had confirmed a positive overall Benefit to Cost Ratio of 1.23.
- 7) To note the next stages in the programme included: detailed design tasks, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.
- 8) To agree the active travel improvements referred to at 4.26 ("widened shared use path with two-way white line segregated cycle track") would be converted to high quality, hard-landscaped segregated cycle as resources become available and as renewal occurs where appropriate.

- moved by Councillor Aston, seconded by Councillor Dobbin

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note West Edinburgh had been identified as a significant urban extension to the city. Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak requiring approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor was a necessity.
- 2) To note congestion along the corridor impacts on bus operators' ability to run fast, reliable and attractive service.
- 3) To note the Edinburgh and South East Scotland City Region Deal provided £36m to support the West Edinburgh Transport Improvement Programme (WETIP) for the delivery of Bus Priority and Active Travel improvements along A8/A89 corridor between Broxburn and Maybury.
- 4) To note a HM Treasury compliant Outline Business Case for Bus Priority and Active Travel measures along the A8/A89 corridor had been concluded and confirmed that the identified measures met Transport Planning Objectives and aligned strongly with key Council policies (including City Mobility Plan, City Plan and 2030 Climate Strategy – Net Zero).
- 5) To note public consultation and stakeholder engagement exercises had helped inform the Outline Business Case.
- 6) To note an economic appraisal had confirmed a positive overall Benefit to Cost Ratio of 1.23.
- 7) To note the next stages in the programme included: detailed design tasks, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.
- 8) To agree the active travel improvements referred to at paragraph 4.26 of the report by the Executive Director of Place (“widened shared use path with two-way white line segregated cycle track”) would be converted to high quality, hard-landscaped segregated cycle as resources became available and as renewal occurred, where appropriate.

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

11. Motion by Councillor McKenzie – T7 Longstone Link

The following motion by Councillor McKenzie was submitted in terms of Standing Order 32:

- “1) To note that application 22/02233/FUL for Planning Permission at 22 Inglis Green Road had been granted and that the development would include 120 flats.
- 2) To note the report to the Development Management Sub-Committee of 24 January 2024 regarding the delivery of a pedestrian bridge at this site. The

proposed bridge would connect Inglis Green Road to New Mart Road providing a much-needed active travel connection between Longstone/Redhall and Chesser.

The report states:

“Advice from internal consultation, Bridges and Structures, estimated that a 3m wide pedestrian bridge development would cost £560,000. The applicant has agreed to contribute up to 30% of the estimated cost, £168,000.”

and

“The remaining finances would be applied for via the Transport Scotland Active Travel Transformation Fund.”

- 3) To note that the proposed bridge is in the Local Development Action Programme and is safeguarded in the proposed City Plan but does not currently appear in the Active Travel Action Plan.
- 4) To recognise the importance of establishing active travel links before the travel patterns of new residents are established and therefore agree to proceed with the project at the earliest opportunity.
- 5) To request a Business Bulletin update to the next Transport and Environment Committee on 7 March 2024 which would provide an update on the progress of the funding application and an estimated timeline for delivery of the bridge, including consideration of the feasibility of completing the bridge in advance of new residents moving into the development.”

Motion

To approve the motion by Councillor McKenzie.

- moved by Councillor McKenzie, seconded by Councillor O'Neill

Amendment

To add:

“To further agree that the Business Bulletin update would explore options for ensuring safe connection to the new active travel route from Longstone Road/Inglis Green Road and from Lanark Road, and would detail options for ensuring good lighting of the connection through to New Mart Road.”

- moved by Councillor Aston, seconded by Councillor Dobbin

In accordance with Standing Order 22.6, the motion was verbally adjusted by Councillor McKenzie. In accordance with Standing order 22.13, the amendment was accepted as an addendum to the motion.

Decision

- 1) To note application 22/02233/FUL for Planning Permission at 22 Inglis Green Road had been granted and that the development would include 120 flats.
- 2) To note the report to the Development Management Sub-Committee of 24 January 2024 regarding the delivery of a pedestrian bridge at this site. The

proposed bridge would connect Inglis Green Road to New Mart Road providing a much-needed active travel connection between Longstone/Redhall and Chesser.

The report stated:

“Advice from internal consultation, Bridges and Structures, estimated that a 3m wide pedestrian bridge development would cost £560,000. The applicant has agreed to contribute up to 30% of the estimated cost, £168,000.”

and

“The remaining finances would be applied for via the Transport Scotland Active Travel Transformation Fund.”

- 3) To note the proposed bridge was in the Local Development Action Programme and was safeguarded in the proposed City Plan but did not currently appear in the Active Travel Action Plan.
- 4) To recognise the importance of establishing active travel links before the travel patterns of new residents were established and therefore to agree to proceed with the project at the earliest opportunity.
- 5) To request a Business Bulletin update to the Transport and Environment Committee on 25 April 2024 which would provide an update on the progress of the funding application and an estimated timeline for delivery of the bridge, including consideration of the feasibility of completing the bridge in advance of new residents moving into the development.
- 6) To further agree the Business Bulletin update would explore options for ensuring safe connection to the new active travel route from Longstone Road/Inglis Green Road and from Lanark Road, and would detail options for ensuring good lighting of the connection through to New Mart Road.