

# Addendum by the Green Group

## Transport and Environment Committee

11 October 2019

### Item 7.1 – National Transport Strategy 2 – Response to Consultation

At the end of recommendation 1.1 insert additional text as follows:

“, subject to the following changes:

- 1.1.1 In addition to the answer drafted at Q1, expand the answer to also explain that “sustainability” should be clarified as being environmental sustainability in order to clear up any ambiguity in the vision
- 1.1.2 In addition to the answer drafted at Q2b, expand the answer to explain that CEC considers action on climate change to be urgent, and that therefore “Takes Climate Action” should be the highest priority, recognises that all four priorities are interlinked, and that prioritisation of “Takes Climate Action” will support the other priorities of equality, prosperity and health & wellbeing
- 1.1.3 In addition to the answer drafted at Q3, expand the answer to describe the increase in pressure on cities such as Edinburgh as a result of investment in expansion of the trunk road network and that mitigation of this effect is currently very costly to cities
- 1.1.4 In addition to the answer drafted at Q5a, expand the answer to include cross-boundary cycle routes in the examples of cross-boundary transport requirements
- 1.1.5 In addition to the answer drafted at Q5b, expand the comments about citizens being unable to easily relate to Edinburgh on the whole when providing feedback and views, to explain that the traditional forms of consultation do not always successfully enable and empower citizens to express their views, and that by employing more modern methods and channels to consult citizens we would anticipate a greater degree of informed engagement, and as such we would welcome more participatory

models of citizen engagement and consultation in the locations and settings where citizens are best able to provide their views

- 1.1.6 In the answer drafted at Q7a, insert the word “some” into paragraph 4 so that the phrase reads “while Edinburgh is well connected to **some** cities across the UK by rail”
- 1.1.7 In addition to the answer drafted at Q8a, expand the answer to include mention of poor links to some cities which have longer journey times from Edinburgh by rail than by car (for example Perth); the lack of international travel options from the east coast of Scotland across the North Sea to Europe; and the barriers to local authorities in implementing segregated cycling infrastructure that would allow all those who wish to travel by bike to do so safely
- 1.1.8 In addition to the answer drafted at Q8b, expand the answer to highlight the need for active travel and public transport to become the most affordable, most convenient and most attractive options, which would increase demand for these modes; also expand to explore a vehicle scrappage scheme for those who choose to change to electric bike; also expand to explore investment in enablers of modern working practices (for example internet connectivity, more flexibility in working hours, patterns and contracts) to reduce the requirement to travel or make single-purpose journeys; also expand to call for local authorities to have the power to implement segregated cycling infrastructure in a timely way
- 1.1.9 In addition to the answer drafted at Q9, expand the answer regarding “increasing accountability” to recognise all forms of cross-boundary travel in addition to commuting such as freight and business service related travel
- 1.1.10 In addition to the answer drafted at Q10, expand the theme of concessionary travel to also highlight the benefits of possible expansion of the current successful scheme to include additional groups and demographics, as this would fit with the Vision and fulfil the “Promotes Equality” and “Takes Climate Action” priorities in particular

**Moved by: Councillor Claire Miller**

**Seconded by: Councillor Gavin Corbett**

# Amendment by Liberal Democrat Group

## Transport and Environment Committee

11 October 2019

### Item 7.3 – Evaluation of the 20mph Speed Limit Roll Out

- In 1.1.6, after “road casualties”, insert “and vehicle speeds”.
- add “1.1.7 agrees that appendix 3 of the report should be shared with all elected members and feedback sought on whether this represents a complete list of roads where concerns have been raised in terms of compliance.”
- add “1.1.8 agrees that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures.”

**Moved by** Cllr Kevin Lang

**Seconded by**

# Addendum by the Green group

## Transport and Environment Committee

11 October 2019

### Item 7.5 – Edinburgh’s Low Emission Zones – Update

At the end of recommendations insert additional text as follows:

“1.6 Thanks external partners such as British Heart Foundation for their offers to support the council’s continuing work on the LEZ scheme, and agrees to collaborative work to make best use of partners research resource and expertise where appropriate during the period running up to the report in February 2020.”

**Moved by: Councillor Claire Miller**

**Seconded by: Councillor Gavin Corbett**

# Addendum by Liberal Democrat Group

## Transport and Environment Committee

11 October 2019

### Item 8.3 – Roads Infrastructure Capital Investment Update

Add “1.2 seeks an update on progress against delivery of the 2019/20 capital investment plan at the end of month 9 and agrees this information should be provided by way of a members’ briefing as soon as practicable.”

Moved by Cllr Kevin Lang

Seconded by

# Amendment by the Coalition

## Transport and Environment Committee

11 October 2019

### Safe Cycle Journeys to School

**Replaces Part 3 of the motion with:**

Notes that the upcoming refreshed Active Travel Action Plan will include actions to address safe cycling and walking to primary and secondary schools.

**Replaces Part 4 of the motion with:**

Additionally, requests that all future new build schools specifically include measures to ensure safe and convenient pupil access on foot and by bike, including on the road network in the vicinity of the school as well as within school grounds.

**Moved by** Councillor Lesley Macinnes

**Seconded by** Councillor Gordon Munro