

# Amendment by the Conservative Group

## City of Edinburgh Council

14 March 2019

### Item 8.1 – Edinburgh Tram – York Place to Newhaven Final Business Case

Council

#### 1.1

The City of Edinburgh Council rejects:

- i) The Edinburgh Tram - York Place to Newhaven Final Business Case; and
- ii) The increased prudential borrowing authorised limit and operational boundary reported in paragraph 5.3 of the report by the Executive Director of Place.

In doing so, Council:

##### 1.1.1

Notes the Edinburgh Tram - York Place to Newhaven Final Business Case, as referred from the Transport and Environment Committee.

##### 1.1.2

Notes that the anticipated cost of the project and associated funding arrangements, including that the project cost has risen significantly since Councillors were last presented with the Outline Business Case (OBC), with the Full Business Case delivering a project cost (inclusive of risk) of £257.3m against OBC cost of £165.2m.

##### 1.1.3

Rejects the intention for the project to proceed prior to publication of the Edinburgh Tram Inquiry, the comprehensive understanding and incorporation of which are an essential component of any case to extend the tram.

#### **1.1.4**

Considers it unacceptable that, as per the FBC, Lothian Buses will see significant operational disruption, revenue loss and incur additional costs of operation, with a significant proportion of bus users on the proposed tram route modelled to transfer to tram.

#### **1.1.5**

Notes the recent budget process which required Council to deliver £33.1m of cuts to public services, demonstrated competent alternative investment in public services through re-allocation of both the Lothian Buses dividend and capitalisation of tram fares along the existing tram route. Therefore, instructs the Chief Executive to bring forward a report to Council in three cycles detailing options for alternative investment

**Moved by** Councillor Nick Cook

**Seconded by** Councillor Iain Whyte