

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 2nd March, 2023

Dean of Guild Court Room - City Chambers

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The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

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1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Minute of the Transport and Environment Committee of 2 February 2023 – submitted for approval as a correct record 7 - 36

5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 37 - 44
- 5.2 Transport and Environment Committee Rolling Actions Log 45 - 96

6. Business Bulletin

- 6.1 Transport and Environment Business Bulletin 97 - 106

7. Executive Decisions

- 7.1 Strategic Business Case for an Edinburgh Workplace Parking Levy – Report by the Executive Director of Place 107 - 134
- 7.2 Response to motions and Project Update - Electric Vehicle Charging – Report by the Executive Director of Place 135 - 146
- 7.3 Travelling Safely - Drum Brae North cycleway modification – Report by the Executive Director of Place 147 - 152
- 7.4 Leith Connections Phase 1A Representations to Traffic Regulation Orders and Redetermination Order and General Project Update – Report by the Executive Director of Place 153 - 206

8. Routine Decisions

- 8.1 Revenue Monitoring Update – 2022/23 Month eight position – Report by the Executive Director of Place 207 - 212
- 8.2 Response to motion by Councillor Macinnes - Accessibility Commission – Report by the Executive Director of Place 213 - 218
- 8.3 Response to motion by Councillor Lang - Parking on Pavements and at Dropped Kerbs – Report by the Executive Director of Place 219 - 222

9. Motions

- 9.1 None.

Nick Smith

Service Director – Legal and Assurance

Committee Members

Councillor Scott Arthur (Convener), Councillor Danny Aston, Councillor Jule Bandel, Councillor Christopher Cowdy, Councillor Sanne Dijkstra-Downie, Councillor Margaret Arma Graham, Councillor Kevin Lang, Councillor Finlay McFarlane, Councillor Claire Miller, Councillor Marie-Clair Munro and Councillor Norman Work

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams

Further information

If you have any questions about the agenda or meeting arrangements, please contact Martin Scott, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel , email lesley.birrell@edinburgh.gov.uk / martin.scott@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10:00am, Thursday 2 February 2023

Present

Councillors Arthur (Convener), Aston, Bandel, Booth (substituting for Councillor Miller, Item 2), Caldwell (substituting for Councillor Lang, Items 3), Cowdy, Dijkstra-Downie, Graham, Lang (excluding Items 3 and 11), Macinnes (substituting for Councillor Work), McFarlane, Miller (excluding Item 2) and Munro.

Also present: Councillor McVey (item 2), Councillor Faccenda (items 2).

1. **Edinburgh Cycle Hire Scheme – Options Appraisal**

a) **Deputation – The University of Edinburgh**

The deputation spoke about the new electric cycle hire scheme implemented by the University of Edinburgh. Having firstly operated the Edinburgh Cycle Hire Scheme since 2015, staff and students continually expressed their need for access to affordable bicycles.

The deputation advised that upon the withdrawal of the original scheme, the University developed their own pilot electric cycle hire scheme using former bikes in an interim project with Council.

The UniCycles scheme offers 60 bikes, hired to students over 2 accommodation sites in the city. Demand was high with all 60 bikes being hired for 3 months of the first semester, and 50 more students on a waiting list. Students expressed the scheme delivers a range of benefits including well-being, health and financial benefits.

The scheme tracks data from the bicycles, and shows data on carbon savings, how bikes are being used, and the routes the bikes take.

The deputation finally outlined how the scheme supports the development of options to continue the scheme which contributes to actions in the Active Travel Plan and that funding is needed for Year 2, to enable scheme to continue.

b) **Deputation – Cargo Bike Movement**

The deputation expressed how the Cargo Bike Movement used cargo bicycles to deliver food and recourses to people in Edinburgh over the pandemic and continue to do so now with a team of forty volunteers support this movement.

The deputation highlighted how the use of cargo bikes would help support the Councils aim in reducing car journeys by 20% over the next five years.

The deputation outlined how funding is limited and this is their greatest barrier. The Cargo Bike Movement have been delighted with in interest and appetite of Cargo Bikes and expressed their need for more staff to support the capacity as well as the need for supportive cycle infrastructure.

c) Deputation – Thistle Foundation

The deputation gave details on the adaptive bike project for people with long term health conditions. The Thistle Foundation engage with over 4000 people, support a wide range of people through their weekly sessions and expressed there is a bike for everyone.

The deputation expressed how important collaboration was and gave detail of the many organisational they have worked with and that have supported the foundation.

d) Report by the Executive Director of Place

On 11 November 2021, the Committee established a project team to take forward a detailed assessment of options and agreed the objectives of a new scheme. The report provided details on the options for a new Edinburgh Cycle Hire Scheme in the medium to long-term following the assessment.

Motion

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in the report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) To note that political groups could choose to fund a Cycle Hire Scheme via the budget setting process.
- 4) To note the content of the report and the transformative impact of the Thistle Foundation, Cargo Bike Movement, & Brake the Cycle projects, and also the benefits of the Edinburgh University scheme.
- 5) To agree that Officers should work with the groups involved to identify possible internal and external funding to continue their work.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in the report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) To recognise the enormous value of the city having a bike hire scheme with its potential to further sustainability and congestion objectives, improve health and wellbeing, tackle transport inequalities, and other benefits, as set out at 4.2 of the report.

- 4) To refer the decision on a future Edinburgh Cycle Hire Scheme to Full Council so that it was considered as part of the 2023/24 budget setting process, with a view to Council agreeing a new scheme.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in the report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) The decision around any new cycle hire scheme would be a matter for the Council budget setting process.

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

Amendment 3

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in this report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) To recognise that cycle hire schemes play an important role in facilitating a modal shift from cars to active travel by normalising and promoting cycling as a transport option.
- 4) To reaffirm the objectives agreed by Transport and Environment Committee in November 2021 that any new cycle hire scheme should be inclusive, secure, financially sustainable, integrated with public transport provision in Edinburgh, and aligned to the aims of the City Mobility Plan.
- 5) To note that a cycle hire scheme meeting these requirements would require significant investment. However, further notes the long-term costs of not reinstating a cycle hire scheme, such as higher levels of congestion, greater damage to roads, adverse climate impacts, and poorer health outcomes.
- 6) To note that the remaining funding approved for the previous cycle hire scheme had been used to fund several interim cycling measures but was now being proposed to be cut in the Revenue Budget Framework 2023-27 report to Finance and Resource Committee on 7 February 2023.
- 7) Recommended to Council to:
 - 7.1) Continue the funding for interim cycling measures
 - 7.2) Consider how a new Edinburgh Cycle Hire Scheme could be funded.
- 8) To request officers continue work on developing an Edinburgh Cycle Hire Scheme and present an update in 6 months on progress made, taking into account the budget decision and any new learnings and external funding streams.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 4

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in this report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) To note the environmental, health and economic benefits of cycling and cycle hire schemes as set out in section 3.4 of the Turner & Townsend report.
- 4) To note the points set out in section 4.26 of this report highlighting:
 - 4.1) The Council's forecast pressure on capital and revenue budgets.
 - 4.2) The Council's current financial position in respect of revenue funding as set out in the financial impact section of this report (section 6).
 - 4.3) There was no provision in the Council's Sustainable Capital Budget Strategy for a cycle hire scheme.
- 5) To note that a Concession model attracts least cost and risk to the Council.
- 6) To note that Dundee, and Glasgow, along with Brighton and Hove, operate successful Concession schemes with the Glasgow scheme in particular being low cost to users, widespread within the city and long term having been in place for eight years.
- 7) To agree Officers should initiate work on introducing a Concession scheme in Edinburgh at the earliest opportunity and report back to Committee accordingly.

In accordance with Standing Order 22(12), Amendments 1,2 and 3 were accepted in full and Paragraph 5 of Amendment 4 was adjusted and Paragraph 6 of Amendment 4 were accepted as addendums to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) The note the options available for a new Edinburgh Cycle Hire Scheme set out in the report and in Appendix 1 of the report.
- 2) To note the financial information at paragraph 6.3 of the report in respect of funding for a new Edinburgh Cycle Hire Scheme.
- 3) To note that political groups could choose to fund a Cycle Hire Scheme via the budget setting process.
- 4) To note the content of the report and the transformative impact of the Thistle Foundation, Cargo Bike Movement, & Brake the Cycle projects, and also the benefits of the Edinburgh University scheme.
- 5) To agree that Officers should work with the groups involved to identify possible internal and external funding to continue their work.
- 6) To recognise the enormous value of the city having a bike hire scheme with its potential to further sustainability and congestion objectives, improve health and wellbeing, tackle transport inequalities, and other benefits, as set out at 4.2.

- 7) To therefore refer the decision on a future Edinburgh Cycle Hire Scheme to Full Council so that it was considered as part of the 2023/24 budget setting process, with a view to Council agreeing a new scheme.
- 8) The decision around any new cycle hire scheme would be a matter for the Council budget setting process.
- 9) To recognise that cycle hire schemes play an important role in facilitating a modal shift from cars to active travel by normalising and promoting cycling as a transport option.
- 10) To reaffirm the objectives agreed by Transport and Environment Committee in November 2021 that any new cycle hire scheme should be inclusive, secure, financially sustainable, integrated with public transport provision in Edinburgh, and aligned to the aims of the City Mobility Plan.
- 11) To note that a cycle hire scheme meeting these requirements would require significant investment. However, further notes the long-term costs of not reinstating a cycle hire scheme, such as higher levels of congestion, greater damage to roads, adverse climate impacts, and poorer health outcomes.
- 12) To note that the remaining funding approved for the previous cycle hire scheme had been used to fund several interim cycling measures but was now being proposed to be cut in the Revenue Budget Framework 2023-27 report to Finance and Resource Committee on 7 February 2023.
- 13) Recommended to Council to:
 - 13.1) Continue the funding for interim cycling measures
 - 13.2) Consider how a new Edinburgh Cycle Hire Scheme could be funded.
- 14) To request officers continue work on developing an Edinburgh Cycle Hire Scheme and present an update in 6 months on progress made, taking into account the budget decision and any new learnings and external funding streams.
- 15) To note that a concession model could attract least cost and risk to the Council.
- 16) To note that Dundee, and Glasgow, along with Brighton and Hove, operate successful Concession schemes with the Glasgow scheme in particular being low cost to users, widespread within the city and long term having been in place for eight years.

(Reference – Transport and Environment Committee, 11 November 2021 (Item 11), Report by the Executive Director of Place, submitted.)

Declaration of Interest

Councillor Bandel made a transparency statement as a student at the University of Edinburgh, who does not live at the halls offering the schemes.

Councillor Miller made a transparency statement as a member of Spokes.

2. Response to Motion by Councillor Booth – Rainbow Bridge / Lindsay Road Bridge - Infilling

a) Deputation – Save the Pride Bridge

The deputation thanked officers for the work they had done on reviewing options to save the Pride Bridge.

The deputation explained that the bridge was a key pedestrian link, critical to upholding a 20 minute neighbourhood and most importantly gained significance for the LGBTQ+ community.

The deputation advised they were speaking on behalf of community and presented data gathered from those in the area. The rainbow feature of the bridge was voted as the best feature of the bridge, voted higher over functionality which expressed the need of the community to keep such an important feature.

The deputation advised infilling or embankment would be most cost effective, and less expensive than building a new steel bridge which would be joyless, ugly and purely functional and lack the LGBTQ+ significance the Pride Bridge currently offers.

The deputation finally explained that demolition should be a last resort and that the redevelopment of the Pride Bridge by the Council would be the best, but not the only option. Collaborating with SEStran, Travel Scotland or local developers in the area could fill the gap in funding.

b) Ward Councillors

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillors McVey and Faccenda in relation to the Response to Motion by Councillor Booth – Rainbow Bridge / Lindsay Road Bridge - Infilling - Report by the Executive Director of Place.

c) Report by the Executive Director of Place

On 6 October 2022, Committee requested officers to liaise with organisations or individuals with relevant expertise, and to bring an updated report to committee outlining costed options for retention of all three spans of the existing Rainbow Bridge / Lindsay Road Bridge. The report provided an update on this work.

Ward Councillors McVey and Faccenda spoke to this item.

Decision

- 1) To note the report and thank officers for their work in preparing it.
- 2) To note the value of the Pride Bridge to the community of Leith, both as an important active travel route from Leith to Newhaven, as a community space, and also as an emerging cultural landmark for the LGBT+ community.
- 3) To note the risks identified by officers for an infilling solution at paragraph 4.10 of the report and note that an infilling solution is unlikely to receive external funding

and agrees that an infilling solution around the existing corroding steelwork was not progressed.

- 4) To note the two additional options presented in the report; considered that the proposed modular bridge (option 1) outlined at paragraphs 4.16-4.18 of the report would replace the active travel route but would destroy the emerging LGBT+ cultural landmark and was therefore not an acceptable way forward.
- 5) To note the proposed option 2 of a wider community space at span 3 with a modular bridge over spans 1 and 2, as outlined in paragraphs 4.19-4.21 was a welcome attempt to address community concerns, but still lead to demolition of the majority of the bridge.
- 6) To note the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community.
- 7) To therefore agree the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route was to progress on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure.
- 8) To therefore ask officers to submit a bid to Sustrans for a feasibility study and a detailed design which retained the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.
- 9) To note that if additional funding was not identified by winter 2023/24, the bridge deck would need to be removed to ensure public safety, and therefore agree that if the gap funding was not identified by 1 November 2023, a further report would be brought back to committee on options to agree the way ahead.
- 10) To note that diversion works would be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting.

(Reference – Transport and Environment Committee, 6 October 2022 (Item 1), Report by the Executive Director of Place, submitted.)

Declaration of Interest

Councillor Arthur made a transparency statement as one of his students from Herriot Watt, where he is an employee, was part of a group making a deputation.

3. Queensferry Town Centre Project – Traffic Regulation Orders and Project Update

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation welcomed the general principle of improving the High Street and Waterfront areas of Queensferry. The deputation noted their serious concerns with regards to many issues, such as using the highly localised non-standard consultation process, problematic cycle routes and parking.

b) Report by the Executive Director of Place

An update was provided on the proposed Town Centre improvement works planned on Queensferry High Street and the Hawes Promenade. As part of the project the existing Traffic Regulation Orders (TROs) would need to be changed to reflect the new proposed road layout, parking arrangements, one-way traffic management and weight limit restrictions.

Decision

- 1) To note the content of the report and recommendations made regarding the necessary Traffic Regulation Orders (TRO).
- 2) To abandon the proposed TRO 19/91 previously advertised in 2020 relating to proposed weight restrictions on Queensferry High Street.
- 3) To agree to change the existing pay and display parking arrangements included in the current Order and promote the necessary TRO to reflect the proposed changes in road layout, traffic management and weight limit.
- 4) To agree to commence the statutory process to redetermine areas of the High Street to widen footpaths, narrow the width of the road and create a contraflow cycle lane Redetermination Order (RSO).
- 5) To note the project update and agree the proposed phased programme (paragraph 4.8.3 of the report).

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

Declaration of Interests

Councillor Lang declared a non-financial interest in the above item as he had previously commented on the TRO.

4. Motion by Councillor Lang - Flooding in Kirkliston

a) Deputation – The Orchard Nursery

The deputation outlined the location of their premises next to the river and explained the levels of flooding on 30 December 2022, which caused devastation to the nursery, neighbours' homes, writing off cars etc. Additionally, 3 weeks prior, flood gates, installed by the Council had to close had to be closed

The deputation advised the nursery currently still does not have floors or walls and that their service has been moved to the local community centre, causing further disruption to other council services.

The deputation gave details that the development of properties in the area, expansion of M9, blocked drains and climate change are all factors which have worsened the levels of flooding in the area and won't go away and the River Almond and surrounding burns can no longer cope.

The deputation expressed something needed to be done before more devastation was caused to the local community.

b) Motion by Councillor Lang

The following motion by Councillor Lang was submitted in terms of Standing Order 17:

- 1) "Committee notes;
 - the substantial flooding which took place in Kirkliston in December 2022, which resulted in serious damage to the local nursery, scout hut and several homes.
 - the flooding cut off hundreds of homes in the Gateside estate and also resulted in three of the four roads in and out of Kirkliston becoming impassable.
 - that this is only the latest in a series of increasingly serious flooding events to affect the village, causing major disruption and damage.
- 2) Committee recognises that flooding has become a common issue in many parts of Edinburgh but that the events seen in Kirkliston in December were some of the most serious to be seen within the local authority area.
- 3) Committee notes a petition has now been lodged with over 1,300 signatures calling on Edinburgh Council to prioritise funding for additional measures, including improved flood defences near the River Almond, to minimise flooding in Kirkliston and prevent further serious damage.
- 4) Committee therefore requests a report within two cycles setting out initial short-term and long-term options to address flooding in Kirkliston, including the approaches which may need to be made to the Scottish Government in terms of new infrastructure investment."

Motion

To approve the motion by Councillor Lang.

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

Amendment

"Welcomes the motion on this important issue.

Replace final paragraph with:

- "4) Committee therefore request a report to the May Committee setting out short-term mitigations and long-term solutions which could address flooding in Kirkliston and

the wider Almond catchment, including the approaches which may need to be made to the Scottish Government with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.”

- moved by Councillor Arthur, seconded by Councillor Graham

In accordance with Standing Order 22(12), the Amendment was adjusted and accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Lang:

- 1) Committee notes;
 - the substantial flooding which took place in Kirkliston in December 2022, which resulted in serious damage to the local nursery, scout hut and several homes.
 - the flooding cut off hundreds of homes in the Gateside estate and also resulted in three of the four roads in and out of Kirkliston becoming impassable.
 - that this is only the latest in a series of increasingly serious flooding events to affect the village, causing major disruption and damage.
- 2) Committee recognises that flooding has become a common issue in many parts of Edinburgh but that the events seen in Kirkliston in December were some of the most serious to be seen within the local authority area.
- 3) Committee notes a petition has now been lodged with over 1,300 signatures calling on Edinburgh Council to prioritise funding for additional measures, including improved flood defences near the River Almond, to minimise flooding in Kirkliston and prevent further serious damage.
- 4) Committee therefore request a Report to the May Committee setting out short-term mitigations and long-term solutions which could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government and other agencies with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.

Declaration of Interest

Councillor Lang declared a non-financial interest as a member of the Project Steering Group.

5. Update on Council Transport Arms Length Companies

Details were provided on the performance of Transport for Edinburgh (TfE), Edinburgh Trams (ET) and Lothian Buses (LB) over the period 2020, 2021 and 2022. The impact of COVID-19 on the Council's Transport Arms Length External Organisations (ALEOs) was recognised in the update.

Decision

- 1) To note the information provided by the Council's Transport Arms Length External organisations (ALEOs), in accordance with the Council's governance arrangements.
- 2) To note that the report covered the years 2020, 2021 and 2022, which had continued to be dominated by COVID-19 response and recovery and wider operating challenges.
- 3) To refer this report to the Governance Risk and Best Value Committee for noting and scrutiny (as set out in paragraph 3.5.2 of the report).
- 4) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.
- 5) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee.

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

6. Circulation Plan – delivering the City Mobility Plan

Update on progress on the Circulation Plan and associated Streetspace Allocation Framework were provided and set out some themes for opportunities and challenges in the city. Approval was sought for the proposed consultation and engagement strategy for coordinated consultation and engagement on the Circulation Plan and associated Action Plans: Active Travel, Public Transport and Parking Road Safety and Air Quality.

Motion

- 1) To note the update on the development of the Circulation Plan, including developing the themes presented to make the city centre more people friendly, high quality multimodal key corridors and delivering liveable neighbourhoods.
- 2) To approve the consultation and engagement strategy for the Circulation Plan principles and the relevant Action Plans.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To note the update on the development of the Circulation Plan, including developing the themes presented to make the city centre more people friendly, high quality multimodal key corridors and delivering liveable neighbourhoods.
- 2) To reaffirm the objectives and vision of the City Mobility Plan to create a safe and inclusive net zero carbon transport system which were approved by Transport and Environment Committee in 2021 following extensive public consultation.
- 3) To note that good public engagement required consultations to be clear about the scope of what was being consulted on to avoid confusion and disillusionment among citizens.
- 4) To agree that the forthcoming consultation should be clear that the Council was not re-consulting on the objectives that had already been agreed but rather seeking views on how to resolve the outstanding challenges and conflicts that

come with reallocation of limited street space in line with the sustainable transport hierarchy to successfully deliver the objectives of the City Mobility Plan.

- 5) To approve the consultation and engagement strategy for the Circulation Plan principles and the relevant Action Plans.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 2

- 1) To note the update on the development of the Circulation Plan, including developing the themes presented to make the city centre more people friendly, high quality multimodal key corridors and delivering liveable neighbourhoods.
- 2) To note the Circulation Plan currently consists of themes rather than specific schemes.
- 3) To recognise that consultation on themes was unlikely to provide clear feedback that could easily help inform decision making.
- 4) To instructs Officers to provide more detailed plans before starting Consultations that include:
 - 4.1) A list of proposed schemes that are achievable within the lifetime of this Council in order to determine public support
 - 4.2) How much each scheme would cost
 - 4.3) The funding sources available
 - 4.4) The anticipated timescales for delivery
- 5) In order to provide consultees a clearer picture of what they are being asked. No consultation to take place until this work is complete and reported to Committee.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendment 1 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	9 votes
For Amendment 2	-	2 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Graham, Lang, Macinnes, McFarlane and Miller.

For Amendment 2: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the development of the Circulation Plan, including developing the themes presented to make the city centre more people friendly, high quality multimodal key corridors and delivering liveable neighbourhoods.

- 2) To reaffirm the objectives and vision of the City Mobility Plan to create a safe and inclusive net zero carbon transport system which were approved by Transport and Environment Committee in 2021 following extensive public consultation.
- 3) To note that good public engagement required consultations to be clear about the scope of what was being consulted on to avoid confusion and disillusionment among citizens.
- 4) To agree that the forthcoming consultation should be clear that the Council was not re-consulting on the objectives that have already been agreed but rather seeking views on how to resolve the outstanding challenges and conflicts that come with reallocation of limited street space in line with the sustainable transport hierarchy to successfully deliver the objectives of the City Mobility Plan.
- 5) To approve the consultation and engagement strategy for the Circulation Plan principles and the relevant Action Plans.

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

6. Public Transport Action Plan – Delivering the City Mobility Plan

The draft Public Transport Action Plan for Edinburgh was presented, and approval was sought to carry out consultation on the Plan. The plan covered actions to improve public transport and, linking with walking, wheeling and cycling (or ‘active travel’), over the period to 2030 and beyond to encourage people to travel by more sustainable transport options in the future.

Motion

- 1) To approve the draft Public Transport Action Plan (Appendix 1 of the report) as a basis for public consultation.
- 2) To agree that officers could use the draft Plan’s costings as a basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between this draft plan, the Circulation Plan and the other City Mobility Plan Action Plans (Active Travel, Air Quality, Parking and Road Safety).
- 5) To note action PG5 “Bus Stop Realignment” and previous public concerns regarding “Bus Stop Rationalisation”, particularly from an equalities perspective.
- 6) To agree that any plans to move/combine bus stops should (1) consider accessibility needs, (2) be mindful of operational needs for bus service reliability and aim to increase patronage/modal shift, (3) should consider initially focusing on the arterial routes defined in the Circulation Plan’s “public transport and active travel priority corridors” and/or the PTAP’s UTC/AVL roll out (PG4), and (4) be informed by a public engagement exercise.

- 7) To agree Transport and Environment Committee members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To approve the draft Public Transport Action Plan (Appendix 1 of the report) as a basis for public consultation subject to the following adjustments:
 - In action PG1, delete “particularly in the city centre”
 - Remove PG5
 - In action PR4, add “so as to expand existing and deliver new park and ride capacity.”
 - In PR7, after “express bus services.” add, “This must be done in a way that avoids reducing public transport options for Edinburgh residents.”
- 2) To agree that officers could use the draft Plan’s costings as a basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between this draft plan, the Circulation Plan and the other City Mobility Plan Action Plans (Active Travel, Air Quality, Parking and Road Safety).

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

Amendment 2

- 1) To approve the draft Public Transport Action Plan (Appendix 1 of the report) as a basis for public consultation.
- 2) To agree that officers could use the draft Plan’s costings as a basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between this draft plan, the Circulation Plan and the other City Mobility Plan Action Plans (Active Travel, Air Quality, Parking and Road Safety).
- 5) To welcome the action to carry out a trial of Demand Responsive Transport (DRT) but noted concern of the lengthy timescales attached to it.
- 6) To agree that in light of bus withdrawals across the city, work on DRT and supported bus services should be prioritised.
- 7) To note the decision of Full Council on the 30th June 2022 to carry out a review of community requirements for supported bus services across and report back within two cycles. Further noted that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in

December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review was still outstanding.

- 8) To request officers to carry out the review as per the decision on 30th June 2022 and report back as soon as possible.

- moved by Councillor Bandel, seconded by Councillor Miller

Amendment 3

- 1) To acknowledge:
 - 1.1) Full delivery of the Action Plan, even over a period of a decade or more, would require a substantial increase in funding and resources. (6.1 Financial impact)
 - 1.2) It is proposed to develop a business case and delivery programme for the PTAP and to seek funding from partners to support delivery. (6.1 Financial impact)
 - 1.3) There is a need for further development work on the PTAP, which will “enable us to present a detailed, integrated case for investment in a transport system.” (Foreword by the Convener)
 - 1.4) The PTAP is largely conceptual and fails to propose a list of specific, deliverable actions that the public can understand in terms of impact and usefulness.
 - 1.5) Consultations using the current draft plan cannot provide clear feedback that can easily help inform decision making.
- 2) To agree not to proceed and that Officers should instead provide more detailed plans of a specific list of prioritised schemes for Consultation that include:
 - a) How much each scheme will cost
 - b) How they will be funded
 - c) How they will be funded
- 3) To provide consultees and the general public a clearer picture of what they are being asked about.

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	7 votes
For Amendment 2	-	2 votes
For Amendment 3	-	2 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Graham, Macinnes, McFarlane and Miller.

For Amendment 2: Councillors Dijkstra-Downie and Lang

For Amendment 3: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the draft Public Transport Action Plan (Appendix 1 of the report) as a basis for public consultation subject to the following adjustments:
 - In action PG1, delete “particularly in the city centre”
 - In action PR4, add “so as to expand existing and deliver new park and ride capacity.”
 - In PR7, after “express bus services.” add, “This must be done in a way that avoids reducing public transport options for Edinburgh residents.”
- 2) To agree that officers could use the draft Plan’s costings as a basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between this draft plan, the Circulation Plan and the other City Mobility Plan Action Plans (Active Travel, Air Quality, Parking and Road Safety).
- 5) To note action PG5 “Bus Stop Realignment” and previous public concerns regarding “Bus Stop Rationalisation”, particularly from an equalities perspective.
- 6) To agree that any plans to move/combine bus stops should (1) consider accessibility needs, (2) be mindful of operational needs for bus service reliability and aim to increase patronage/modal shift, (3) should consider initially focusing on the arterial routes defined in the Circulation Plan’s “public transport and active travel priority corridors” and/or the PTAP’s UTC/AVL roll out (PG4), and (4) be informed by a public engagement exercise.
- 7) To agree Transport and Environment Committee members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.
- 8) To welcome the action to carry out a trial of Demand Responsive Transport (DRT) but noted concern of the lengthy timescales attached to it.
- 9) To agree that in light of bus withdrawals across the city, work on DRT and supported bus services should be prioritised.
- 10) To note the decision of Full Council on the 30th June 2022 to carry out a review of community requirements for supported bus services across and report back in May. To further note that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review was still outstanding.

- 11) To request officers to carry out the review as per the decision on 30th June 2022 and report back in May.
- 12) To acknowledge that full delivery of the Action Plan, even over a period of a decade or more, would require a substantial increase in funding and resources. (6.1 Financial impact)
- 13) To acknowledge that it was proposed to develop a business case and delivery programme for the PTAP and to seek funding from partners to support delivery. (6.1 Financial impact)
- 14) To acknowledge that there was need for further development work on the PTAP, which will “enable us to present a detailed, integrated case for investment in a transport system.” (Foreword by the Convener)

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

8. Active Travel Action Plan 2023 – Delivering the City Mobility Plan

a) Deputation – Spokes

A written deputation was presented on behalf of Spokes.

The deputation welcomed the new set of City Mobility Plan (CMP) draft delivery policy and action documents. The ambition “to create a city where you don’t need to own a car to get around” was to be applauded for reasons of climate, public health, congestion, and equalities. Such ambition would be essential if the Council were to achieve its ultra-ambitious target to reduce car-km 30% by 2030.

The deputation supported the forthcoming ‘en bloc’ consultation, rather than a drawn-out series of consultations on individual documents.

The deputation raised their concern that the draft CMP delivery plans, such as PTAP, ATAP and the Parking Action Plan are inadequate in not integrating this issue sufficiently.

b) Report by the Executive Director of Place

Details were presented on the draft Active Travel Action Plan for Edinburgh, which sought approval to carry out consultation on the Plan. The plan covered actions to encourage walking, wheeling and cycling over the period to 2030 and beyond.

Motion

- 1) To approve the draft Active Travel Action Plan as a basis for public consultation.
- 2) To agree that initial high-level costings would be used as the basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.

- 4) To note the integral relationship between the draft plan and the emerging Circulation Plan and other City Mobility Plan action plans (Air Quality, Parking, Public Transport and Road Safety).
- 5) To delegate authority to the Executive Director of Place to make final graphic design, layout and minor editorial changes to the action plans before final publication on the Council's website.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To approve the draft Active Travel Action Plan as a basis for public consultation.
- 2) To agree that initial high-level costings would be used as the basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between the draft plan and the emerging Circulation Plan and other City Mobility Plan action plans (Air Quality, Parking, Public Transport and Road Safety).
- 5) To delegate authority to the Executive Director of Place to make final graphic design, layout and minor editorial changes to the action plans before final publication on the Council's website.
- 6) Piershill to Powderhall Railway Line:
 - 6.1) Welcomed the ongoing aspiration of bringing the defunct Piershill to Powderhall railway line into use as an off-road walking and cycling and recognised the enormous benefits this new link would bring to active travel between the North and the East of the city, connecting to the North Edinburgh Path Network.
 - 6.2) Regrets that the outcome would not be expected until after 2026 and recognised that Network Rail's approach was the obstacle.
 - 6.3) Directed officers to continue discussions with Network Rail and other relevant parties regarding the acquisition of the railway line by the City of Edinburgh Council and to report back through a Business Bulletin update in three cycles.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To acknowledge:
 - 1.1) Delivering every action in the plan to its fullest extent would cost £824m - £1,124bn (at 2022 prices). - (Funding and resourcing the plan)
 - 1.2) Delivery programme would be determined by how much funding could be secured for this work. - (Funding and resourcing the plan)

- 1.3) Full delivery of the Action Plan, even over a long period of time, would require a substantial increase in funding and resources. - (6.2 Financial impact)
- 1.4) The proposal to seek funding to develop a business case and delivery programme for the ATAP. - (6.2 Financial impact)
- 1.5) Consultations which would use the current draft plan would not provide clear feedback that could easily help inform decision making as it would be impossible for the public to determine which aspects of the plan were likely to be prioritised, receive match funding or be approved in the early stages.
- 2) To instruct officers to provide more detailed plans and a specific and prioritised delivery programme before starting Consultations that include:
 - a) How much each scheme will cost
 - b) How they will be funded
 - c) The anticipated timescales for delivery
- 3) To provide consultees and the general public a clearer picture of what they were being asked about. The plan should explain what would be done to achieve delivery of the previously agreed and funded Active Travel Programme and should concentrate on a realistic programme of actions that could be delivered within the lifetime of this Council.
- 4) To agree to the development of a business case and delivery programme based on the draft Plan.
- 5) To note the integral relationship between the draft plan and the emerging Circulation Plan and other City Mobility Plan action plans (Air Quality, Parking, Public Transport and Road Safety).
- 6) To delegate authority to the Executive Director of Place to make graphic design, layout and minor editorial changes to the action plans before publication on the Council's website

- moved by Councillor Munro, seconded by Councillor Cowdy

In accordance with Standing Order 22(12), Amendment 1 was accepted in full, and Amendment 2 adjusted and accepted as addendums to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	9 votes
For Amendment 2	-	2 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Dijkstra-Downie Graham, Lang, Macinnes, McFarlane and Miller.

For Amendment 2: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the draft Active Travel Action Plan as a basis for public consultation.
- 2) To agree that initial high-level costings were used as the basis for engaging with funding bodies.
- 3) To agree to the development of a business case and delivery programme based on the draft Plan.
- 4) To note the integral relationship between the draft plan and the emerging Circulation Plan and other City Mobility Plan action plans (Air Quality, Parking, Public Transport and Road Safety).
- 5) To delegate authority to the Executive Director of Place to make final graphic design, layout and minor editorial changes to the action plans before final publication on the Council's website.
- 6) Piershill to Powderhall Railway Line:
 - 6.1) To welcome the ongoing aspiration of bringing the defunct Piershill to Powderhall railway line into use as an off-road walking and cycling and recognised the enormous benefits this new link would bring to active travel between the North and the East of the city, connecting to the North Edinburgh Path Network.
 - 6.2) To regret that the outcome would not be expected until after 2026 and recognised that Network Rail's approach was the obstacle.
 - 6.3) To direct officers to continue discussions with Network Rail and other relevant parties regarding the acquisition of the railway line by the City of Edinburgh Council and to report back through a Business Bulletin update in three cycles.
- 7) To acknowledge that delivering every action in the plan to its fullest extent would cost £824m -£1,124bn (at 2022 prices). - (Funding and resourcing the plan)
- 8) To acknowledge that a delivery programme would be determined by how much funding could be secured for this work. - (Funding and resourcing the plan)
- 9) To acknowledge that full delivery of the Action Plan, even over a long period of time, would require a substantial increase in funding and resources. - (6.2 Financial impact)
- 10) To acknowledge that it was proposed to seek funding to develop a business case and delivery programme for the ATAP. - (6.2 Financial impact)

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

9. Parking Action Plan – delivering the City Mobility Plan

Details were presented on the draft Parking Action Plan which sought approval to progress to public consultation in early 2023, alongside the other City Mobility Plan (CMP) Delivery Plans.

Motion

- 1) To approve the draft Parking Action Plan, to be presented for public consultation in early 2023.
- 2) To note the concerns of trade unions regarding the Workplace Parking Levy, and that no decision had been made to impose this charge.
- 3) To agree that Action 8 should be redrafted to "...and the Workplace Parking Levy if it is agreed to impose this charge."
- 4) To note that over the lifetime of the PAP many people in Edinburgh would choose to switch from diesel/petrol cars to Electric Vehicles.
- 5) To note that large and inefficient vehicles of all types, including EVs, can have a negative impact on our city.
- 6) To agree Officers should monitor the situation and potentially apply additional surcharges as and when EV efficiency is better understood.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

- 1) To approve the draft Parking Action Plan, to be presented for public consultation in early 2023 subject to the following adjustments.
 - 1.1) In action 2, after 'provide parking controls', insert; 'where there is clear evidence of parking issues and community support for change'
 - 1.2) In action 8, before 'the Workplace Parking Levy', insert; 'subject to the Council's consideration of a full business case,'
 - 1.3) To ensure the phasing map as shown in Section 3 of the plan accurately reflects the committee's decisions of December 2022.

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

Amendment 2

- 1) To approve the draft Parking Action Plan, to be presented for public consultation in early 2023.
- 2) In addition to the actions outlined in the draft Parking Action Plan, requests that the following be included for consultation:
 - 2.1) Introducing a congestion charge
 - 2.2) Varying parking charges by the overall impact of a vehicle, for example weight / size
 - 2.3) Setting a target for annual reduction of parking
 - 2.4) Increasing the price of parking to reflect the total cost
 - 2.5) Exploring charges for other non-residential parking in addition to the WPL
 - 2.6) Changing the uses of some car parking spaces, for example "parklets"
 - 2.7) Making blue badge applications and renewals a more accessible process

- 2.8) Alongside consultation questions on EV charging, include questions about charging EV motability vehicles
- 2.9) Providing easy ways for people to report problems to the council for rapid action, such as pavement parking
- 2.10) Consideration of in-sourcing part/all of parking enforcement services as an alternative to contract renewal.

- moved by Councillor Miller, seconded by Councillor Bandel

Amendment 3

- 1) To note that:
 - 1.1) The plan set out the Council's strategic approach to parking and kerbside management up to 2030.
 - 1.2) The plan was designed to help the Council target resources.
 - 1.3) The plan would only retain its relevance and effectiveness if we learned from its implementation and regularly update its actions.
 - 1.4) That a public consultation on strategic approaches to targeting resources requiring regular reviews would be unlikely to provide clear feedback that can easily help inform decision making.
- 2) To note that the timescales for implementation of the zones currently approved were unlikely to be met and agrees to provide Committee with an updated implementation plan detailing the Phase 1 roll out order and how information could be provided to the public on the likely timescales for future zones.
- 3) To instruct Officers to provide more detailed delivery programme before starting Consultations that includes:
 - a) How much each scheme will cost
 - b) How they will be funded
 - c) The anticipated timescales for delivery

To provide consultees a clearer picture of what they are being asked about.

- 4) To agree that all future consultations should ask residents/consultees directly whether they support the implementation of a CPZ in their area. If the overwhelming majority or residents do not want a CPZ in their area then it should not proceed.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22(12), Amendments 1, 2 and 3 were adjusted and accepted as addendums to the motion.

Voting

The voting was as follows:

For the Motion (as adjusted)	-	7 votes
For Amendment 1	-	2 votes
For Amendment 3	-	2 votes

(For the Motion (as adjusted): Councillors Arthur, Aston, Bandel, Graham, Macinnes, McFarlane and Miller.

For Amendment 1: Councillors Dijkstra-Downie and Lang

For Amendment 3: Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the draft Parking Action Plan, to be presented for public consultation in early 2023 subject to the following adjustments.
 - 1.1) In action 8, before ‘the Workplace Parking Levy’, insert; ‘subject to the Council’s consideration of a full business case,’
 - 1.2) To ensure the phasing map as shown in Section 3 of the plan accurately reflects the committee’s decisions of December 2022.
- 2) To note the concerns of trade unions regarding the Workplace Parking Levy, and that no decision had been made to impose this charge.
- 3) To agree that Action 8 should be redrafted to “...and the Workplace Parking Levy if it is agreed to impose this charge.”
- 4) To note that over the lifetime of the PAP many people in Edinburgh would choose to switch from diesel/petrol cars to Electric Vehicles.
- 5) To note that large and inefficient vehicles of all types, including EVs, can have a negative impact on our city.
- 6) To agree Officers should monitor the situation and potentially apply additional surcharges as and when EV efficiency is better understood.
- 7) In addition to the actions outlined in the draft Parking Action Plan, requests that the following be included for consultation:
 - 7.1) Varying parking charges by the overall impact of a vehicle, for example weight / size
 - 7.2) Setting a target for annual reduction of parking in central Edinburgh
 - 7.3) Increasing the price of parking to reflect the total cost
 - 7.4) Exploring charges for other non-residential parking in addition to the WPL
 - 7.5) Changing the uses of some car parking spaces, for example "parklets"
 - 7.6) Making blue badge applications and renewals a more accessible process
 - 7.7) Alongside consultation questions on EV charging, include questions about charging EV motability vehicles
 - 7.8) Providing easy ways for people to report problems to the council for rapid action, such as pavement parking

7.9) Consideration of in-sourcing part/all of parking enforcement services as an alternative to contract renewal.

- 8) To note that the Plan set out the Council's strategic approach to parking and kerbside management up to 2030.
- 9) To note that the Plan was designed to help the Council target resources
- 10) To note that the Plan would only retain its relevance and effectiveness if we learned from its implementation and regularly update its actions

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

10. Cramond Glebe Road – Traffic Regulation Order 18/83

An update was provided on the proposed Traffic Regulation Order (TRO) 18/83 to introduce waiting restrictions on Cramond Glebe Road and loading prohibitions at the proposed entry and exit points, on Whitehouse Road, School Brae and Cramond Glebe Road, for a proposed Care Home

Decision

- 1) To note the content of the report and recommendations made by the Independent Reporter following a public hearing.
- 2) To set-aside the objections received and approve the making of Traffic Regulation Order (TRO) 18/83 in full.
- 3) To note that should the TRO be made, officers would monitor driver behaviour on Cramond Glebe Road and the interaction between pedestrians and vehicles at the proposed Care Home entry and exit points to consider if further interventions were appropriate.

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

Declaration of Interests

Councillor Lang declared a non-financial interest in the above item as he had previously commented on the TRO.

11. West Edinburgh Link Objections to Traffic Regulation Orders and Redetermination Orders

Details were provided on the representations received following the public advertising of Traffic Regulation Orders and Redetermination Orders for the West Edinburgh Link project and the Council's comments in response. Officers recommended setting aside all relevant objections to the Traffic Regulation Orders and making these Orders, as well as referring the representations to the Redetermination Orders to Scottish Ministers for determination.

Decision

- 1) To note the representations received to the advertised Traffic Regulation Orders and the re-advertised Redetermination Orders and the Council's comments in response.

- 2) To note that three representations to Traffic Regulation Order TRO/20/25 and 21 representations to TRO/20/29 are no longer pertinent as TRO/20/25 would now be made only in part and TRO/20/29 would not be taken forward at this time, and therefore excludes them from consideration.
- 3) To approve setting aside the 11 remaining objections to Traffic Regulation Orders TRO/20/25, TRO/20/26, TRO/20/27, TRO/20/28A and TRO/20/28B and making the Orders as advertised.
- 4) To approve referring the four representations to the re-advertised Redetermination Orders RSO/22/09, RSO/22/10, RSO/22/11 and RSO/22/12 to Scottish Ministers for determination.

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

12. Results of the West Crosscauseway, Chapel Street, Quarry Close and Buccleuch Street hearing on orders TRO/17/101A and RSO/18/01A

Details were provided on the representations received following the public advertising of Traffic Regulation Orders and Redetermination Orders for the West Edinburgh Link project and the Council's comments in response.

Decision

- 1) To note the information contained within the report, the report from the Independent Reporter and their recommendation.
- 2) To note the recommendation of the Independent Reporter and Scottish Ministers that the advertised orders, TRO/17/101A and RSO/18/01A, should be made without modification.
- 3) To approve the making of the statutory orders, TRO/17/101A and RSO/18/01A, without modification.

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

13. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 8 December 2022 as a correct record.

(References – Minute of 8 December 2022, submitted.)

14. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the work programme.

(Reference – Work Programme, submitted)

15. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 1** – Public Transport Priority Action Plan
 - Action 21** – Edinburgh Cycle Hire Scheme – Future Delivery and Interim Community Initiatives
 - Action 24 (1 & 3)** – Progress Report on the ‘Vision for Water Management’ and Operational Management of Roads Drainage Infrastructure
 - Action 25** – Motion by Councillor Staniforth – Updating the Taxicard Scheme
 - Action 32** – Motion by Councillor Booth – Bus Lane Hours
 - Action 36** – Transport Infrastructure Investment – Capital Delivery
 - Action 40** – Motion by Councillor Macinnes – Withdrawal of Contract Extensions for Supported Bus Services 20, 63 and 68
 - Action 42** – Motion by Councillor Thornley – Bus Service Single Fares
 - Action 44** – Our Future Streets Circulation Plan
 - Action 45** – Response to Motion by Councillor Booth – Rainbow Bridge/Lindsay Road Bridge
 - Action 48** – Concessionary Travel on Edinburgh Trams for Young People (Under 22)
 - Action 51** – Motion by Councillor Arthur – Burnside Bridge
 - Action 53** – Motion by Councillor Aston – Electric Scooters
 - Action 62** – Business Bulletin – Bus Lane Operating Hours
 - Action 68** – Motion by Councillor Miller – Driver Behaviour
- 2) To agree Action 30 -Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes and Action 63 – Business Bulletin Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes would remain open.
- 3) To note Actions 15 Rolling Actions Log and 33 Rolling Actions Log appeared to be duplicated and officers would update the Rolling Actions Log to reflect this.
- 4) To otherwise note the remaining outstanding actions.

(Reference – Rolling Actions Log, submitted.)

16. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted for noting.

Motion

- 1) To acknowledge the value of Burnside Bridge to the local community.

2) To agree to exceptionally fund the re-opening of Burnside Bridge from the Roads and Infrastructure budget and take all reasonable steps to recover the costs.

3) To otherwise note the Business Bulletin.

- moved by Councillor Arthur, seconded by Councillor Graham

Amendment 1

1) Welcomed the work by officers both in researching possible ownership of the bridge and in identifying potential legal powers available to the Council to ensure that the bridge is made safe to use for travel and to thereby restore the public right of way.

2) Recognised the unavoidable uncertainty as to when the land adjacent to the bridge might be subject to a planning application and that it could take potentially years, meaning that the bridge and public right of way continue to be unusable and that that has already been the position since summer 2019.

3) Requested a report to Full Council in one cycle outlining a programme of works to restore the bridge for safe use.

4) To otherwise note the Business Bulletin.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

To ask that the “further discussions [...] ongoing on a wider campaign around driver behaviours” were briefed to committee members and a report be provided for approval when recommendations have been developed.

- moved by Councillor Miller, seconded by Councillor Bandel

In accordance with Standing Order 22(12), Amendment 1 was adjusted and accepted and Amendment 2 was accepted in full as an addendum to the motion.

To approve the following adjusted motion by Councillor Arthur:

Decision

1) To acknowledge the value of Burnside Bridge to the local community.

2) To agree to exceptionally fund the re-opening of Burnside Bridge from the Roads and Infrastructure budget and take all reasonable steps to recover the costs.

3) To welcome the work by officers both in researching possible ownership of the bridge and in identifying potential legal powers available to the Council to ensure that the bridge is made safe to use for travel and to thereby restore the public right of way.

4) To recognise the unavoidable uncertainty as to when the land adjacent to the bridge might be subject to a planning application and that it could take potentially years, meaning that the bridge and public right of way continue to be unusable and that that has already been the position since summer 2019.

- 5) To ask that the “further discussions [...] ongoing on a wider campaign around driver behaviours” were briefed to committee members and a report be provided for approval when recommendations have been developed.
- 6) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

17. Motion by Councillor Macinnes - Edinburgh Freight Conference

The following motion by Councillor Macinnes was submitted in terms of Standing Order 17:

“Committee recognises:

- 1) Each city has freight issues of some kind, including Edinburgh. These include large and increased numbers of delivery vehicles contributing to congestion and difficulties on bus routes, pavement parking and associated expensive damage to physical infrastructure, road safety risks, particularly for vulnerable road users, and noise and air pollution.
- 2) The prime importance of reliable freight deliveries and loading to businesses of all sizes in Edinburgh and that there is evidence that the logistics industry is responding to changing expectations in cities. Many logistics operations have set their own climate impact reduction policies, and this is starting to be seen through the increased incidence of smaller electric vehicles or cargo bike deliveries in Edinburgh.
- 3) The previously published City Mobility Plan contains a clear reference to the strong support through public consultation for a reduction in freight vehicle trips and commits (through Policy Measure Movement 26 Managing Delivery and Servicing) to ‘Reduce the impact of delivery and servicing vehicles such as through access and timing restrictions, edge of town consolidation centres and local click and collect facilities while supporting deliveries by foot and bicycle.’

Committee therefore:

- 4) Calls on officers to commit to specific engagement with, and learning from, the logistics industry through the creation of a special conference covering key city delivery issues. This should include key representatives from main delivery companies, logistic experts both industry and academic, Council officers and other Edinburgh-related organisations. Its purpose should be to understand how best to reduce delivery vehicle kms and heavy vehicle usage inside the City, explore the proposition of consolidation centres with the logistics industry themselves and find appropriate ways forward that both support business operations and deliver key benefits for the city identifying specific Council actions to facilitate this progress.
- 5) The findings from this conference should be brought back to the Transport Committee with specific actions arising from those renewed and effective relationships with those who can help us shape this aspect of transport policy development.”

Motion

To approve the motion by Councillor Macinnes

- moved by Councillor Macinnes, seconded by Councillor McFarlane

Amendment

- 1) To delete paragraphs 4 and 5 of the motion by Councillor Macinnes and insert
 - a. notes the update included in the December 2022 business bulletin on the development of the operational management plan (OMP) as set out in the City Mobility Strategy, and the specific references to freight, consolidation hubs, servicing and deliveries
 - b. believes there should be ongoing engagement with the delivery and logistics industry on reducing delivery vehicle kms in the development and delivery of the OMP.
 - c. notes SEStran held a Logistics and Freight Forum in November 2022 and Transport Scotland held a Decarbonising Last Mile Delivery in Scotland event in September, and that Edinburgh Council officers have been involved with both conferences and continue the dialogue at a regional and national level.
 - d. agrees the Freight Forum should be reconstituted and that group transport spokespeople should be invited along with Edinburgh business representatives.
 - e. agrees officers should continue to focus on agreeing the final OMP and provide an update to committee in May.”

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

Voting

The voting was as follows:

For the Motion	-	3 votes
For the Amendment	-	8 votes

(For the Motion: Councillors Aston, Macinnes and McFarlane.

For the Amendment: Arthur, Bandel, Cowdy, Dijkstra-Downie, Graham, Lang, Miller and Munro.)

Decision

To approve the amendment by Councillor Lang.

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Work Programme

Transport and Environment Committee

2 March 2023

20 April 2023

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
Air Quality Annual Progress Update	Annual Update	Executive	Daisy Narayanan	Place	20 April 2023
Bus Partnership Fund – Strategic Business Case	Noting the outputs of the Strategic Business Case and seeking approval to progress to an Outline Business Case	Executive	Daisy Narayanan	Place	20 April 2023
Street Cleansing Performance Report	Bi-annual report, and incorporating the actions requested by the Council on 24 November 2022 in response to motion from Councillor Caldwell on On-Street and in-park recycling bins.	Executive	Andy Williams	Place	20 April 2023
Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report	Executive	Cliff Hutt	Place	20 April 2023
Major Junctions Review	Update on the Major Junctions Review	Routine	Daisy Narayanan	Place	20 April 2023

	Motion by Councillor Cameron – Small Business Saturday	Report requested by the Council on 27 October 2022	Routine	Daisy Narayanan	Place	20 April 2023
	On-Street Secure Cycle Parking – Potential Changes	Update report	Routine	Daisy Narayanan	Place	20 April 2023
	Tram to Newhaven Update	Regular project update	Business Bulletin	Hannah Ross	Place	20 April 2023

18 May 2023

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Strategic Review of Parking	Next update	Executive	Gavin Brown	Place	18 May 2023
	Electric Vehicle Charging Strategy	Business Case outlining the Council's approach to expanding charging infrastructure	Executive	Gavin Brown	Place	18 May 2023
	Parking Action Plan	Update from October 2022 report	Executive	Gavin Brown	Place	18 May 2023
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	18 May 2023
	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	18 May 2023
	Motion by Councillor Lang – Flooding in Kirkliston	Motion approved by Transport and Environment Committee on 2 February 2023	Executive	Cliff Hutt	Place	18 May 2023

	Review of Community Requirements for Supported Buses	Action agreed by Committee on 2 February 2023	Executive	Daisy Narayanan	Place	18 May 2023
	Motion by Councillor Lang – Surface Treatment on Carriageways	Action agreed by the Council on 9 February 2023	Routine	Cliff Hutt	Place	18 May 2023
	Waste and Cleansing Policies Update	Update for Committee on the regular review of the Council's Waste and Cleansing Policies	Routine	Andy Williams	Place	18 May 2023
	Communal Bin Enhancement Update	Six-monthly report and follow up on action from Committee on 6 October 2022	Routine	Andy Williams	Place	18 May 2023
	Motion by Councillor Caldwell – Planter Based protection on Leith Walk	Action from the Council on 15 December 2022	Business Bulletin	Gavin Brown Hannah Ross	Place	18 May 2023
	Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction – Update on Short, Medium and Longer Term Safety Improvements	Regular update on progress with the short and medium term interventions at the junction of	Business Bulletin	Daisy Narayanan	Place	18 May 2023
	Tram to Newhaven Update	Regular project update	Business Bulletin	Hannah Ross	Place	18 May 2023
	Piershill to Powderhall Railway Line	Action agreed by Transport and Environment Committee on 2 February 2023	Business Bulletin	Daisy Narayanan	Place	18 May 2023
	Update on the Asset Transfer of Ex-City Development Assets	Action to report back in three cycles from Committee on 6 October 2022	Update	Sean Gilchrist	Place	May 2023

	Update on Cammo Road – Trial Road Closure	Committee agreed that a further Committee report would be submitted if implementation is likely to be delayed beyond Spring 2023	Update	Dave Sinclair	Place	May 2023
	Update on Edinburgh Freight Conference	Motion approved by Transport and Environment Committee on 2 February 2023	Update	Daisy Narayanan	Place	May 2023

15 June 2023

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Active Travel Investment Programme Update	Update for Committee on the Active Travel Investment Programme	Executive	Daisy Narayanan	Place	15 June 2023
	Tram Extension	Action agreed by the Council on 9 February 2023	Executive	Daisy Narayanan	Place	15 June 2023
	Neighbourhood Environment Programme	Update on the Council's Neighbourhood Environment Programme (NEPs)	Executive	David Wilson	Place	15 June 2023
	Review of Stadium Parking	Update on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events	Executive	Gavin Brown	Place	15 June 2023

	Transport Asset Management Plan Update	Update on Transport Asset Management Plan	Executive	Sean Gilchrist	Place	15 June 2023
	Maintenance of Footways and Cycleways	Update following the actions agreed by Committee on 8 December 2022	Routine	Andy Williams	Place	15 June 2023
	Sciennes Primary Playground on Sciennes Road	In November 2022, Committee agreed that a summary update on progress would be presented to Committee in June 2023.	Routine	Daisy Narayanan	Place	15 June 2023
	Motion by Councillor Hyslop – School Bicycle Storage	Referral from Education, Children and Families Committee	Routine	Committee Services	Education and Children Services and Place	15 June 2023
	Kirkliston and Queensferry Traffic and Active Travel Study Update	Project update and update on the Kirkliston Junction signalling	Business Bulletin	Daisy Narayanan Gavin Brown	Place	15 June 2023
	Tram to Newhaven Update	Regular project update	Business Bulletin	Hannah Ross	Place	15 June 2023
	School Travel Plan Update	Progress Update	Business Bulletin	Daisy Narayanan	Place	15 June 2023 12 October 2023 11 January 2024

Post Summer Recess 2023

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Petition to Pedestrianise Elm Row	Action from Committee on 17 June 2021	Routine	Gavin Brown	Place	17 August 2023
	Pedestrian Crossing Prioritisation	Programme Update	Executive	Daisy Narayanan	Place	17 August 2023
	Motion by Councillor McFarlane – Low Emission Zone	Action agreed by Committee on 8 December 2022	Executive	Daisy Narayanan	Place	17 August 2023
	Response to motion by Councillor McFarlane – Tollcross Clock	Request from the Council on 24 November 2022 for a report in three cycles	Executive	Claire Miller Daisy Narayanan	Place	17 August 2023
	Response to motion by Councillor Bandel – Mobility Analysis	Action agreed by Committee on 8 December 2022	Routine	Gavin Brown	Place	17 August 2023
	Place Directorate – Financial Monitoring and Annual Report	Quarterly and annual report	Routine	Susan Hamilton	Place	17 August 2023 16 November 2023 1 February 2024
	Active Travel Measures – Travelling Safely Update	Action from 11 November 2021 to report on the impact of changes on active travel and public transport across the area that includes Braid Road and Comiston Road and response on the comments made by Lothian Buses, also considering Waverley Bridge and Comiston Road.	Routine	Daisy Narayanan	Place	17 August 2023

	City Mobility Plan	First Major Review	Executive	Daisy Narayanan	Place	14 September 2023
	Call for Action on Zebra Markings for Side Streets – Motion by Councillor Neil Ross	Research update	Executive	Daisy Narayanan	Place	14 September 2023
	Circulation Plan Framework and Associated Action Plans	Programme Update	Executive	Daisy Narayanan	Place	12 October 2023
	Cleaning Up Edinburgh	Bi-annual update	Routine	Andy Williams	Place	12 October 2023
	Vision for Water Management	Follow up to report in January 2022	Routine	Stephen Knox	Place	12 October 2023
	Public Utilities Annual Performance Report 2022/23	Annual update on the performance of public utilities	Routine	Gavin Brown	Place	16 November 2023
	Motion by Councillor Bandel – Bike Buses	Request from the Council on 24 November 2022 for an update in 12 months with up to date numbers on active school bike buses in Edinburgh.	Update	Daisy Narayanan	Place	16 November 2023
	Air Quality Action Plan	Update on how the action plan can be updated to reflect any policy changes (such as the upcoming local development plan “City Plan 2030”, National Planning Framework 4, vehicle emission standards, and a re-convened steering group for the Salamander Street AQMA)	Update	Daisy Narayanan	Place	To be confirmed
	Parking Contract	Action from Committee on 8 December 2022 to ensure that	Engagement	Gavin Brown	Place	By September 2024

		offices engage and brief group transport spokespeople during the process of tender and contract development for the new parking contract				
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Regulatory Committee/Licensing Sub-Committee

Following the changes agreed by the Council on 15 December 2022, the following reports will be presented to Regulatory Committee or Licensing Sub-Committee following the Easter recess.

Title / description		Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Redetermination Order – Meadows to George Street	Consideration of response to advertised redetermination order		Daisy Narayanan	Place	TBC
	Redetermination Order – West Edinburgh Link	Consideration of response to advertised redetermination order		Daisy Narayanan	Place	TBC
	Strategic Review of Parking – Outcome of Statutory Process for Phases 3 and 4	Following approval to commence the statutory process on 8 December 2022, the outcome of the statutory process will be reported to Licensing Sub-Committee		Gavin Brown	Place	TBC
	Brunstane Road Closure	Outcome of the Statutory Process		Cliff Hutt	Place	TBC
	Active Travel Measures – Travelling Safely Update	Conclusion of the ETRO consultation		Daisy Narayanan	Place	Post Summer Recess 2023

Rolling Actions Log

Transport and Environment Committee

2 March 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	04-10-18	<u>Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking</u>	Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which will examine potential changes to the scheme including the potential to price the scheme at less than the cost of a residents parking permit	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	April 2023		A Business Bulletin update was included in the papers for Committee on 3 November 2022
2	18-03-19	<u>Neighbourhood Environment Programme and Community Grants Fund</u> (referral from the	To agree that the Executive Director of Place would revisit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for	Executive Director of Place Lead Officer: David Wilson <u>david.wilson@edinburgh.gov.uk</u>	June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		South East Locality Committee)	improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.				
3	28-03-19	<u>Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality</u> (referral from the North West Locality Committee)	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis of the North West Locality area.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Autumn 2023		It is proposed that this forms part of the development of a Circulation Plan Framework.
4	20-06-19	<u>Public Transport Priority Action Plan Update</u>	Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	April 2023		A briefing on the methodology will be arranged for after the Easter recess.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval				
5	12-09-19	<u>Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy</u>	Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030 impact on that.	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	Autumn 2023		The outcome of this will form part of the final Circulation Plan and associated action plans.
6	05-12-19	<u>Transport and Environment Committee Business</u>	To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	Autumn 2023		The outcome of this will form part of the final Circulation Plan and associated

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Bulletin	back an update on this in the Business Bulletin.	h.gov.uk			action plans.
7	05-12-19	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk	June 2023		An update was included in the Business Bulletin on 31 March 2022 . Previous update 14 October 2021 .
8	05-12-19	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Summer 2023		An update was included in the Business Bulletin for Committee on 31 March 2022 . Committee agreed to keep this action open for a further update to be provided.
9	12-11-20	Motion by	Asks officers to review the	Executive Director of Place	20 April		The next update

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Councillor Miller Cyclist Fatality (See Agenda)	provision of safe routes for people travelling by bike through this junction.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	2023		will form part of the Major Junctions Review report in April 2023. Previous updates: 2 February 2023 8 December 2022 6 October 2022 18 August 2022 31 March 2022 27 January 2022 22 April 2021 14 October 2021
10	28-01-21	Strategic Review of Parking –	Agrees to introduce garage permits as set out in para 4.30, with monitoring and	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<u>Results Phase 1 Consultation and General Update</u>	feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking.	v.uk			
11	19-02-21	<u>City Mobility Plan</u>	Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	Autumn 2023		Update was provided to Committee in October 2021. Review cycle has review scheduled for Autumn 2023
12	22-04-21	<u>Business Bulletin – Climate Risk Assessment</u>	To agree to provide a briefing note how on well the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell <u>gareth.barwell@edinburgh.gov.uk</u>	On-going		A number of updates on the Council's approach to Climate Change were reported to Policy and Sustainability Committee on <u>17 November</u>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							2022 . This confirmed that a climate change risk and adaptation assessment for the city is being finalised.
13	22-04-21	Wardie Bay and Beach - Response to Motion	Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a management agreement, lease, or similar agreement enabling the Council to take on responsibility for the management and development required to support the bathing designation of Wardie Bay. The outcome of these discussions should be reported back to Committee within three cycles	Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk	Spring 2023		An update is included in the Business Bulletin for Committee on 2 March 2023. Previous updates 2 February 2023 3 November 2022 31 March 2022 11 November 2021

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
14	08.12.22	Rolling Actions Log – Wardie Bay	Instructs officers to engage directly with ward councillors and relevant community organisations on progress within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk	2 March 2023		Recommended for closure An update is included in the Business Bulletin for Committee on 2 March 2023 Previous update: 2 February 2023
15	17-06-21	Petition for consideration - Pedestrianise Elm Row	To agree that a report on the issues raised by the petitioner and by the Committee would be brought back to Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	17 August 2023		This will follow the extension of the tram line extension becoming operational. Previous update: 31 March 2022.
16	17-06-21	City Centre West to East Cycle Link and Street	Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	15 June 2023		It is proposed to report back to Committee on this project as

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<u>Improvements Project - Proposed design changes and Statutory Orders Update</u>	progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	h.gov.uk			part of a review of active travel investment.
17	17-06-21	<u>Cammo Road – Trial Vehicle Prohibition (Road Closure)</u>	Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	18 May 2023		A report on this is included on the agenda for Committee on 3 November 2022.
18	17-06-21	<u>Funding Third Sector Delivery Partner: Changeworks Resources for Life</u>	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	15 June 2023		Officers are continuing to investigate options for reusing items. Over the course

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							of 2022, re-use containers will be reintroduced at HWRCs for donations. Options to reuse items which have been collected as bulky uplifts are also being investigated.
19	11-11-21	Active Travel Measures – Travelling Safely Updates	To request a particular focus from officers to monitor the impact of the proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport and Environment Committee within one year.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	17 August 2023		This will form part of the monitoring strategy for the Travelling Safely measures.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
20	27-01-22	<u>Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road, Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone</u>	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Daisy Narayanan <u>daisy.narayanan@edinburgh.gov.uk</u>	On-going		Engagement with the school on the travel plan is ongoing. Previous update: <u>8 December 2022.</u>
21	27-01-22	<u>Kirkliston Junction Reconfiguration</u>	To note the intention to undertake journey time assessments before and after the implementation of the improvements works and agrees this comparison data should be made available to the Committee by way of a business bulletin update once available.	Executive Director of Place Lead Officer: Gavin Brown <u>Gavin.brown@edinburgh.gov.uk</u>	18 May 2023		Detailed designs for the new signal system are still to be submitted for approval and therefore installation is currently expected early 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Monitoring will be undertaken once installation is complete.
22	27-01-22	<u>Progress Report on the 'Vision for Water Management' and Operational Management of Roads Drainage Infrastructure</u>	<p>Open actions only:</p> <ol style="list-style-type: none"> 1. To agree that officers would provide an update on the outcome of discussions with heritage and planning colleagues on planning permission required for conservation area and heritage properties to make them watertight. 2. For clarity, expects the dedicated multi-disciplinary in-house approach to include provision for regular road / gutter clearing, to minimise the build-up of any detritus that might restrict the efficiency / 	<p>Executive Director of Place Lead Officer: Cliff Hutt</p> <p><u>Cliff.hutt@edinburgh.gov.uk</u></p>	12 October 2023		A Business Bulletin update was included in the papers for Committee on <u>8 December 2022</u> .

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>effectiveness of the drainage networks that support our pavements, paths or roads.</p> <p>3. Expects that costed options to achieve the above would be available to inform the 2022/23 budget debate.</p> <p>4. To require a follow-up report, less this important topic be lost, to this Committee (or any successor Committee) following the formation of a new Council after the forthcoming local elections and in light of any new budget provisions.</p>				
23	Council 17-03-22	Motion by Councillor Douglas –	<p>Extract of the motion:</p> <p>Calls for the next report</p>	<p>Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk</p>	15 June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Review of Stadium Parking (See agenda)	from officers on the Strategic Review of Parking to include comment on how stadiums and Council could work in partnership to increase the number of people choosing sustainable transport to events, in advance of implementation of changes to car parking.	v.uk			
24	31-03-22	Petition by James Gillespie's High School Eco Group – Motion by Councillor Miller (see agenda)	Extract of the motion: Calls for officers to review the terms of the petition, meet with the Eco Group, and evaluation incorporation of their aims into the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	On-going		An update was included in the School Travel Plan Review report for Committee on 8 December 2022 .
25	31.03.22	Motion by Councillor Neil	To therefore, approve proceeding with a study to	Executive Director of Place Lead Officer: Daisy	14 September		An update is included in the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Ross - Call for Action on Zebra Markings for Side Streets	<p>monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network.</p> <p>To agree that an update report be provided to Committee in six months on the outcomes of the study.</p>	<p>Narayanan daisy.narayanan@edinburgh.gov.uk</p>	2023		<p>Business Bulletin on 2 March 2023</p> <p>Previous update: 6 October 2022</p>
26	Council 30-06-22	Motion By Councillor Whyte - Cleaning Up Edinburgh (See agenda)	<p>Extract of the motion:</p> <p>To agree to openly and transparently scrutinise the delivery of these services as part of biannual reports to the Transport and Environment Committee.</p>	<p>Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk</p>	20 April 2023		
27	Council 30-06-22	Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for	<p>Extract of the motion:</p> <p>Council therefore agrees that officers should provide a report to the Transport Committee within two cycles detailing the subsidy required to restore a bus</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	18 May 2023		<p>Linked to action 50.</p> <p>An update is included in the Business Bulletin for Committee on 8</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		<p>Willowbrae/Lady Nairn and Bus for Dumbiedykes</p> <p><u>(See agenda)</u></p>	<p>service to the Willowbrae/Lady Nairne area in order that budget approval for such a service could be sought.</p> <p>Report on the short term options for improving access for the Dumbiedykes community to their essential services recognising their calls over many years for improved regular scheduled bus access.</p> <p>Report to the Transport and Environment Committee in two cycles as per the decisions of committee on 27 February 2020, and contextualising this within a wider review of community requirements for supported bus services across Edinburgh, considering alternative models of</p>				<u>December 2022.</u>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			provision including demand responsive transport and community transport noting recent schemes in the SEStran area, and providing financial information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals.				
28	Council 30-06-22	Motion by Councillor Macinnes - Accessibility Commission <u>(See agenda)</u>	Extract of the motion: To agree that a report be presented to the Transport and Environment Committee within two cycles, setting out how the Council's engagement with the Edinburgh Access Panel could be strengthened and how the panel's role in shaping Council decisions could be improved	Executive Director of Place Lead officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	2 March 2023		Recommended for closure A report is included in the papers for Committee on 2 March 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>To agree that officers should, ahead of the committee's consideration of this report, facilitate a round table meeting so all members of the new Transport and Environment Committee could meet with representatives of the Edinburgh Access Panel to better understand priorities and the improvements which could be delivered in the short term to improve accessibility across the city.</p> <p>To agree that, as part of the Transport and Environment Committee work plan, there should be an annual accessibility report, detailing the steps taken by the Council over the preceding 12 months to address accessibility issues and setting out the key</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			priorities and additional actions to be taken for the year to come.				
29	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station <u>(See Agenda)</u>	To engage with Ward Members regarding the Petition on Station, Ratho Station.	Executive Director of Place Lead officer: Stacey Monteith-Skelton stacey.monteith-skelton@edinburgh.gov.uk	March 2023		An update is included in the Business Bulletin on 2 March 2023 Previous update: 2 February 2023 .
	08.12.22	Rolling Actions Log – action 29 (Station Road, Ratho Station)	Instructs officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks, so a substantive business bulletin update can be provided to the February meeting of the committee	Executive Director of Place Lead officer: Stacey Monteith-Skelton stacey.monteith-skelton@edinburgh.gov.uk	March 2023		An update is included in the Business Bulletin on 2 March 2023 Previous update: 2 February 2023 .
30	18.08.22	Business	Extract of the agreed action	Executive Director of Place	20 April		A report on the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Bulletin – Short, Medium and Long Term Improvements on Portobello High Street and surrounding streets <u>(See Agenda)</u>	Update report on the medium and long term improvements to Committee in two cycles, to allow early scrutiny of the proposed plans to ensure that delivery of these improvements is on time and prioritised as much as council resources will allow.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	2023		Major Junctions Review is expected on 20 April 2023 Previous updates: 8 December 2022 2 February 2023
31	18.08.22	<u>Updated Pedestrian Crossing Prioritisation 2022/23</u>	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			report and bring the report to Committee in the next 12 months.				
			2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of the prioritisation plan to be reported in a future Business Bulletin update.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	20 April 2023		This will be incorporated into the Major Junctions Review report.
32	18.08.22	<u>Strategic Review of Parking – Results of Phase 1 Traffic Order</u>	To agree that the process of monitoring and review within the Abbeyhill colonies should involve public consultation not later than twelve months after the implementation of the new controlled parking restrictions; with a subsequent Committee report on the consultation results and a recommendation on whether to retain this area	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	7 March 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			within the N6.				
33	18.08.22	Active Travel Measures – Travelling Safely Update	To note the points made by Lothian Buses at 4.1.4 of the report and asks that each is considered in the Travelling Safely Update Report and that solutions are proposed where possible. This should also consider Waverley Bridge and Comiston Road.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		
34	18.08.22	Evaluation of the 20mph Speed Limit Roll Out – Three Years Pose Implementation	1) To agree that Officers would examine how existing research on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		This will be incorporated into reporting for the 20mph programme update
			2) To agree that Officers would check if Ferry Road West of Arboretum Road was a 20mph speed limit and if it would be changed		March 2023		Recommended for closure Officers have checked on Ferry Road and

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			to a 30mph speed limit in the future.				confirmed that it is 20mph. Any change would be considered as part of future reporting on the 20mph programme.
35	18.08.22	Motion by Councillor Macinnes – Severe Climate Change Impact <u>(See Agenda)</u>	Officers to consider introducing a new standing section to all future committee reports stating the linkage to the Climate Strategy.	Executive Director of Corporate Services Lead Officer: Gavin King gavin.king@edinburgh.gov.uk	On-going		The Council diary was approved by the Council on 9 February 2023. A future report is expected on reporting arrangements.
36	22.09.22 (Council)	Motion by Councillor Neil Ross – Electric Vehicle Charging Points <u>(See Agenda)</u>	1) Officers to engage with heritage bodies and investigate sensitive solutions ahead of any future Electric Vehicle Charging Point rollouts in the Old or New Town	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	8 December 2022		Recommended for closure This was addressed in a business bulletin update to

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Committee on 8 December 2022 .
			2) Report to be produced detailing potential options for future implementations to be presented to the Transport and Environment Committee in three cycles	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	8 December 2022		Recommended for closure This was addressed in a business bulletin update to Committee on 8 December 2022 .
37	06.10.22	Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update)	Requests a short report for approval within 3 cycles that outlines a mechanism to resolve outstanding local conflict on bin hub positioning, including ward members in attempting to identify suitable alternatives and allowing these to be progressed. Agree that the report also include data on effectiveness of the roll out	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	18 May 2022		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			of Phase 1 (as set out in Councillor Whyte's Motion agreed by Council in June 2022) to include an assessment of dumping and fly-tipping beside bin hubs.				
38	06.10.22	Cleaning Up Edinburgh – Motion by Councillor Whyte	1) Recognises that a significant amount of the litter generated in the City Centre and our Town Centres relates to single-use coffee cups. Therefore asks that Officers engage with Keep Scotland Beautiful to understand what lessons can be learnt from their "Cup Movement" campaign which was run in partnership with Glasgow City Council. An update on this should be provided as part of the next street cleansing report, including previous initiatives to	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			reduce coffee cup usage.				
			2) Agrees that officers should return to committee before the end of January with a business bulletin update on whether existing systems would be able to deliver a means testing of free special uplifts to those in receipt of council tax reduction, as described in paragraph 4.61.2.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	20 April 2023		This work is on-going
			3) Recognises the potential added benefits of increasing the numbers of public litter bins and therefore seeks a follow up briefing note on the costs associated with such improvements so this can also be considered as part of the 2023/24 budget process.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	February 2023		Recommended for closure This was considered as part of the budget for 2023/24
			4) Requests a report from	Executive Director of Place	18 May		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			officers in three cycles exploring measures and initiatives to support and advance the zero waste hierarchy in Edinburgh, including but not limited to share and reuse networks, reuse and repair hubs, upcycling facilities, and refill shops	Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	2023		
			5) Includes in the report on possible improvement through additional resource for budget consideration the costs of improved enforcement resource around littering, fly-tipping and dumping. This to be in addition to Street Litter Control Notices as businesses are not the sole source of these issues. Enforcement options should also be outlined to allow for the enforcement of park rules, seeking a reduction	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			of littering, dumping and inappropriate barbecue use in parks				
39	06.10.22	Asset transfer – Ex-City Development Assets	To request an update on the adoption or transfer of assets in 3 cycles.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	18 May 2023		
40	06.10.22	Risk Based Approach to Road Safety Inspections - Update	To request a briefing within 3 cycles on how to tighten up the operational guidance	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	18 May 2023		
41	06-10-22	Motion by Councillor Aston – McGill’s takeover of First East Coast’s 20, 63 and 68 services (See Agenda)	Requests a briefing note to all elected members within three cycles detailing discussions between officers and the new operator and outlining what assurances have been given by McGill’s as to the continuation of the 20, 63 and 68 in the longer term and also on McGill’s plans to improve the sustainability	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and decarbonisation of their fleet.				
42	27.10.22 (Council)	Motion by Councillor Hyslop - School Bicycle Storage (See agenda)	Requests a report to be submitted to Education, Children and Families Committee, to be referred to Transport and Environment Committee within 3 cycles which outlines potential targets for increasing the uptake of cycling, scooting and skating to school in the City and strategies to meet them. The information to be detailed in the report was included in the approved motion.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	15 June 2023		
43	27.10.22 (Council)	By Councillor Lezley Marion Cameron - Small Business Saturday 2022 (See agenda)	To call for a report back to the Transport & Environment Committee within 2 cycles on establishing an appropriate and cost neutral mechanism through which ideas and suggestions to	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	20 April 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Council on low-cost measures for improving user and shopper access to local shopping streets via Active Travel and Public Transport means – dropped kerbs, bike racks, clutter removal etc. The details for the approach were outlined in the approved motion.				
44	03.11.22	Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road	1) Asks that while a permanent closure is investigated, Officers should work with the Sciennes Parent Council to ensure all practical measures are taken to make the current temporary, partial closure safe and secure for children, including signage and road painting. This should consider whether access by	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	2 March 2023		Recommended for closure An update is included in the Business Bulletin on 2 March 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			pedestrians and cyclists along Sciennes Road could be restricted during school playtimes, including if there is any new legal advice about this brought forward by the school parent council or others. Asks that Officers report back to the Committee on progress regarding these issue by March 2023.				
			2) Notes that the Sciennes School Parent Council and all four ward councillors welcome the commencement of the statutory process to close the section of Sciennes Road outside	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	15 June 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Sciennes Primary School permanently to motor vehicles, principally to improve the safety and well-being of children and their families accessing the school and requests that officers provide the parent council with an indicative timeline for passage of the TRO with an update on its status by June 2023;				
45	03.11.22	Response to motion by Councillor Macinnes - Workplace Parking Levy	1) Instructs officers to develop the strategic business case and undertake initial stakeholder engagement as set out in 6.2.1 of the report under 'Phase 1', to establish views, issues and	Executive Director of Place Lead Officer: Gareth Dixon gareth.dixon@edinburgh.gov.uk	2 March 2023		Recommended for closure A report on this is included in the papers for Committee on 2 March 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			opportunities relating to a WPL in Edinburgh, reporting back to Transport and Environment Committee no later than March 2023.				
			2) Agrees that officers should progress the further necessary stages of work and present a business case for introducing a workplace parking levy at the March 2023 meeting of the committee.	Executive Director of Place Lead Officer: Gareth Dixon gareth.dixon@edinburgh.gov.uk	2 March 2023		Recommended for closure A report on this is included in the papers for Committee on 2 March 2023
46	03.11.22	Motion by Councillor Arthur - Dynamic Pricing on EV Charging (See agenda)	1) Agrees that no later than the spring 2023 EV Action Plan Update a proposal should be presented for approval to the Transport & Environment	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	7 March 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>Committee which allows the charging structure to be rapidly adjusted on an ongoing basis to reflect market pressures</p> <p>2) Further agrees that the report should include a real world assessment of the time limits at EV charging points to ensure that these can allow users to fully charge their vehicles.</p>				
47	03.11.22	<p>Motion by Councillor Dijkstra-Downie - Free Bus Travel Pass - Young People aged 5-21</p> <p>(See agenda)</p>	<p>1) Requests a briefing within one cycle on what measures Edinburgh Council can take to increase uptake of the scheme.</p> <p>2) Request that that</p>	Executive Director of Corporate Services and Executive Director of Education and Children's Services	2 March 2023		A briefing note is being prepared and will be circulated in advance of Committee on 2 March 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			briefing includes measures that take into account increasing uptake of free bus travel passes among young people from low-income households, where it will have the greatest benefit, and to provide targeted support in schools with the largest numbers of SIMD 1-4 data zones within their catchments				
48	24.11.22	Motion by Councillor McFarlane – Tollcross Clock	Extract of approved motion: Requests a report in three cycles with the information to be included in the approved motion.	Executive Director of Place Lead officer: Claire Miller	September 2023		
49	24.11.22	Motion by Councillor Caldwell – On-Street and In-Park Recycling	Extract of approved motion: An extract in the March 2023 cleansing update that outlines feasibility and costs	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.g	20 April 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Bins	for actions listed in the motion.	ov.uk			
50	08.12.22	Business Bulletin - Motion by Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes	<p>1. Considers that any proposals for a bus service for Willowbrae/Lady Nairn and Bus for Dumbiedykes that are considered by Committee at its meeting in February 2023 as part of a Public Transport Action Plan (that may well require further consultation) will come too late for any 2023/24 budget process and are, therefore, unlikely to be implementable in the near future.</p> <p>2. Therefore, agrees that the alternative option described in the paper of an accessible minibus service be worked up as a proper budget proposal for each area in order that this can</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan</p> <p>daisy.narayanan@edinburgh.gov.uk</p>	18 May 2023		Linked to action 27.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			be considered by political groups as part of the forthcoming budget setting process.				
51	08.12.22	Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)	1) Notes continued concerns raised by residents regarding road safety on Brighton Place and Southfield Place and calls for officers to return to committee in the next school travel plan update with recommendations to improve safety with particular reference to this route to/from school.	Executive Director of Place Lead officer: Stacey Monteith-Skelton stacey.monteith-skelton@edinburgh.gov.uk	15 June 2023		This will be incorporated into a future update on the School Travel Plan Update
			2) Requests therefore that officers identify further mitigations for the Brighton Place/Southfield Place corridor, potentially including speed bumps, chicanes, or other traffic calming measures, and that further monitoring is	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	18 May 2023		Council officers met with the BRRA representatives on 12 January to note their continued concerns. Officers agreed

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			conducted with a view towards increasing mitigations should evidence indicate that those are needed.				to review the signage and any further speed reduction measures that could be installed. Further work is being done to review the use of speed humps in the Coillesdene area; these plans are still being drafted.
52	08.12.22	Draft Road Safety Action Plan – Delivering City Mobility Plan	Agrees that officers should provide a follow up members' briefing, detailing the specific measures which will be introduced by the end of 2023 under the sections of 'accident investigation and prevention', 'section 75s', 'school travel', and 'further	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	12 October 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			speed reduction measures' of appendix 2.				
53	08.12.22	Maintenance of Footways and Cycleways	<p>Requests officers to explore the possibility of</p> <ul style="list-style-type: none"> • Providing a pathway and cycleway maintenance team for other localities • Employing this team to provide a more proactive approach to leaf sweeping during leafing season • Reallocating a share of road gritting resources to path and cycleway gritting along with the associated equalities impact and financial implications and to provide a brief report before summer recess 2023. 	<p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p>	15 June 2023		
54	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee	<p>Executive Director of Place</p> <p>Lead officer: Stacey Monteith-Skelton</p>	On-going		An update is included in the Business Bulletin on 2

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			members and ward councillors upon completion.	stacey.monteith-skelton@edinburgh.gov.uk			March 2023
55	08.12.22	Motion by Councillor McFarlane - Low Emission Zones (see agenda)	Extract of approved motion: Requests officers explore the feasibility of removing commercially operating historic vehicles from the Low Emission Zone exemption whitelist, with a report within three cycles to the Transport & Environment Committee for decision.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		
56	08.12.22	Motion by Councillor Bandel - Mobility Analysis (see agenda)	1) Notes that the City of Edinburgh Council's new upgraded CCTV system is able to collect a wide range of traffic and mobility data, including but not limited to numbers and movements of road and pavement users at particular junctions and locations.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	17 August 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>2) Notes that analysis of this data (e.g. traffic counts, analysis of pedestrian desire lines and modal analysis) has the potential to inform and improve the work of Transport and Environment Committee.</p> <p>3) Requests a report on the scope of opportunities that this system can present and to identify those transport strategies and action plans which can be improved using this evidence base within three cycles.</p>				
57	16.12.22 (Council)	By Councillor Caldwell - Planter-based protection on Leith Walk (see agenda) -	<p>Extract of approved motion</p> <p>1) To identify pavement parking 'hotspots' along Leith Walk as a matter of priority.</p> <p>2) To identify appropriate</p>	<p>Executive Director of Place</p> <p>Lead officer: Hannah Ross</p> <p>Hannah.ross@edinburgh.gov.uk</p>	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>areas for planters to be installed between the cycle way and main carriageway, as well as moving any new signage poles which could be moved from the main pavement to the land between the cycle lane and main carriageway.</p> <p>3) The findings of this review are to be published in two cycles in the Transport and Environment Committee business bulletin, and whether outcomes can be standardised for other areas where pavement parking is a known issue</p>				
58	02.02.23	Update on Council Transport Arms Length Companies	1) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Date to be confirmed		To be followed up with Lothian Buses

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To request a briefing for members on the progress against Service Level Agreements; and include more of this detail in the next report to Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	31 December 2023		This will be followed up in preparation for the next annual update to Committee
59	02.02.23	Motion by Councillor Lang - Flooding in Kirkliston <u>(See agenda)</u>	Extract of motion: Committee notes a petition has now been lodged with over 1,300 signatures calling on Edinburgh Council to prioritise funding for additional measures, including improved flood defences near the River Almond, to minimise flooding in Kirkliston and prevent further serious damage. Committee therefore requests a Report to the May Committee setting out short-term mitigations and long-term solutions which	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			could address flooding in Kirkliston and the wider Almond catchment, including the approaches which may need to be made to the Scottish Government and other agencies with regards to new infrastructure investment based on the current Scottish Flood Risk Management funding arrangements.				
60	02.02.23	Motion by Councillor Macinnes - Edinburgh Freight Conference (See agenda)	Extract of motion: 1) Agrees the Freight Forum should be reconstituted and that group transport spokespeople should be invited along with Edinburgh business representatives.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			This will be picked up as part of the Council report on Working Groups/Reconstituted.
			2) Agrees officers should	Executive Director of Place	18 May		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			continue to focus on agreeing the final OMP and provide an update to committee in May.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	2023		
61	02.02.23	Business Bulletin – Motion by Councillor Miller – Driver Behaviour	Committee asks that the “further discussions [...] ongoing on a wider campaign around driver behaviours” are briefed to committee members and a report is provided for approval when recommendations have been developed.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	Date to be confirmed		
62	02.02.23	Public Transport Action Plan 2023 – Delivering the City Mobility Plan	1) Agrees that TEC members should be briefed on the proposed approach within the context of the Draft PTAP consultation response before the finalised PTAP is tabled for approval.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	12 October 2023		
			2) Notes the decision of Full Council on the 30 June	Executive Director of Place Lead Officer: Daisy	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2022 to carry out a review of community requirements for supported bus services across and report back in May. Further notes that while a Business Bulletin update responding to part of the motion was presented to Transport and Environment Committee in December 2022 and the remaining actions were supposed to be addressed by the Public Transport Action Plan, the review is still outstanding.	Narayanan daisy.narayanan@edinburgh.gov.uk			
			3) Requests officers to carry out the review as per the decision on 30th June 2022 and report back in May.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	18 May 2023		
63	02.02.23	Active Travel Action Plan 2023 – Delivering the	Piershill to Powderhall Railway Line Welcomes the ongoing	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		City Mobility Plan	<p>aspiration of bringing the defunct Piershill to Powderhall railway line into use as an off-road walking and cycling, recognising the enormous benefits that this new link would bring to active travel between the North and the East of the city, connecting to the North Edinburgh Path Network.</p> <p>Regrets however that this outcome is not expected until after 2026 and recognises that Network Rail's approach is the obstacle.</p> <p>Directs officers to continue discussions with Network Rail and other relevant parties regarding the acquisition of the railway line by the City of Edinburgh Council and to report back through a</p>	h.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Business Bulletin update in three cycles.				
64	02.02.23	Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling	<p>1. Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2. Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel route is to progress</p>	Executive Director of Place Lead Officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	11 January 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>on the basis of the overall principles of option 2, but to undertake a feasibility study to explore alternative value-engineered deck configurations to meet community needs and deliver cost and carbon savings, including the option of an embankment under one or more spans and including the option to preserve and refurbish some or all of the existing structure;</p> <p>3. Therefore asks officers to submit a bid to Sustrans for a feasibility study and a detailed design which retains the three crucial elements of the Pride Bridge and to provide a clear programme in a further update report to committee, that sets out the anticipated timescale for</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>this design to be complete, a detailed project cost to be established and the date by which officers expect to be in a position to submit a bid for capital funding to allow delivery of this project.</p> <p>4. Notes that if additional funding is not identified by winter 2023/24, the bridge deck will need to be removed to ensure public safety, and therefore agrees that if the gap funding is not identified by 1 November 2023, a further report will be brought back to committee on options to agree the way ahead.</p> <p>5. Further notes that diversion works will be paused in the interim, with the exception of receiving relevant budget estimates, and further notes this</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			matter should be considered as part of the council's capital budget setting.				
65	09.02.23 (Council)	Motion by Councillor McVey - Tram Extension	<p>Extract of decision:</p> <p>Agrees a scoping report in four cycles to the Transport and Environment Committee on the issues and options that would need to be considered around the relatively short western extension to Newbridge and beyond with a view establishing the council's support in principle for this.</p>	<p>Executive Director of Place.</p> <p>Lead officer: Daisy Narayanan</p> <p>Daisy.narayanan@edinburgh.gov.uk</p>	15 June 2023		
66	09.02.23 (Council)	<p>Motion By Councillor Lang - Surface Treatment of Carriageways</p> <p>(Council agenda)</p>	<p>Extract of Decision:</p> <p>Requests a report to TEC within 3 Cycles on the feasibility of assessing and testing 'sustainable road surfacing' in order to</p>	<p>Executive Director of Place.</p> <p>Lead officer: Cliff Hutt</p> <p>Cliff.hutt@edinburgh.gov.uk</p>	18 May 2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			determine the viability and cost effectiveness of such technologies.				

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work</p>	<p>Alison Coburn Operations Manager</p> <p>Martin Scott Committee Services</p> <p>Emily Traynor Committee Services</p>

Recent news	Background
<p>Update on 20-Minute Neighbourhood town centre projects for Gorgie/Dalry and Portobello</p> <p>The Council's 20-Minute Neighbourhood Strategy is about living well locally, giving residents the ability to meet most of their daily needs from within their own community. Town centres provide many of the essential facilities and services that people need easy access to but are often dominated by traffic. This can make it difficult to move around by walking, wheeling or cycling.</p> <p>The City Mobility Plan supports the 20-Minute Neighbourhood concept as a way of underpinning local communities and reducing the need for longer distance journeys. It aims for town centres to be more liveable places with less car dependence, better active travel provision and higher quality public spaces (CMP Policy Measure PLACE 4 – Liveable Places).</p> <p>The Council has been awarded Sustrans Places for Everyone funding to develop concept designs for town centre improvements for Gorgie/Dalry (with an initial focus on Dalry Road) and Portobello. The intention is for any significant interventions to be aligned with planned roads renewal work.</p>	<p>For further information:</p> <p>Ian Tame</p> <p>Wards Affected:</p> <p>7 – Sighthill/Gorgie</p> <p>17 – Portobello/Craigmillar</p>

Initial engagement has been carried out in [Gorgie/Dalry](#) and is still underway in Portobello.

It is anticipated that concept designs will be reported to Transport and Environment Committee in Spring 2024 following consultation.

The projects will consider the emerging Circulation Plan, the draft Active Travel Action Plan and the draft Public Transport Action Plan, as well as [Public Life Street Assessments](#).

Sciennes Primary Playground on Sciennes Road - Update

On [3 November 2022](#), Committee approved an adjusted motion that set out a series of actions in relation to the section of Sciennes Road outside Sciennes Primary School.

One of these actions was for officers to work with the Sciennes Parent Council to ensure all practical measures are taken to make the current temporary, partial closure of this section of road safe and secure for children, including signage and road painting.

Officers were also asked to consider whether access by pedestrians and cyclists along Sciennes Road could be restricted during school playtimes, including if there was any new legal advice about this brought forward by the school Parent Council or others.

There was a further action that asked Officers to hold an onsite meeting for school Parent Council representatives and Ward Councillors with a view to ensuring that the above practical measures were completed.

Following Committee, proposals for road markings and signage have been developed to guide cyclists away from the parts of the road being used by Sciennes Primary School pupils.

Previous legal advice obtained by the Council was that it was not possible to prohibit access to parts of the road for pedestrians, either at all times or for parts of the day, by means of either a Temporary Traffic Regulation Order or a permanent Traffic Regulation Order. While it is possible to legally prohibit access for cyclists, the need to maintain access for pedestrians meant that there was no practical

For further information:

[Stacey Monteith-Skelton](#)

Ward Affected:

15 – Southside/Newington

way to put in place physical measures that could rigidly enforce this prohibition.

The Parent Council has sought its own legal advice and a copy of this was provided to Council Officers on 11 January 2023. This has been passed to the Council's legal team for review.

In addition, a site meeting took place on 24 January 2023, attended by representatives of the Parent Council, the Convenor of Transport and Environment, Ward Councillors and Council officers to discuss the actions agreed as part of the approved motion.

A further progress update will be prepared for Committee in June 2023. This will include an update on the legal advice provided by the Parent Council.

Electric Scooters – Response to Motion by Councillor Aston

On [6 October 2022](#), Committee agreed an amended motion from Councillor Aston. The approved motion requested that officers contact Transport Scotland and the DfT policy team asking for an update on the potential for legalisation or regulatory change which the Council may have to prepare for and provide a timeline for doing so.

In partnership with Glasgow City Council, officers have since met with the DfT policy team who confirmed that a Bill seeking changes to the UK Road Traffic Act 1988 was planned to be considered by the UK Parliament last year but was delayed due to volume of business. The Bill is expected to be progressed before the end of this year but is unlikely to be imminent.

The Bill sought approval to amend the UK Road Traffic Act 1988 as follows:

- a) Add a new vehicle category '*Low Speed Zero Emission Vehicles*'. This would, amongst other vehicles under that new category, legalise e_scooter use on public roads.
- b) Add powers to create a licensing framework so that public hire schemes can be fully regulated/approved by local authorities under a local licensing scheme.

If the Bill is passed, its enactment will be subject to the drafting and approval of detailed supporting regulations which will be consulted upon before finalisation. DfT have

For Further Information:

[Ruth White](#)

Wards Affected – All

Previous Update:

[2 February 2023](#).

started drafting the regulations and officers have confirmed the Council's willingness to be involved.

Further updates will be provided to Committee at appropriate stages to ensure oversight and consideration of Edinburgh's response to e_scooters as a potentially formal part of the mix of the city's transport mix.

Second Strategic Transport Projects Review (STPR2)

On [9 February 2023](#), the Council received a report in response to a motion by Councillor McVey on Tram Extension.

This report provided an update on the second Strategic Transport Projects Review (STPR2) by Transport Scotland.

In addition, the report provided a progress update on the development of Strategic Business Case for a Mass Rapid Transport solution between Granton Waterfront and Edinburgh BioQuarter.

For further information:

[Jamie Robertson](#)

Wards Affected: All

Low Cost Zebra Crossings – Update

On [25 November 2021](#), the Council approved a Motion entitled Call for Action on Zebra Markings for Side Streets.

On [31 March 2022](#), Transport and Environment Committee approved proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that are not on the public road network

It has subsequently been identified that Edinburgh Napier University (ENU) are conducting a very similar research project, which includes several of the sites that had been identified for inclusion in the Council's study.

The ENU study is known as "Continental Style Zebra Crossings" and has been funded by the [Rees Jeffreys Road Fund](#).

Given that there is considerable overlap between the ENU study and the Council's intended research, the Council is engaging with the research leads at ENU to identify gaps in their study, which the Council could seek to address through further research work.

There is potential for the Council to provide support to the ENU study (e.g. by providing additional traffic survey data to increase its evidence base and add further objectivity) is also being explored.

For further information:

[Andrew Easson](#)

Wards Affected: All

It is expected that the outcomes of the ENU study will be published in Spring/Summer 2023.

Edinburgh Union Canal Update

While the Union Canal is managed by Scottish Canals, the Edinburgh stretch supported through a partnership between City of Edinburgh Council and Scottish Canals.

A Development Officer has now been appointed to focus on supporting Union Canal projects.

In addition, a refresh of the 2011 Union Canal Strategy is planned. This will include updating the content to reflect the Council's net zero ambitions and actions which have been taken canal side. It will also include consulting the wider community on opportunities surround canal development. Other work will include exploring funding opportunities and continued community engagement.

For further information:

[Rebecca Smith](#)

Wards Affected:

1 – Almond

2 – Pentland Hills

9 –
Fountainbridge/Craiglockhart

11 – City Centre

Previous Updates:

[14 October 2021](#)

School Travel Plan Review Update

Following a review of the Road Safety programme, it was identified that a systematic review of all School Travel Plans was required, to ensure that resources allocated to improving routes to school are targeted at locations where they have the potential to deliver the greatest benefits.

Work commenced in November 2020 on a review of the School Travel Plans for all 141 secondary, independent and special schools in the city. Work on the review was subsequently suspended between January and August 2021 due to the COVID-19 pandemic.

The review continues to move forward and engagement with schools is ongoing. A programme showing progress on the reviews that are underway and anticipated dates for those that have not yet commenced is available to view on the [Streets Ahead Edinburgh](#) website and will be updated regularly. School Travel Plans will also be uploaded to the website once an agreed final draft is in place.

A number of schools are currently finding it difficult to prioritise the development of their School Travel Plans. This is delaying the final sign-off of draft Plans and the consequent commencement of work to deliver the improvements identified within them. The Road Safety team is liaising with colleagues in the Schools and Lifelong Learning service to address this issue.

For further information:

[Stacey Monteith-Skelton](#)

Wards Affected: All

Previous Updates:

[8 December 2022](#)

[17 June 2021](#)

[28 January 2021](#)

Motion by Councillor Lang – Petition on Station Road, Ratho Station

On [8 December 2022](#), Committee asked officers to engage directly with ward councillors and the community association on options around a HGV restriction on Station Road within the next six weeks

Meetings have subsequently taken place with ward councillors and a meeting is planned with Newbridge and Ratho Residents' Association. Officers will continue to investigate the feasibility of introducing an HGV restriction on the northern section of Station Road, between the A8 Glasgow Road and Queen Anne Drive.

Updates on the Petition for Station Road, Ratho Station have previously been provided to the Committee on [18 August 2022](#) and [2 February 2023](#).

Update on Phase 3 Tram Cycle Safety Improvements

Following on from the successful delivery of Phases 1 and 2 of the Tram Cycle Safety Improvements (TCSI) project during 2017 and 2018, Phase 3 is now nearing completion.

This Phase has been implemented in several stages since 2019 and has delivered:

- New cycle early release signals at 10 strategic junctions along the city centre tram route, to prioritise people cycling and provide them with more time and space to negotiate the tram infrastructure;
- Improved road layouts at Haymarket Junction (for movements from Dalry Road to Grosvenor Street and West Maitland Street) and the junction of Princes Street and South Charlotte Street;
- An improved road layout for people walking, wheeling and cycling between Cultins Road and QuietRoute 8, including a new off-road tram track crossing; and
- A targeted communications campaign to inform people of the safety improvements and encourage behaviour change in all road users.

The final element of Phase 3 is an improved road layout at the junction of Princes Street and South St Andrew Street. This work is planned to begin on site during week commencing 27 February 2023, with an anticipated six-week construction period.

Further details regarding the TSCI programme can be found on the Council's [Tram Safety webpages](#).

Designs for improved road layouts at Haymarket Station forecourt and on Haymarket Yards at Haymarket Terrace

For further information contact:

[Daisy Narayanan](#)

Wards Affected:

7 – Sighthill / Gorgie
11 – City Centre

Previous updates:

[11 October 2019](#)

[9 August 2018](#)

[9 March 2018](#)

[5 October 2017](#)

were also developed as part of the TSCI project. These were subsequently incorporated into the designs for the City Centre East West Link project, and it is expected that these improvements will be delivered later this year.

Phase 4 of the project, which consists of a review of the road layout at the West End junction will be delivered as part of Edinburgh City Centre Transformation. This has been included in the scope of the Lothian Road Boulevard project, for which an application for funding to develop Concept Designs was recently submitted to Sustrans' Places for Everyone funding programme.

Wardie Bay

A meeting was held to update ward councillors on 31 January. This provided an opportunity to discuss progress towards bathing water designation. Other points were raised including the need to repair the steps down to the beach, a request from the community to plant an area, interest from a concessionaire for a coffee kiosk, and sharing local support for the designation.

A draft heads of terms has been shared with the landowners and some initial feedback has been received on the form of agreement. Legal have begun drafting and refining the agreement along with a plan showing the area proposed to be managed by the Council. This will be shared with ward councillors and interested parties once all the initial feedback has been considered. A letter will be sent to SEPA by the end of February confirming the Council's preparedness to take on day to day management of Wardie Bay and beach to support the bathing water designation. Confirming the Council's support for designation will allow consideration and recommendation to be made to the Scottish Minister in advance of the summer season

TRO/20/07 20mph Speed Limits Update

On [28 January 2021](#) the Committee approved making TRO/20/07, to reduce the speed limits on 17 streets across the city from 30mph to 20mph. Design work then commenced for the changes to traffic signs and road markings required to implement the new speed limits.

For further information:

[Steven Cuthill](#)

Wards Affected –

4 - Forth

For further information:

[Andrew Easson](#)

Wards Affected:

1 – Almond

4 - Forth

Due to the relatively minor nature of this work, it was considered that engaging an external consultant to undertake the designs would be unlikely to provide best value. A decision was therefore taken to utilise an internal design resource. Unfortunately, due to competing priorities for this design resource, the designs have taken much longer to progress than was initially envisaged.

As a consequence, the design work for speed limit reductions arising from the more recent citywide review of 40mph speed limits has been issued to an external consultant to undertake.

As the design process for each new 20mph street has been completed, the designs have been issued to colleagues in the Roads Operations team for delivery.

The current status of the work to deliver the speed limit reductions in each street is shown in the table below:

Streets	Status
Balgreen Road	Delivered
Bo'ness Road	Delivered
Cammo Road, Cammo Walk	Delivery on hold, as road currently closed as part of Travelling Safely programme
Cluny Gardens, West Mains Road, Charterhall Road, Blackford Avenue, Esslemont Road	Design complete, to be issued to Roads Operations by March 2023
Craighall Road	Delivered
Granton Road	Delivered
Greenbank Crescent, Oxfangs Avenue	Design complete, to be issued to Roads Operations by March 2023
Roseburn Terrace, West Coates	Being delivered as part of the City Centre West – East Link project,

6 – Corstorphine/Murrayfield
 8 – Clinton/Fairmilehead
 10 – Morningside
 15 – Southside/Newington

	which is currently under construction
Salvesen Terrace, Marine Drive	Design complete, to be issued to Roads Operations by March 2023

Trams to Newhaven Project

The project remains on schedule to be operational by Spring 2023 and within the £207.3m budget approved by Council in March 2019. Two-way traffic is scheduled to return the full length of Leith Walk during February 2023 and the project continues with the installation of overhead line equipment ahead of testing and commissioning beginning during March 2023.

The project continues to work with Edinburgh Tram and colleagues in the Council on preparing for the service to open to the public.

For further information:

[Hannah Ross](#)

Wards Affected:

12 – Leith Walk
13 – Leith

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Strategic Business Case for an Edinburgh Workplace Parking Levy

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 The Transport and Environment Committee is asked to note the findings from the Strategic Business Case, including:
 - 1.1.1 Revised average yearly receipts from a Workplace Parking Levy (WPL) of between £5m to £14.9m that could be raised in Edinburgh, taking into account a range of impacts and changes to future workplace parking supply, design choices on the level of charge and the extent of local exemptions;
 - 1.1.2 The proposed draft objectives to develop a WPL revenue plan, which is required in order to fully assess the economic, social and environmental impact of any Edinburgh WPL proposal; and
 - 1.1.3 The detailed indicative timescales for the delivery of an Edinburgh WPL.

Paul Lawrence

Executive Director of Place

Contact: Gareth Dixon, Senior Policy and Insight Officer

E-mail: gareth.dixon@edinburgh.gov.uk | Tel: 0131 529 3044

Strategic Business Case for an Edinburgh Workplace Parking Levy

2. Executive Summary

- 2.1 This report responds to a motion agreed by Committee on the [3 November 2022](#), which instructed officers to complete a Strategic Business Case on an Edinburgh Workplace Parking Levy.

3. Background

- 3.1 The Council has committed to investigate a Workplace Parking Levy (WPL) for Edinburgh and to ensure the development of such a scheme, through engagement with stakeholders and the public, is a workable option for the city should the Council decide to implement it.
- 3.2 The Council has ambitious targets to be net carbon zero by 2030 and to reduce car kilometres by 30% by 2030. All measures which support the achievement of these targets need to be considered.
- 3.3 The power to introduce a Workplace Parking Licensing scheme was granted to Local Authorities in Scotland by the Transport (Scotland) Act 2019. Regulations to support the Workplace Parking Licenses scheme came into force on [4 March 2022](#) and further Guidance was published by Transport Scotland on [30 June 2022](#).
- 3.4 Edinburgh's [City Mobility Plan](#) (February 2021) states that once legislation is passed by the Scottish Government to enable WPLs to be delivered, studies of workplace parking provision in Edinburgh will be undertaken and consultation will be carried out to inform proposals. Proposals will then be designed and presented to Committee for consideration. The [2030 Climate Strategy](#) also states that the Council will "engage with citizens and businesses on the potential benefits of introducing a WPL as part of a range of measures to deliver the City Mobility Plan."
- 3.5 The results of a city-wide parking survey were provided in a update in the Committee Business Bulletin on the [12 November 2020](#).
- 3.6 In August 2021, the Council submitted a response to inform Transport Scotland in the preparation of the Regulations and Guidance reports for the [Workplace parking licensing consultation on regulations and guidance](#).

- 3.7 A report was considered by Committee on 3 November 2022, noting that there are further stages of work which would need to be undertaken to enable the Council to make an informed decision on the strategic business case for WPL.

4. Main report

Approach to this Report

- 4.1 The purpose of the report is to provide more detailed revenue estimates; describe the objectives of the scheme; and outline next steps and timescales for delivery. A Strategic Business Case structure was used to conduct this research, which led to the development of three main sections of the report: Revenue; Objectives and Impact; and Delivery. The report is attached as Appendix 1.
- 4.2 The detailed revenue estimates for an Edinburgh WPL incorporate a range of assumptions of a one-off decline in the workplace parking supply from 2020 and an annual decline thereafter. The description of the objectives explains the potential economic and social impacts and operational risks of the scheme and the final section outlines the next steps to progress an Edinburgh WPL, including the likely costs for delivery.
- 4.3 The report was informed by initial engagement with stakeholders including officials in the City of Edinburgh Council, and officers with experience of planning for a WPL in Leicester City Council, Nottingham City Council and Glasgow City Council.
- 4.4 Evidence from the Edinburgh workplace parking survey completed in early 2020 has informed much of the analysis in the report. While much may have changed in the permanent travel to work patterns in Edinburgh since that time, this data is considered a reliable baseline on which a series of conservative assumptions can be taken.

Main Findings

- 4.5 WPL could offer a stable and secure local funding stream that could underpin, supplement and leverage more competitive funding sources, and be used to underwrite additional borrowings. Revenue raised from a WPL scheme could be invested in the delivery of sustainable travel interventions as outlined in the City Mobility Plan.
- 4.6 The potential yearly receipts from a charge of £550 per parking place per year (a rate closest to the prevailing WPL charge applied in Nottingham) could generate income of up to £11m per year. The full spectrum of income opportunity ranges between £5m and £14.9m as depicted in Appendix 1, Figure 3.
- 4.7 The geographical scope, size of levy and extent of local exemptions of any WPL scheme will be the main driver of revenue, with the key trade-offs to be considered in relation to the balance of ambition, impact and acceptability. Many choices about the detail of the WPL scheme are devolved to Councils.
- 4.8 To fully assess the impact of an Edinburgh WPL scheme on the city's employers, employees, residents and the environment, further work is required to identify specific projects that a WPL revenue could support.

- 4.9 Revenue raised from a WPL could deliver objectives related to the themes of Quality, Affordability and Innovation as well as being targeted at workforce travel behaviour. These suggested themes could be used as a basis to develop a draft WPL revenue plan (see Appendix 1, Figure 6).
- 4.10 An Edinburgh WPL could act as a demand management tool to influence modal shift to more sustainable ways of travel. It could also contribute towards a reduction in car kilometres, help to reduce congestion and contribute to cleaner air through the reduction of transport-related emissions, and encourage more efficient land use in the city.
- 4.11 Further impact assessment could include a structured look at the equality, economic, social and environmental impacts of WPL. This could include the additional cost for employers, any unintended consequences on minority groups, as well as the benefits from the additional public investment in key transport projects.
- 4.12 The perceived risks from a WPL could be mitigated by using the additional funding from a WPL on new services, such as displaced parking taskforce or enhanced travel planning activities and employee discount for public transport.

5. Next Steps

- 5.1 The next steps for the Council to consider involve the completion of a range of tasks including:
 - 5.1.1 An integrated impact assessment of the Edinburgh WPL.
 - 5.1.2 Completion of a draft revenue plan for the WPL to be used ahead of any future engagement and consultation on the WPL scheme.
 - 5.1.3 An engagement plan for a future public consultation on the Edinburgh WPL design, governance, and spend priorities; and
 - 5.1.4 Completion of further impact studies, as required, on the environment and persons affected by the proposal of such a scheme.

6. Financial impact

- 6.1 All recommendations included in this report can be carried out within existing agreed workplans and budgets.

7. Stakeholder/Community Impact

- 7.1 The next steps noted in section 5 would include completion of an integrated impact assessment and detailed planning for public consultation.

8. Background reading/external references

- 8.1 Leicester City Council [Business Case Summary of Workplace Parking Levy](#)

9. Appendices

9.1 Appendix 1 – WPL Business Case

Appendix 1: Edinburgh WPL Strategic Business Case

Introduction

The Transport (Scotland) Act 2019 gives local authorities in Scotland the power to introduce a WPL scheme within their area. As defined in legislation, a WPL scheme would see employers pay an annual fee to the council for every parking place they provide that is used by employees, with the revenue raised to be used in support of the local transport strategy.

WPL could reduce the demand for car commuting and to provide finance for supporting other public or active transport projects. Both elements are intended to result in a mode shift to non-car mode and incentivise and enhance the experience of alternative modes of transport especially if the revenue raised from a scheme is invested in those areas.

The Council has discretion to set the value of the levy to be charged per liable parking place; the boundary the levy would apply; and add any further local exemption it deems appropriate. The Council can also decide how the revenue raised from such a scheme is to be spent or allocated. This means that establishing a single starting point of information specific to the Edinburgh WPL, which is what this Strategic Business Case attempts to achieve.

Baseline Evidence the Edinburgh Workplace Parking Survey

The Workplace Parking survey involved the identification of 1,085 businesses and 2,766 workplace locations/sites. These included all sites eligible under the legislation.

To complete the estimate for WPL liability in Edinburgh a sample approach was used to ensure the maximum amount of parking places could be validated and that the size of WPL liability could be estimated with few as necessary physical visits or direct contact with workplaces.

Throughout February and March 2020, parking surveys were undertaken at almost 800 business places within the City of Edinburgh Council boundary. The sample size was 762 workplaces or 28% of total workplaces and assessment of 59,000 parking spaces or 80% of total parking spaces identified.

These physical visits counted parking capacity, utilised spaces, assessed count on WPL liability places, EV parking spaces, disabled parking spaces, and noted comments on location like access to alternative parking. This created a comprehensive dataset of parking activity in Edinburgh and a baseline for assessing the estimated liability of workplace parking under a WPL. Headline findings include:

- A total of 74,887 workplace parking places were identified within the City of Edinburgh Council boundary. [Figure 1](#) shows the distribution of workplace parking capacity in Edinburgh.
- The maximum forecast of parking places liable for a charge was estimated at around 35,000.

The expected liability of workplace parking places in future is likely to be lower given changes to work patterns and behaviour change of employees, as well as from employers looking to change the number of parking places they provide to reduce their immediate liability should a WPL be introduced. This data still allows for a rich analysis for different WPL proposals, including the

impact of setting local exemptions, the potential size of parking displacement, impact on the environment and economy and provides a degree of accuracy in WPL revenue forecasts.

Figure 1: Map of Workplace Parking Capacity in Edinburgh survey conducted in early 2020

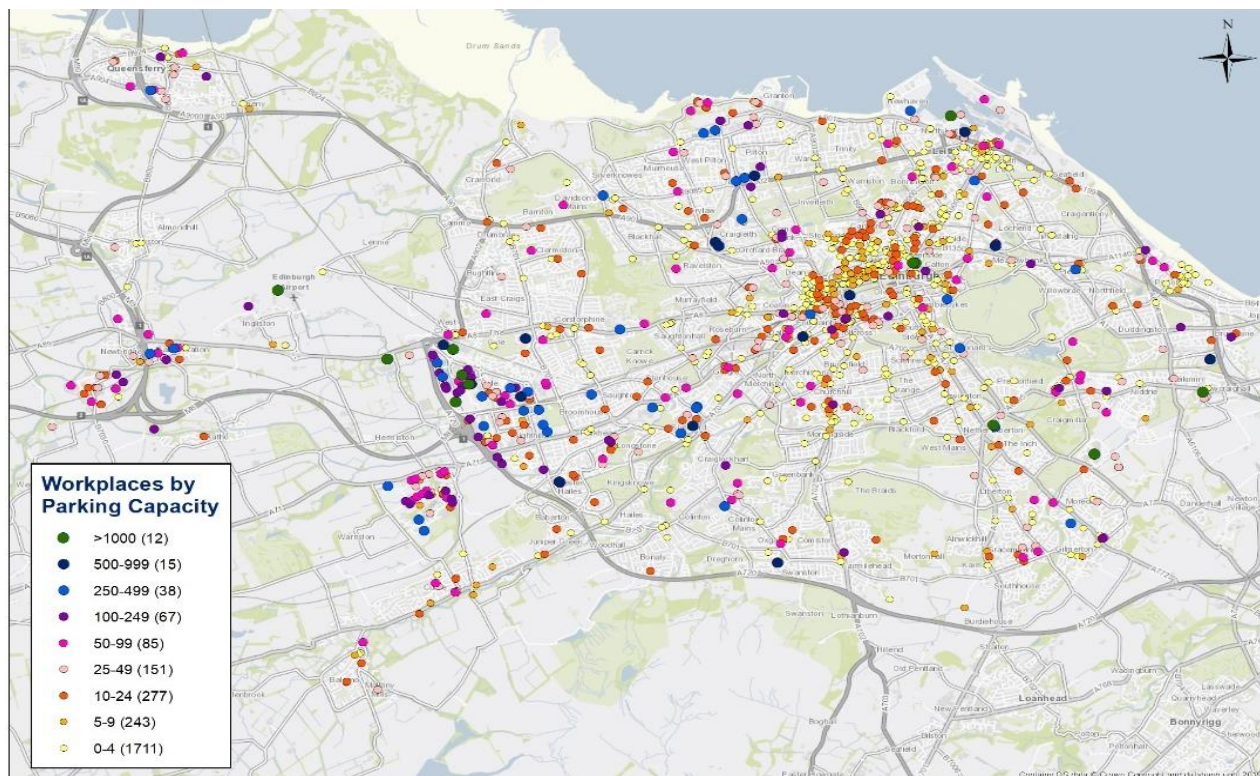


Figure 2: Detailed information from Parking sites and WPL liability by different land use in Edinburgh (Source: Edinburgh Workplace Parking Survey)

Land Use	Total Estimated Parking Capacity	Total Estimated WPL Liable Parking	Average % WPL liable parking places out of parking capacity
Large Office, >100 space capacity	14,389	12,953	90%
School / University/ Nursery, Colleges	8,509	7,743	91%
Median Office, >10 space capacity	6,719	5,691	85%
Shopping Centre / Retail	24,350	1,883	8%
Medical / Health	1,932	1,694	88%
Small Office, <10 space capacity	2,154	1,619	75%
Industrial	1,538	1,330	86%
Other	6,817	858	13%
Transport Depot	592	579	98%
Police Service	702	403	57%
Hotels	5,000	250	5%
Land Use unknown / not verified	2,175	-	0%
Total	74,887	35,003	47%

If implemented, WPL places a charge on the employer for occupied liable parking spaces. This is a smaller number than all workplace parking spaces that the employer holds. A WPL is applied on utilised parking places and not the number of parking spaces contained in the workplace. The WPL will not apply to all parking places in the city, below is a list of the major areas that would be out of scope and excluded from a WPL:

- Customer parking;
- Visitor parking;
- Residential Parking and on-street parking;
- Parking places at home where home is the place of work;
- Parking at the workplace occupied by fleet vehicles;
- Parking for vehicles not used by employees for their journey to and from place of work at Garages and Car Lots;
- Parking places provided by an employer that are not occupied; and
- Parking places provided outside of the City of Edinburgh Council boundary, (these would only be included should the City of Edinburgh Council decide to partner with another local authority).

There are further exclusion from a fee that were outlined in the Transport (Scotland) Act 2019:

- Parking places provided by an employer occupied by a blue badge holder; and
- Parking places provided by an employer occupied by NHS workers at qualified NHS premises and parking places at hospices.

Figure 2 shows the breakdown of estimated WPL liable parking by land use type, and the largest liability in Edinburgh around 20,000 comes from office parking (the majority of this total is made up from large office with over 100 parking space capacity with almost 13,000 liable parking places). The Education sector consisting of Schools, nursery, University and colleges also makes up almost 8,000 liable spaces in the city.

In conclusion the workplace parking survey identified some 32,500 parking places across the city as chargeable within the terms of the legislation as part of a WPL scheme. This takes account of the national exemptions on medical properties and places allocated for disabled parking.

Revenue

This section develops a more robust forecast for potential WPL revenue over a longer term horizon of 10 years, giving a stable estimate of WPL revenue receipts. It outlines the main drivers and decisions available to the council and the impact this will have on any future revenue generation.

Main Findings

- 1. WPL is similar to other revenue-generating initiatives (such as Road User Charging) and would offer a stable and secure local funding stream that could underpin, supplement and lever more competitive funding sources, and be used to underwrite additional borrowings.*
- 2. The geographical scope, size of levy and extent of local exemptions of any WPL scheme will be the main driver of revenue, with the key trade-offs to be considered including ambition, impacts and acceptability. Many choices on the WPL scheme detail are devolved locally for Councils to make, which could be informed by future engagement activities.*
- 3. Within a 10-year horizon, the scheme will deliver the average yearly receipts of between £5.5 million to £11 million per year assuming a £550 charge per space over a 10 year period. This is a more robust forecast than provided previously and accounts for different, one off changes in the parking supply since 2020 caused by COVID-related travel to work behaviour, removal of parking spaces each year by employers and a range of different local exemptions being added to the scheme on top of the national exemptions of NHS premises and disabled parking spaces in Edinburgh.*

Design Options available to Edinburgh Council will influence the revenue potential

The geographical scope, size of levy and extent of local exemptions of any WPL scheme will be the main driver of revenue, with the key trade-offs to be considered in relation to the balance of ambition, impacts and acceptability.

Setting the value of any Edinburgh workplace parking levy charge is at the discretion of the City of Edinburgh Council Authority. There is no cap to the amount that could be set. Guidance advises that the authority can consider a range of factors such as: the precedent set by others with a similar scheme; the impact of the charge on businesses; the prevailing transport fares and parking charges in the local area and what level of charge would incentivise behaviour change.

For the purpose of this report and demonstrating the impact, a range of different annual charges for a WPL has been based on available information including the precedent a public acceptability of the Nottingham scheme and public transport costs. A typical bus fare for an adult varies from £600 per year to £672 if paid by year or month. The price if paid per day (two single tickets £3.60 over average working days of 220 per year) would be equivalent to £792 as at February 2023.¹ This is only one approach to estimating a reasonable charge level range for a WPL in Edinburgh in which data is available to inform that decision. Alternative measures include using the prevailing WPL charge applied in Nottingham which is set at £522 per year per parking place as at 2023/24.²

¹ Lothian [Fares and Tickets](#) 2023

² Nottingham City Council, [Guide to the Workplace Parking Levy](#), 2023

Figure 3 shows the range in levy charge per parking place of £500, £550, £600, £650, £700 and £750.

The modelled scenarios in this report have also taken account of a range of assumptions including that the introduction of the WPL will immediately lead employers to reduce the number of parking places they provide in order to reduce their liability to pay the levy. In Nottingham the impact observed was a reduction on 25% in the parking supply, whereas in Perth, Australia, parking supply contracted by 10% before slowly rebounding.³

Taking into account the additional impact of COVID and the ongoing uncertainty over the future of large office workplaces, it would be reasonable to use the upper floor of at least 25% as the best or high case scenario and build this up in 5% and 10%-point increments for the middle and low case scenarios. The low case scenario, therefore, assumes a high and permanent COVID related impact on the travel to work by car in Edinburgh with an immediate 40% reduction the parking at work levels estimated in 2020.

Changes in the parking supply in future years are likely as employers respond gradually over time to reduce their liability. For the high case a 1% per annum decline in the volume of liable parking places is assumed, with a 2% and 3% assumed for the middle and low case.

Figure 4 shows the impact of applying local exemptions to the estimated WPL liable parking numbers, with a small business exemption removing 10% from the local authority area total. Setting a local exemption for medium businesses would remove almost 30% (or 27.2%) from the local authority boundary total. Other exemptions examples have been included for illustration purposes only.

For the purpose of the three scenarios, the high case assumes a reduction for local exemptions be set at 10%, with 20% for the middle scenario and 30% for the low case. These are subject to local decisions by the Council. The Council may for example decide to add no local exemptions.

In summary the three modelled cases are represented in Figure 3 and described below:

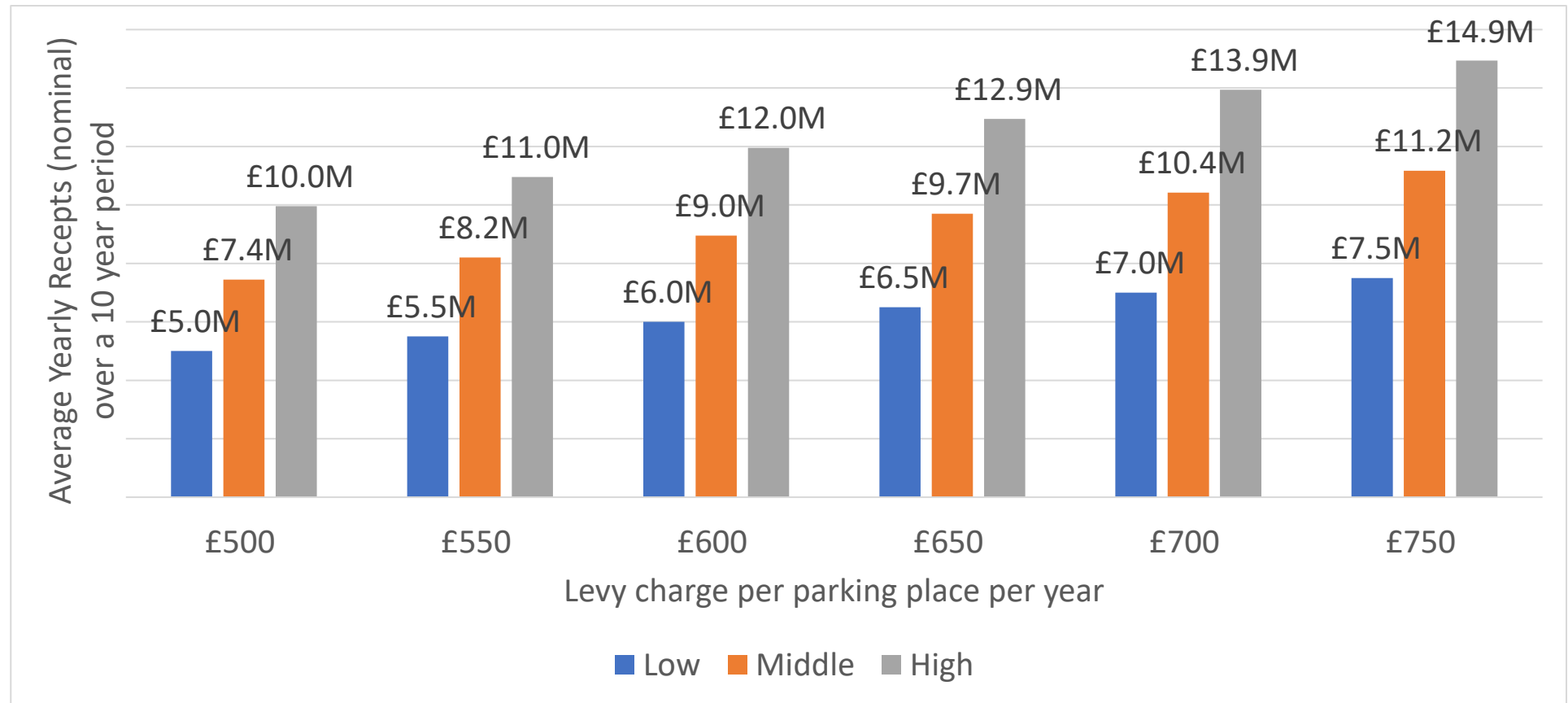
- *High case: 10% of parking places exempt from the charge, which would be equivalent to local exemption 1 or the small business exemption in Figure 4; a one off decline of 25% on the parking supply and an annual decline in parking supply of 1% per year*
- *Middle case: 20% of parking places exempt from the charge, which would be equivalent to local exemption 1 and 2 together in Figure 4; a one off decline of 30% on the parking supply and an annual decline in parking supply of 2% per year*
- *Low case: a 30% of parking places exempt from a charge, which would be equivalent to local exemption 3 or the medium business exemption in Figure 4; a one off decline of 40% on the parking supply and an annual decline in parking supply of 3% per year.*

In all scenarios above we assume that the charge per parking place increases with an average inflation of 2% per year. The WPL charge in Nottingham recently increased by 14% in line with inflation between 2022/23 and 2023/24.⁴ The assumption of 2% inflation per year is more conservative and reflects the long term inflation target for the UK.

³ Transport for London, [WPL Advice note](#), 2019

⁴ Nottingham City Council, [Guide to the Workplace Parking Levy](#), 2023

Figure 3: High, Medium and Low modelled Scenarios for the Average Yearly Receipts from an Edinburgh WPL over 10 years by charge level values per parking place per year.



Source: Edinburgh Workplace Parking Survey using A Workplace Parking Levy Income Calculation template

Figure 4: impact of further local exemption decisions on liable parking places estimated in Edinburgh

Design Option (illustration only)	Change to overall total maximum Liable parking in Edinburgh
Edinburgh local authority boundary	Baseline
Area exemption: Only the City Centre (City centre ward)	90% reduction
Area exemption: only the extended City Centre (City Centre, Leith Walk, Inverleith wards)	83% reduction
Local exemption 1: to small businesses (less than 10 spaces in workplace)	9.5% reduction
Local exemption 2: to all schools and blue light service premises	12% reduction
Local exemption 3: to medium businesses (less than 50 spaces in workplace)	27.2% reduction

Source: Edinburgh Workplace Parking Survey

Note: the number of liable places have already excluded spaces included in the national exemption: places reserved for Blue Badge holders; places for NHS workers at qualified NHS premises; and places at hospices.

The assessment of the different design options of the Workplace Parking was informed by the precedent set in Nottingham and on adherence to taking a simple solution, and therefore reducing complexities in design option. This is covered in detail in [Figure 5](#), In summary, a proposed Edinburgh scheme could therefore exhibit the following design features, subject to final approval by the City of Edinburgh Council :

- The proposed levy would apply 24/7 ;
- The levy would apply indefinitely to maximise the potential to leverage of funding greater long term funding;
- The levy would include exempting ‘operationally necessary’ places (business visitors, business customers, suppliers) because this is difficult for employers manage estimates of liable numbers; and
- The levy Scheme will ask for a licence for NHS premises and disabled parking for data gathering and enforcement reasons (no charge will be charged to these parking places).

[Figure 5](#) also identifies a list of design option variables that could benefit from additional research and further engagement. These are primarily focussed around deciding the correct charge level, the area of operation, and the possibility of including additional local exemptions.

The levy charge of £550 per parking place could be used as a reasonable estimation until further work is done or a decision is made. This rate remains closest to the Nottingham scheme value for April 2025, although setting the right charge level that works for Edinburgh could be different. For example, the Median full time annual wage for workers in Edinburgh is 19% higher than in Nottingham.⁵ It is likely that the majority of people who drive to work and park in dedicated workplace car parks will be from middle and higher income households.⁶

Including a small business exemption in principle to the levy charge would improve general public acceptability of the scheme, appear fairer to small business owners and the scheme could be simpler to administer from the reduced number of businesses being liable to pay. Other exemptions raised in [Figure 5](#) that could be considered in any future impact work could include motorcycles, certain types of employers or employees, students and or teachers driving to school, university or college, blue light services and a temporary specific exemption for Electric Vehicles drivers to encourage workers to transition quicker to net zero.

⁵ Nottingham workers full time annual wage in 2022 was £29,155 compared to Edinburgh workers of £34,782. - [Annual Survey of Hours and Earnings – workplace Analysis – Nomis](#)

⁶ Scottish Parliament Research Centre, [The proposed Workplace Parking Levy](#), 2019.

Figure 5: Review of design option decisions guided by precedent set in Nottingham

	Provision	Transport Scotland Act ref	Nottingham provision	Comment	Recommendation
Flexibilities within the legislation					
1	Levy charge level	58K (3)	£522 per chargeable space pa (2023/24)	Most other authorities have used Nottingham figure as an acceptable comparator until further work is done	Consider use of a Nottingham charge as a reasonable estimation until further work carried out.
2	Area of operation		Council wide	Simple solution	Council wide unless impact studies show otherwise
3	Days and times of operation	58K	24/7	Simple solution	24/7 unless impact studies show otherwise
4	Different charges in different areas	58K	Same across whole area	Simple solution unless specific circumstances apply	Same across whole area (but see 10 below)
5	Duration of scheme		Indefinite	Default is indefinite unless you want to tie WPL to a specific time limited scheme	Indefinite, will also maximise opportunities to leverage long term capital funding.
6	Require licence for NHS premises	58J	Qualifying NHS premises given 100% discount (premises licenced)	Annual licensing provides valuable information for both employers and Council	Require annual licence
7	Require NHS licence to differentiate between parking places for those who meet definition	58J	Not included	This puts the onus on distinguishing who is a health worker and who is not on to the NHS premises	Require licence to differentiate as stated
8	Require licences to include places for people with disabilities	58J	100% discount (places licenced)	Provides valuable information and helps with enforcement	Require licence to include places
Exemptions					
9	Small business exemption from charging	58I	Premises with 10 or fewer chargeable places are given 100% discount	Principle should be followed but number for threshold depends on parking info and impact studies	Provide for small business exemption in principle, wait for further research before determining threshold
10	No small business exemption from charging for defined city centre area	58I	No	Provision would be specific to Edinburgh circumstances	Provide for this if evidence allows

	Provision	Transport Scotland Act ref	Nottingham provision	Comment	Recommendation
11	Exempt 'operationally necessary' places (business visitors, business customers, suppliers)	58I	Yes	Strongly recommended as difficult for employers to manage estimates of liable numbers	Exempt operationally necessary parking places from licensing
12	Exempt motorcycle parking spaces	58I	Yes – strong lobby from motorcyclists	Not recommended unless political decision made	Depends on further study.
13	Other possible exemptions e.g., schools, social services, volunteers	58I	No although strong objections from these groups	Not recommended unless political decision made	Depends on further study.
14	Time limited electric or low emission vehicle exemption from charging	58I	No – air quality was less of an issue then	If air quality is a main issue for Edinburgh, then this may be advised.	Depends on further study.
Nottingham provisions worth considering (but not in 2019 Act)					
15	Escalator – levy charge starts off low to reflect delivery time for transport improvements	No	In Nottingham Scheme Order	Depends on final decision on how to spend WPL receipts	Tentatively recommend inclusion of escalator depending on spending proposals
16	Increase charge annually by inflation	No	In Nottingham Scheme Order	Depends on impact works and fit with other low emission travel goals, although would still add to congestion and only early adopters of EV would benefit.	Depends on further study.

Source: City of Edinburgh Council analysis

Objectives and Impacts

This section examines the WPL objectives and provides an overview of the impacts of the scheme and the possible mitigating actions and options available.

Main Findings

1. *An Edinburgh WPL is compatible with the wider policy and strategy frameworks of the Council.*
2. *Identifying what the WPL receipts could fund is critical to the messaging, evaluation and impact of the scheme overall.*
3. *WPL could act as a demand management tool to influence modal shift to more sustainable ways of travel, reduce car miles during peak journey times, alleviate congestion caused by private cars, promote more sustainable use of space, and lead to cleaner air within Edinburgh. The perceived risks from a WPL could be mitigated by using the additional WPL revenue on new services, such as creating a displaced parking taskforce.*

The WPL is one of a suite of measures that could form an important transport intervention, supporting the delivery of key policy objectives under the City Mobility Plan and the Net Zero 2030 Climate Strategy, as well as delivering nation travel objectives to reduce the number of vehicle miles travelled on roads by private car.

Draft objectives for WPL revenue Plan

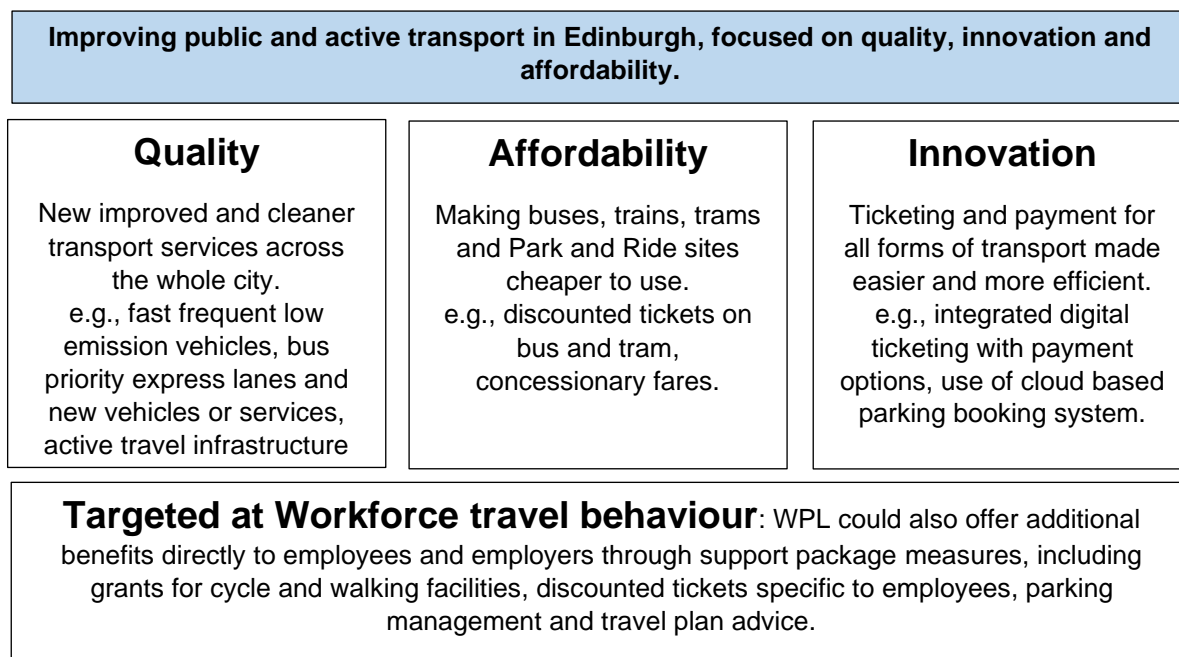
The Council already has an established programme of activities to invest in and improve active travel and public transport across the city to incentivise all transport users to shift to sustainable means of travel. Revenue from an Edinburgh WPL could fund the expansion of many current initiatives that would further encourage modal shift away from the car by, for example:

- Building on investment already made by the Council in the Business for Good programme, which delivers practical support and training for city businesses to transition to net zero;
- Giving workers inside and outside of the city better access to direct public transport links to work and for park and ride sites; and
- Giving workers, who can use alternative means of travelling to work, the encouragement to do so by better investment in active travel and public transport systems.

Edinburgh's City Mobility Plan sets out the potential framework that the revenue from a WPL scheme could support. A key benefit of a WPL scheme would be to accelerate the delivery of public transport, low carbon transport options, active travel improvements, with a focus on delivering quality, innovation and affordability.

Figure 6 shows the draft objectives and themes for an Edinburgh WPL revenue plan. Future local engagement activity will further inform and refine these draft objectives and identify specific proposals that an Edinburgh WPL could support.

Figure 6: Proposed draft objectives for an Edinburgh WPL revenue plan



Equality, Economic, Environment and Social Impact of a WPL

Free parking at work is likely to be entrenched in commuters’ minds and policies to remove these are likely to encounter opposition from employees. Not all employees are provided free car parking at their place of work and that subsidy (in the form of an available or allocated parking space) is only given to commuters who drive to work rather than all commuters. Commuters who do not drive to work have over time experienced higher price increases than the cost of motoring.⁷

The environmental consequences of parking are defined by both the loss of open space and biodiversity caused by the construction of the parking space, and in emissions of greenhouse gases and air pollutants occurring while cars are cruising for parking. Car parks are often areas of impermeable, grey space lacking in green infrastructure creating potential flood risks and the lack of connectivity for biodiversity.

Allocated car parking spaces at places of work is also found to encourage solo driving, contributing to congestion, increased greenhouse gas emissions and poorer air quality. Poor local air quality from the widespread and sustained use of private petrol and diesel powered vehicles significantly affects environmental and health-related wellbeing.⁸

Economic consequences are reflected in the time costs incurred while cruising for parking, and in time losses from traffic congestion caused by the volume of cars on the road. These costs come on top of construction and maintenance costs of parking spaces, as well as the opportunity costs of alternative land uses.⁹

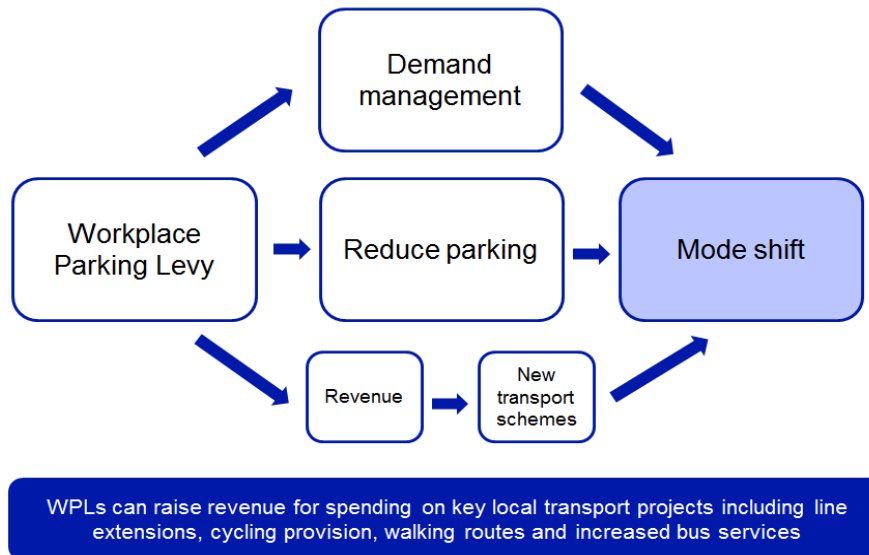
⁷ From May 1999, relative to the Retail Prices Index (RPI) measure of inflation the cost of motoring has fallen by 19%, GB-wide rail fares have increased by 31%, and bus and coach fares have increased by 102% - Scottish Parliament Research Centre, [is there a war on the motorist](#), 2022

⁸ Simon Dale, Matthew Frost, Stephen Ison, Lucy Budd, [The Impact of the Nottingham Workplace Parking Levy on Travel to Work Mode Share](#), 2019

⁹ OECD, [The Environmental and Welfare Implications of Parking Policy – Environment Working Paper No. 145](#), 2019

The potential benefits from a WPL scheme include reducing the demand for car commuting and providing finance for supporting other public or active transport projects. [Figure 7](#) shows the different impacts arising from the introduction of a WPL that are intended to result in a mode shift to non-car modes.

Figure 7: Benefits from a WPL is to encourage mode shift



Source: [Transport for London 2020](#)

A WPL is likely to result in the greater demand management from employers, combined with a reduction in parking supply at workplaces over time, and the additional investment on new transport scheme that will collectively encourage solo driver to other options such as public transport, car-pooling, and also cycling or walking when commuting distances are short. This could lead to a reduction of vehicle-kilometres travelled and to environmental benefits in terms of reduced emissions of greenhouse gases and air pollutants.

Although at first sight it may appear that WPL is merely a 'tax' on business, with a closer look it has other benefits, which should be included in the assessment. These include:

- The reduction or an increase in the ability to manage congestion problems, with greater choice of transport options for employees;
- Acting as a complementary measure to air quality improvement plans such as the proposed Low Emission Zone (LEZ);
- A contribution to Edinburgh's Climate Action Plan and the Emissions Reduction Plan;
- A way of encouraging employers to actively manage their car parking and employee travel, with benefits for recruitment, retention and efficient site usage; and
- Improvement in the health and stress levels of employees who currently struggle to find suitable parking.

This section provides a summary of the impacts expected from a WPL scheme in general. Further impact assessments using local data where possible, in the form of an integrated impact assessment, could be valuable. This could, for example, include an assessment on the additional cost for employers, any unintended consequences on groups, as well as consideration of the impact from the additional public investment in key transport proposals.

Impact on Employers

High levels of congestion threaten business competitiveness in terms of inhibiting access to markets, restricting the supply of labour and interrupting logistics and supply chains. In light of ever increasing travel demand, with forecasts predicting future significant growth, tackling congestion and providing alternative options to the car are crucial for continued economic prosperity.

The alleviation or reduction of congestion carries a positive labour market impact specifically on recruitment and retention of staff and may through a reduction or control in the increase of journey times, potentially extending the catchment size for employment of staff. The benefit of reduced journey times to work will benefit in particular those travelling the furthest and from outside of the council boundary who need to travel into Edinburgh for work.

In some cases, employers may rely on providing free parking for staff to drive to work as there are no reasonable alternatives for their staff. The offer of free parking to employees may also benefit the employer in increasing the catchment area for employment and lead to better staff recruitment and staff retention outcomes. The public transport improvements paid for by the levy may create better alternatives to the car and engaging with employers to understand where specific and local improvements could help improve the outcome or mitigate impact for the employer overall.

Leicester City Council identified a range of mitigating projects and local based decision on a WPL design that could positively impact on employers.¹⁰ Some of the examples on spend decision include:

- Provision of more frequent and better radial and orbital bus services serving suburban employment sites and Park and Ride sites and also demand responsive buses, so more employees will have direct bus links to work. These improved services will in some cases also serve areas outside the City Council boundary;
- Including employer travel plan advice and support as a key part of the WPL proposals; and
- Proposing affordable bus fares or reduced public transport discounts for employees where possible.

Some examples of WPL decision making that would help mitigate the impact on employers include:

- Giving a 100% discount to small businesses;
- Proposing a WPL charge level through consultation and engagement with businesses taking into account of the specific needs of businesses; and
- Following the Nottingham example in making the WPL as easy as possible for employers to administer e.g., exempting operationally necessary parking such a business visitors and customers that is difficult to estimate in advance.

¹⁰ Leicester City Council, [Workplace Parking Levy Business Case](#), 2022

Impact on Employees

A WPL is a charge on a complementary product, workplace parking places, impacting on the cost of spaces available at the destination point of a journey. If the charge is passed on by the organisation to the employee, then it is more likely to have an impact on travel behaviour, because it provides a financial disincentive to drive to work where previously this was provided free of charge. Similarly, if the employer aims to reduce or change their provision of parking places at the workplace this will also influence the employees options to travel to work by car.

The range of responses from employers should they have access to parking and the employer passing on the charge directly to the employer include:

1. Employee would pay for parking at work.
2. Employee would choose an alternative form of transport to avoid paying.
3. Employee would park somewhere else to avoid paying.
4. Employee would not be willing to pay for the parking at work and instead work at home, if possible.
5. Employer already charges the employee a permit for parking at their place of working. The addition of the new levy would be an addition fee, replace fully or part replace the current arrangement, with potential impact (1-4) above applying.

Leicester City Council made a list of proposals specific to mitigating the impact of a WPL on low income workers.¹¹ These include proposing:

- A 100% small business discount, which will capture a large proportion of the identified low-wage sectors in the area.
- A business support initiative focusing primarily on the larger liable businesses. The initiative could provide advice on the practical and fair ways of passing on the levy to car commuters, if that is what the employer wants to do.
- Mirror the several examples in Nottingham of employers charging higher paid employees more and lower paid employees less than the levy charge.
- Provision of affordable bus fares with discounts for lower paid and unemployed people.
- Provision of improved cycle routes offering convenient and safe low-cost travel options.

Suppressed demand for parking

For some workplaces where parking is provided, there may also be a suppressed demand for using a private car to travel to work. While the introduction of levy or charge on the use of the parking place, may introduce a new cost that was otherwise absent, drivers might still be willing to pay for the space because this would guarantee parking for their private vehicle and offers greater certainty of being allocated a parking place at or near work.

This could lead to an upward pressure on the change in the current supply of parking spaces at workplaces from the introduction of a workplace parking levy. During the Edinburgh Workplace Parking Survey in 2020, it was observed that on a few occasions cars were parked outside of the allocated parking bay, so the utilised parking places used exceeded the allocated parking spaces at the workplace.

¹¹ Leicester City Council, [Workplace Parking Levy Business Case](#), 2022

Displaced parking

The identification of the most likely locations for displaced parking is essential so that an assured level of resources for implementing any necessary parking control measures can be allocated in future. The WPL scheme could cause disruption in residential areas from displaced parking if the charge is passed on by employers and some employees then choose to park on the public highway adjacent to residential properties. Initial mapping of workplace parking locations, on a ward by ward basis is shown in [Figure 8](#).

Figure 8: Edinburgh ward distribution of the estimated liable parking places for an Edinburgh WPL, survey conducted in early 2020

Edinburgh Ward	% Share of total liable occupied workplace parking places	Estimated Liable occupied workplace parking places
Almond	10%	2,800
City Centre	12%	3,400
Colinton	1%	400
Costorphine	2%	500
Craigtinny	1%	300
Drum Brae	26%	7,400
Forth	5%	1,500
Fountainbridge	2%	500
Inverleith	5%	1,400
Leith	5%	1,300
Leith Walk	3%	800
Liberton	4%	1,000
Morningside	2%	500
Pentland Hills	10%	2,800
Portobello	4%	1,000
Sighthill	9%	2,600
Southside	2%	700

Source: Edinburgh Workplace Parking Survey

Note total spaces above are those where physical survey was completed to estimated potential liability in early 2020 survey.

The evidence from the Edinburgh workplace parking survey shown above could be used identify potential hot spots of displaced parking. Revenue raised from the WPL could also fund a Displacement Parking Taskforce team so that the Council is fully prepared to monitor and respond to any issues arising once the scheme is implemented. A Displacement Parking Taskforce team was included in Leicester City Council's Business Case proposal at an annual cost of £450,000 per annum during the first three years of operation decreasing to £100,000 per annum by year 7.¹²

¹² Leicester City Council, [Workplace Parking Levy Business Case](#), 2022

Delivery

This section looks at the potential costs, risks, delivery timescales and next steps for an Edinburgh Workplace Parking Levy.

Main Findings

1. *The scheme could take at least 2 years to set up as a minimum.*
2. *The cost of running the Edinburgh WPL scheme is low relative to the potential revenue it could generate. Operating costs are estimated at £500,000 per year. This means that the net proceeds over 10 years from a WPL could provide yearly net receipts of between £4.5 million and £10.5 million if a charge per parking place was made of £550.*
3. *The next step to continue the consideration of an Edinburgh WPL involves a detailed Engagement and Consultation Plan, a draft investment proposal plan and an integrated impact assessment.*

Assumptions

Estimates in this section are derived from the Council calculations of the implementation costs on its own successful management of Council Tax and business rate collection and have also drawn from the learning and example of Nottingham City Council's application and Leicester City Council proposals for a WPL.

While other UK authorities have a different legal base, the implementation of these powers is comparable to the other UK cities in many ways because they both include delivering an efficient, simple, and transparently governed devolved levy through a licensing scheme. There are similar systems and procedures to put in place around registration, legal support, completing impact assessments or public consultation and enhanced communications to stakeholders.

The size of the costs estimated in this report are subject to many uncertainties. Specifically, costs are likely to further change subject to the following factors:

- Length of implementation stage.
- Investment in new technologies to help support delivery, audit and enforcement duties.
- Exemptions and the associated additional costs to Council's ability to administer.
- Legal advice required to create contracts/agreement.
- Use of collaborative delivery models where resources can be pulled together.
- Ability to absorb WPL activities within existing functions within the City of Edinburgh Council.

Set up costs for an Edinburgh WPL (before implementation)

To develop a WPL in Edinburgh, many phases of activity are required that could inform decisions for the Council on different design options for a WPL as well as the preferred governance and revenue plans. If the Council was to out-source this work it is estimated it could cost £190,000, which would cover outsourcing further impact assessment work and supporting the management of the engagement and consultation activities.

The estimate of set cost of £190,000 does not include any additional procurement or legal support costs. The development of the WPL is likely to create an additional ask on the existing staff complement within the Council. It is estimated that a flexible expertise budget for both ICT and Legal be set aside to the value of £100,000. The total set up costs could be secured as part of discussions on the Council budget or from approval of a potential 'spend to save' proposal.

Operating Costs for an Edinburgh WPL

The total running costs incurred for a WPL could be funded from the net proceeds of the WPL revenue, as stated in the [Transport \(Scotland\) Act 2019 and associated regulations and guidance](#).

It was estimated and reported to the Transport and Environment Committee that the cost to operate an Edinburgh WPL scheme could be £300,000 per year for the appointment of an operational team to manage the scheme, as well as a recurring ICT maintenance costs of £50,000 per year. Therefore, taking the total up to £350,000 per year.

However, further to that estimate, once the WPL scheme is up and running a range of activities related to the programme management and business communication of the WPL should be maintained, which will place an additional ask on council resources and will include:

- Overseeing engagement with businesses and operations preparation.
- Providing advice on vision and marketing communication for an Edinburgh WPL, developing and maintaining a communications plan.
- Disseminating knowledge to senior managers and updating the relevant Council Governance Board on progress.
- Arrange the purchase and specification of new IT systems and the commission of impact study work, if required, to support delivery and review of the Edinburgh WPL.
- Engagement with employers and affected businesses offering ongoing support and advice on WPL.
- Additional support to parking team for any unintended consequence of the WPL scheme on resident parking, such as an additional parking enforcement.

The costs of meeting these additional activities could be from the proceeds collected in the scheme and are provisionally estimated to cost a further £150,000. This would cover a further project management, communications and a parking enforcement officer role required during the running of the WPL scheme.

This takes the total operating cost of an Edinburgh WPL per year to around £500,000. Like for like comparisons with other Council's estimated costs for administering a WPL are difficult to make. Each local authority may have different structures, or include additional proposals with higher levels of business advice, behaviour change activities, or parking enforcement. For information purposes only a list of three other cities reported operating costs are provided:

- Nottingham City Council £475,000 per year.
- Leicester City Council scheme proposed a full operating and associated costs of £1.5 per year for the first three years falling to 950,000 in the seventh year.
- Glasgow City Council feasibility study estimated that the operating costs of the WPL would range between £300,000 and £800,000 per year in the earlier years of the scheme.

Financial liability to the Council

The City of Edinburgh Council could also be included in the WPL scheme and may have a financial liability for any eligible parking places they provide their employees who drive their vehicle to work. The Council may choose to draft the scheme with an exemption for Council premises and exempt itself from the WPL scheme to avoid this liability. However, such an exemption may not be acceptable and may compromise the integrity and messaging of the scheme and could be problematical in terms of public relations.

The Council could choose to pass on some or all of the charge to its own employees, and ensure the levy is paid fairly to staff based on salary level rather than impose a flat fee. The Council may also consider reviewing policies on the existing allocation of workplace parking and wider parking management policies, as well as enhancing staff travel planning measures, and reviewing any relevant Human Resources travel to work policies to mitigate the extent of the financial liability.

The parking provision at schools is likely to represent a majority of the liable parking places for the City of Edinburgh Council under a WPL scheme. Schools and teachers are likely to be vocal opponents to a workplace parking levy and are more likely to pass the full cost onto staff rather than absorb it.¹³ There should be efforts in any proposed WPL revenue plan to provide specific travel advice and or additional travel options for this group of workers, where possible.

Risk Register

The headline risks associated with this project have been reported in the risk register prepared in [Figure 9](#). These risks have been grouped by category into Strategic, Legal, Financial Operational, Economic, Social and Political.

One of the main risks to a WPL in Edinburgh relates to an operational risk. This risk is defined as the avoidance and evasion rates are higher than predicted leading to more enforcement and penalty notices, increasing costs and reducing revenue receipts. There could also be delays and inefficiencies in operation and failure to produce high standards of consultation and process that end up in examination proceedings being initiated by Scottish Ministers after the workplace parking scheme is finalised and published.

This risk could be mitigated by ensuring adequate time for consultation, demonstrating pre-engagement activities and placing relevant and timely evidence in the public domain, as well as ensuring that plans for enforcement or compliance procedures are reliable and robust, this may include for example, establishing a pre-registration for workplace parking licensing before implementation and the collection of the levy.

A second headline impact is the around financial risks associated with the WPL, whereby the revenue estimates do not materialise in the way expected. For example, projections on expected revenue are inaccurate and therefore results in insufficient finance for already committed projects or contribute to the failure to support any large capital projects on which borrowing commitments are to be made.

¹³ LGIU, [Implementing a Workplace Parking Levy: Insights and Reflections on Nottingham's experience](#), 2020

This risk could be mitigated by completing a robust parking survey and adopting a conservative approach into the assumptions of a financial model including taking an average annual rate over a defined period of 10 years. Further careful and prudent financial management techniques such as creating reserves could be used. The Legislation in relation to the workplace parking levy allows for the gross proceeds to carry forward to future years enabling this to be a workable option.

The third key impact relates to a social risk. This is defined as displaced parking from workers seeking to avoid paying the charge moving to other areas nearby or close to public transport terminals affecting neighbouring residential areas. In addition, low-income workers who have no current alternative to car to travel to work have the charge passed on to them by their employer and suffer disproportionately.

This could be mitigated by an on-street parking control programme funded by WPL, as well as some consideration of adjusting the WPL details to lessen burden on certain groups, as well as providing assurance in a revenue plan that alternative transport options are provided and targeted in areas where these are required the most. As adopted by Nottingham City Council funds from the WPL revenue could also support the continuous engagement with employers promoting good and fair practice for the occasions where employers pass the charge on to their employees.

Figure 9: Outline Risk Register Summary of an Edinburgh WPL

Category	Risk	Possible mitigation
1. Strategic	Key stakeholders not on board	Proper engagement and partnership building throughout prep and operation
	WPL objectives not in line with wider transport and City Council objectives	New Mobility Plan incorporates WPL into objectives and actions
2. Legal	Any element of prep process or operation challenged in a Judicial Review or during 'Examination' Period	Obtain legal advice when necessary
	Vital requirements to operate the WPL successfully are omitted from the law or from Edinburgh's own scheme	Continue to discuss proposals with Scottish Govt throughout prep and operation Obtain legal advice when necessary
	Inadequate engagement and consultation carried out	Adhere to and exceed minimum standards on length, ensure effective communications.
3. Financial	Projections are wrong and insufficient finance is available for committed projects (worse if a large capital project on which borrowing commitments have been made)	Do robust parking survey or accommodation audit. Adopt a conservative approach and assumptions built into modelling work.
	Successful legal challenge means WPL revenue already collected must be paid back	Get specialist legal advice as required
	WPL liable Business reacts by severely cutting back on parking therefore reducing receipts	Get charge right, engage with business, deliver alternatives. If necessary, assume reduction in parking over time.
4. Operational	Avoidance and evasion rates are higher than predicted leading to more	Make sure enforcement procedures are reliable and robust

Category	Risk	Possible mitigation
	enforcement and penalty notices, increasing costs and reducing receipts	
	Delays and inefficiencies in operation	Preparation, allow enough time for shadow period pre-charging.
5. Economic	Unacceptable impact on local economy e.g., on level of inward investment, employment	Carry out economic impact assessment. Engage with businesses and reps
	Key businesses move out rather than pay levy	Allocate some WPL receipts for business engagement post-implementation. Allow for grant scheme.
	Unacceptable level of complaints/objections from employers	Engage as much as possible
	High level of Trade Union objection and organised activity	Engage as much as possible
6. Social	Displaced parking seriously affects neighbouring residential areas.	On street parking control programme funded by WPL.
	Low income workers struggle to pay levy, alternatives not available.	Consider 'tweaking' WPL details to lessen burden. Ensure alternatives available. Reduce proposed WPL charge level.
	Burden of paying levy falls unfairly on vulnerable groups (e.g., part-timers, low income).	Engage with employers. Consider 'tweaks' available in legislation.
	Travel behaviour of worker or employer's parking supply affected by COVID-19 and rise of home working.	Conduct robust parking survey to establish a strong baseline estimate. Adopt a conservative approach into the assumptions of a new WPL financial model, include new scenarios. Consider a city wide Business Survey on travel to work planning, target largest workplaces to ensure measured impact is proportionate and of scale.
7. Political	Promised transport improvements/alternatives are not delivered as promised	Ensure delivery arrangements in place before starting WPL operation
	WPL in operation causes unacceptable level of complaints and objections from employers and/or employees	Build in review after 3 years?
	Politicians unable to defend levy on basis of benefits obtained	Make sure impact studies are robust
	Political control of CEC changes and support for WPL reduces or disappears	

Source: City of Edinburgh Council Analysis

Next steps for an Edinburgh WPL development

The next steps to develop an Edinburgh WPL involve the completion of a range of tasks including:

1. An integrated impact assessment of the Edinburgh WPL.
2. Completion of a draft revenue plan for the WPL to be used ahead of any future engagement and consultation on the WPL scheme.
3. An engagement plan for a future public consultation on the Edinburgh WPL design, governance, and spend priorities; and
4. Completion of further impact studies, as required, on the environment and persons affected by the proposal of such a scheme.

To remain on course for a potential start date of April 2025 (Q1 2025) as set out in Figure 10, the findings from a public consultation on an Edinburgh Workplace Parking Levy would be required by the end of 2023. The continued policy development and research and the statutory impact assessment work and the management of a public consultation on the Edinburgh WPL could be delivered externally with independent support from combined budget of around £190,000.

Once political consideration of the consultation findings has been reported, the Council would then have to agree the detail of the scheme, such as the charge level, area of operation, extent of local exemptions and proposals that the receipts from the levy would support, potentially in the form of a WPL revenue plan.

The formal implementation phase of the WPL begins once the Committee has an agreed proposal for the Edinburgh WPL, in figure 10 this is estimated to be at the very end of March 2024. The implementation stage is defined by a formal consultation period on the specified scheme followed by the publication of the WPL proposal and the 8 week standstill period as outlined in more detail in [Transport Scotland Guidance on a WPL Scheme](#).

The standstill period is intended to allow the local authority and Ministers to consider whether it would be appropriate for either party to initiate an examination, as set out under the section "Examination." If no examination is initiated, then local authorities may proceed with making the scheme following the 8-week period.

In preparation for the start of the Edinburgh WPL, the City of Edinburgh Council will likely need to recruit additional staff and upgrade or buy-in a new IT records, registration and billing system for the WPL to operate on. The time allocated to conclude this is one quarter period or 3 months. Some early preparation and pilot work before this time could be required.

As previously reported earlier in the report, the appointment of an WPL operations team staff to help run the scheme and offer ongoing support and provide ongoing advice to businesses and residents could cost up to £500,000 per year. The establishment of a Displacement Parking Taskforce team or additional legal costs to challenge any examination decision have not been included in the £500,000 annual estimate.

Figure 10: Workplace Parking Levy Development and Draft Implementation Plan (Timescales are all indicative)

	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Q1 2025	Q2 2025
Regulations and Guidance finalised by Government	█												
Political Consideration of WPL update – T&E Committee 3 Nov 22		█											
Strategic Business Case			█										
Continue stakeholder engagement (pre-consultation)				█	█	█							
Political Consideration of SBC – T&E Committee 3 March 23				█									
Engagement Plan and IAA					█								
Political Consideration – T&E Committee June 23 (tbc)						█							
Draft WPL Revenue plan						█							
Complete WPL Impact Studies						█							
Public Consultation and Engagement on WPL						█	█						
Political Consideration – WPL public consultation findings							█						
Revise WPL scheme design and WPL Revenue Plan							█	█					
Political Consideration – Agree a WPL Scheme and Revenue Plan								█					
"Formal Consultation" on WPL design scheme and revenue plan								█	█	█			
Report consultation results										█			
Political Consideration - formally approve Edinburgh WPL scheme										█			
Statutory Examination period 8 weeks											█		
WPL Operations team and back office system in place											█		
Earliest timescale for WPL scheme to start												█	

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 The update on the Electric Vehicle Charging Point implementation project;
 - 1.1.2 The changes to the charging and enforcement tariffs;
 - 1.1.3 The scope of the expanded network and the intention to continue to work with Scottish Futures Trust and Transport Scotland to undertake detailed market engagement to help further refine and finalise the future scope and commercial arrangements;
 - 1.1.4 That the Business Case detailed in this report will be submitted to Transport Scotland to seek further planning and development funding with a view to securing agreement in principle for available grant funding; and
 - 1.1.5 That a further update will be provided to Committee prior to commencing procurement.

Paul Lawrence

Executive Director of Place

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Report

Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging

2. Executive Summary

- 2.1 This report provides an update regarding the Council's ongoing progress in expanding EV charging provision across Edinburgh and responds to the motion by Councillor Arthur from Committee on 3 November 2022.

3. Background

- 3.1 On [31 March 2022](#), Transport and Environment Committee approved the introduction of 81 on-street EV charge points within Edinburgh funded by the [Switched on Towns and Cities Challenge Fund](#) which is being provided by Transport Scotland.
- 3.2 In September 2022, the Council completed the installation of these 81 on-street EV charge points, creating an additional 141 EV charging bays within Edinburgh.
- 3.3 On [24 February 2022](#), the Council approved its budget for 2022/23 which comprised introducing new tariffs for Council owned publicly accessible EV chargers. This new enforcement and tariff regime was approved by Transport and Environment Committee on 31 March 2022.
- 3.4 In May 2022, the Council formally introduced the enforcement and tariff regime for all Council owned publicly accessible EV charge points.
- 3.5 On [3 November 2022](#), Committee approved an adjusted motion by Councillor Arthur on Dynamic Pricing on EV Charging.
- 3.6 Committee have been kept updated on progress with the implementation of Electric Vehicle charging through Business Bulletin updates on [28 January 2021](#), [14 October 2021](#) and [8 December 2022](#).

4. Main report

On-street EV Chargers: General Update

- 4.1 As previously reported to Committee, the Council has completed the first phase roll-out of EV charging points, as part of a project funded by Transport Scotland's Switched on Towns and Cities Challenge Fund, with all chargers going live on 5 September 2022.
- 4.2 There are some ongoing operational issues with the newly installed 50kW rapid chargers and officers are working closely with BP Pulse, ChargePlace Scotland and Transport Scotland to resolve these issues as quickly as possible.
- 4.3 The new enforcement and tariff regime was introduced on 2 May 2022. The tariffs were set so that the EV charging points were covering their operating costs (such as staff costs, electricity, maintenance and ChargePlace Scotland fees) but were not generating an operational surplus.
- 4.4 Usage and customer feedback has continued to be monitored and analysed to try and identify possible service improvements. The key themes of the feedback received from customers are:
- The maximum stay periods are too short for rapid chargers;
 - The maximum stay periods should not be enforced overnight;
 - Additional information is required to advise drivers of the enforcement and tariff regime; and
 - EV bays can often be blocked by non-EVs.
- 4.5 A full review of the current enforcement and tariff regime has been undertaken as part of the budget setting process for 2023/24, ensuring that the revised tariffs continue to cover the operating costs in the face of recent increases to the cost of electricity.
- 4.6 The table below outlines the revised tariffs and maximum stay periods and overstay penalties for each charger type:

Charger Type	Tariff (charge per kWh)	Maximum Stay Period	Overstay Penalty
Standard (7kW)	45p	12 hours	£30
Fast (22kW)	50p	3 hours (enforced between the hours of 08:00 and 23:00)	£30
Rapid (50kW)	55p	1 hour	£30

- 4.7 These tariffs were approved as part of the Council budget on 23 February 2023.
- 4.8 Council officers are currently developing a financial model, which considers changing energy prices and growing infrastructure and utilisation levels, which will be used to inform tariff setting from 2024/25 onwards and which will allow for initiatives such as dynamic charging to be considered.
- 4.9 This would be a departure from the standard practice of setting tariffs within the Council's annual fees and charges and officers are therefore also investigating the required changes in governance to enable this to happen.
- 4.10 In response to customer feedback and as noted in the table above, it is also proposed to revise the maximum stay periods for fast (22kW) and rapid (50kW) chargers, removing overnight maximum stay periods from fast chargers and increasing the maximum stay period for rapid chargers from 30 minutes to one hour.
- 4.11 These changes will also continue encourage turnover of parking that supports local demand and maintains availability.
- 4.12 It is intended to create new signage to display all enforcement and tariff information at all of the Council's chargers, which will be rolled out in advance of the revised tariffs going live.
- 4.13 It should be noted that the misuse of EV bays can also be enforced through the issue of Penalty Charge Notices (PCN) by the Council's parking attendants, who are employed by NSL.
- 4.14 PCNs can be issued to vehicles which are not actively charging, or to non-EVs, using the following contravention codes:
- 14 – Parked in an electric vehicle charging place during restricted hours without charging.
 - 23 – Parked in a parking place not designated for that class of vehicle.

On-street EV Chargers: Phase 2 - Public Chargers

- 4.15 The Council was successful in its bid for funding through the [On-street Residential Chargepoint Scheme](#) (ORCS) which is being provided by the UK Government's Office for Low Emission Vehicles (OLEV) and the Energy Saving Trust (EST).
- 4.16 £195,669.92 of funding is being utilised to deliver a further 22 public charge points in residential areas, creating 44 charging bays, which is expected to be completed by Spring 2023. Details of the proposed locations are provided in Appendix 1 and are also available on the [Council's EV website](#).
- 4.17 The proposed locations were identified using a scoring framework

developed from a business case produced by the EST. The scoring framework looked at deliverability (access to the grid / power connections) and users and demand (conveniently located and to meet projected demand).

- 4.18 The scoring framework also considered policy data (air quality and congestion levels) and strategic direction from the Council's City Mobility Plan (CMP) which was approved by Committee on [19 February 2021](#).
- 4.19 The Council is also working closely with BP Pulse to deliver Community Benefits as part of the contact and will be trialling dropped kerbs at select locations to improve the accessibility of the chargers. This aligns with the newly created Edinburgh Street Design Guidance factsheet for Electric Vehicle Chargepoints which is being finalised in 2023.
- 4.20 The Traffic Regulation Order legal process to introduce and enforce EV Charging Places at the ORCS locations concluded in December 2022 and received no objections. This will come into effect on 31 March 2023.

On-street EV Chargers: Phase 2 – Car Club Chargers

- 4.21 The Council was also successful in its bid to utilise surplus funding from the [Switched on Towns and Cities Challenge Fund](#) which is being provided by Transport Scotland.
- 4.22 The funding is being utilised to deliver 37 charge points, creating 74 charging bays for the exclusive use of the Council's Car Club partner, currently Enterprise Car Club, which are expected to be delivered by spring 2023.
- 4.23 The proposed locations for the dedicated Car Club chargers are shown in Appendix 2. The EV charge points will be installed at existing Car Club bays to allow Enterprise to switch their fleet to EVs supporting the policies outlined in the CMP and the Council's net zero ambition for 2030. This is one of the biggest projects in Europe to electrify Car Club fleet and will allow Enterprise to supply 74 EVs for use by its members.
- 4.24 The procurement exercise to deliver the ORCS and Car Club chargers concluded in March 2022 with the contract being awarded to BP Pulse. The work to deliver these chargers is already underway and is expected to be completed by Spring 2023.

Pathfinder Project

- 4.25 As reported to Committee in March 2022, external public sector funding for EV infrastructure is reducing or stopping. The Council have therefore been working with Scottish Futures Trust (SFT) on a Pathfinder project to develop a full business case to determine future financing and delivery models for EV charging infrastructure.

- 4.26 The anticipated outcome of this business case is that the Council will seek to partner with private sector providers to encourage investment enabling the roll out of future EV charging provision. The Business Case will therefore enable the Council to procure a contract with a commercial charge point operating partner to satisfy the city's EV infrastructure needs over the coming years.
- 4.27 This business case will also help to unlock access to the remaining funding being made available through Transport Scotland's Electric Vehicle Infrastructure Fund.
- 4.28 To achieve a comprehensive network of public charge points, forecasting work has identified the need for 504 additional EV charging points to be provided in the city, which are anticipated to be delivered over a three-year period from 2024/25. These are proposed to consist of 420 7kW standard chargers, 40 22kW fast chargers and 44 50kW rapid chargers.

Financial Year	7kW	22kW	50kW	Total
2023/24	75	12	12	99
2024/25	125	12	16	153
2025/26	220	16	16	252
Total	420	40	44	504

- 4.29 The Business Case estimates that the private sector will deliver charge points at retail parks, supermarkets and petrol stations, totalling around 400 of these additional chargers by 2026 based on:
- Larger dedicated car parks providing 6% of parking bays with charge points;
 - Half of petrol stations installing four charging points;
 - Half of retail parks installing 15 charge points; and
 - Half of supermarkets installing five charge points.
- 4.30 This therefore leaves approximately 100 chargers to be funded and delivered by the Council. A bid for up to £1.5m of capital grant funding will be submitted by the Council to Transport Scotland through their Electric Vehicle Infrastructure Funding to help towards funding the EV charger investment programme over the next three years. The remaining proportion of the funding will be mobilised by partnering with a commercial charge point operator.
- 4.31 To encourage and to enable private sector investment, a 15-year concession-type contract is being proposed. A concession type contract is desirable from a Council perspective to maintain influence and control over charge point locations and tariffs. It will also enable the Council to minimise risk, maximise income potential and ensure alignment with future Council decisions. Whilst management of existing chargers would be transferred to the chosen operator, the Council would retain control of the below ground infrastructure.
- 4.32 The contract will be developed with support from the Council's Procurement

Service. It is envisaged that the successful bidder will be given the rights to install, operate, and maintain new and existing assets to predetermined specifications. Tariffs will be set by the operator and profit will be subject to gainshare with the Council. Performance monitoring will form part of the contract and regulate tariff adjustments.

- 4.33 Locations are not yet clearly established, though a proposed pipeline of sites have been explored with SPEN (the energy network provider), with detailed cost estimates being finalised for a refined list of locations in the city. Locations will also be further refined through working closely with the successful commercial partner.
- 4.34 The Council will continue its approach to EV infrastructure provision by focusing investment in areas where the majority of households do not have access to off-street parking, especially high-density population areas, targeting those with the greatest need whilst maximising the investment. This will be especially true where there are no private car parks which could host chargepoints.
- 4.35 To-date hub-based charging solutions have been delivered at on-street locations, comprising charging bays for four or more vehicles. This approach has offered the Council the following benefits:
- Maximising investment through economies of scale at a given location: more charging units utilising and benefiting from the substantial costs associated with the civil/electrical engineering works and enabling grid capacity/connections required at each location;
 - Minimising the impact of additional cabinets and potentially substations, which is of a benefit in sensitive locations especially like the World Heritage Site and in conservation Areas, and by attempting to equitably distribute hubs across the city;
 - Charging hubs, as well as being more cost-effective, also support the CMP's focus of reducing private car use, as providing smaller numbers of chargers more broadly around the city is likely to support and encourage car use, rather than encouraging users to think about their travel options; and
 - To further reduce private car use, as described earlier, the Council has invested in chargers for exclusive use by Car Club vehicles, thus supporting shared mobility and using cleaner vehicles. This approach, paired with the parallel Council project to develop mobility hubs in the city, presents further opportunities for supporting electric vehicle charging points and encouraging users to consider other modes potentially available at hubs, including Car Club vehicles.
- 4.36 The Council sought to test the existing approach to charger provision through

focus groups. The main points raised were that it would be preferable if:

- There were a greater number of slower chargers on-street to enable overnight charging;
- Charging hubs were within walkable distances of neighbourhoods; and
- Maximum stay periods for rapid chargers were extended.

- 4.37 No issues were raised through these focus groups regarding the Council's approach to hub-based charger provision. Going forward the intent is to provide greater levels of longer stay charging opportunities in the city near to households without off-street parking, especially to enable overnight charging.
- 4.38 New EV charging infrastructure will also continue to be sited at public transport interchanges to support the Council's modal shift ambitions, with evidence of their success from the provision of such charging points recently provided at Ingliston and Hermiston Park and Ride sites. Longer stay chargers and rapid chargers are also proposed to serve town centres to support City Plan policies to strengthen local businesses and local shopping trips and use of town centres.

5. Next Steps

- 5.1 The work to deliver the ORCS and Car Club chargers will continue and is expected to be completed by Spring 2023. Once this work is complete, the ORCS chargers will be commissioned with ChargePlace Scotland and made available to members of the public. The Car Club chargers will also be commissioned with ChargePlace Scotland and made available to Enterprise for the use of Car Club vehicles.
- 5.2 It is anticipated that the new EV tariffs and enforcement regime will be introduced on 3 April 2023. A full communications campaign will be launched at this time, which will involve updating the Council's [EV webpages](#), social media posts and updating signage at our chargers.
- 5.3 Usability guides will be made available, helping to show members of the public how to operate the chargers, and ChargePlace Scotland will also run a concurrent campaign to ensure that all of their members are informed of the proposed changes.
- 5.4 The detailed development of the Pathfinder project Business Case and Implementation Plan, with SFT, will be finalised in line with the key aspects set-out in this report. The Pathfinder Business Case will then be submitted to Transport Scotland with a view to securing agreement in principle for available grant funding.
- 5.5 A Procurement Strategy will be developed with colleagues in the Council's Procurement Service and a Prior Information Notice will be issued to

undertake detailed market engagement helping to further refine and finalise the envisaged scope and commercial arrangements.

- 5.6 A further update will be provided to Committee prior to the Council commencing procurement activities to appoint a commercial EV charge point partner.

6. Financial impact

- 6.1 The Council is working to develop a financial model that will enable future EV tariff revisions based on charger utilisation, maintenance costs, energy prices and staffing costs. This is due to be completed in 2023 and will be used to develop proposed EV tariffs in 2024/25.
- 6.2 The fee for the development of the Pathfinder Business Case was £57,500, which has been fully met through Transport Scotland's Electric Vehicle Infrastructure Fund. The Business Case is the critical component of a further funding bid being made to Transport Scotland to secure up to £1.5m capital grant to support the delivery from 2024/25 of the EV chargers, as set out in this report.

7. Stakeholder/Community Impact

- 7.1 As noted in the Background section, on 22 September 2022 the Council approved a motion requesting that officers consider opportunities for allowing residents to suggest new EV charging point locations and for this information to be used to determine the locations of future charging points. The [EV webpages](#) have now been updated to include the EV team email address that can be used for all enquiries including location requests for future chargers.
- 7.2 The Council has also commissioned video clips to guide members of the public on how to use Council chargers. These are anticipated to be added to the EV webpages by Spring 2023.
- 7.3 As part of the Pathfinder project, two focus groups were undertaken with Edinburgh residents, one group consisted of existing EV drivers and the second group consisted of drivers of other vehicle types. Findings from these focus groups have informed the proposals in this report, including extending maximum stay periods for rapid chargers to one hour, introducing more on-street chargers to enable overnight charging, and developing charging hubs located within walking distance of neighbourhoods.
- 7.4 A market engagement exercise was also undertaken with charge point operators in October 2022 to establish those interested in working with the Council, and the nature of the delivery models and charging solutions. This is in addition to the further proposed market engagement exercise outlined

previously.

- 7.5 Working with private sector partners through the Pathfinder project presents further significant opportunities to engage the public on locations and charger types.

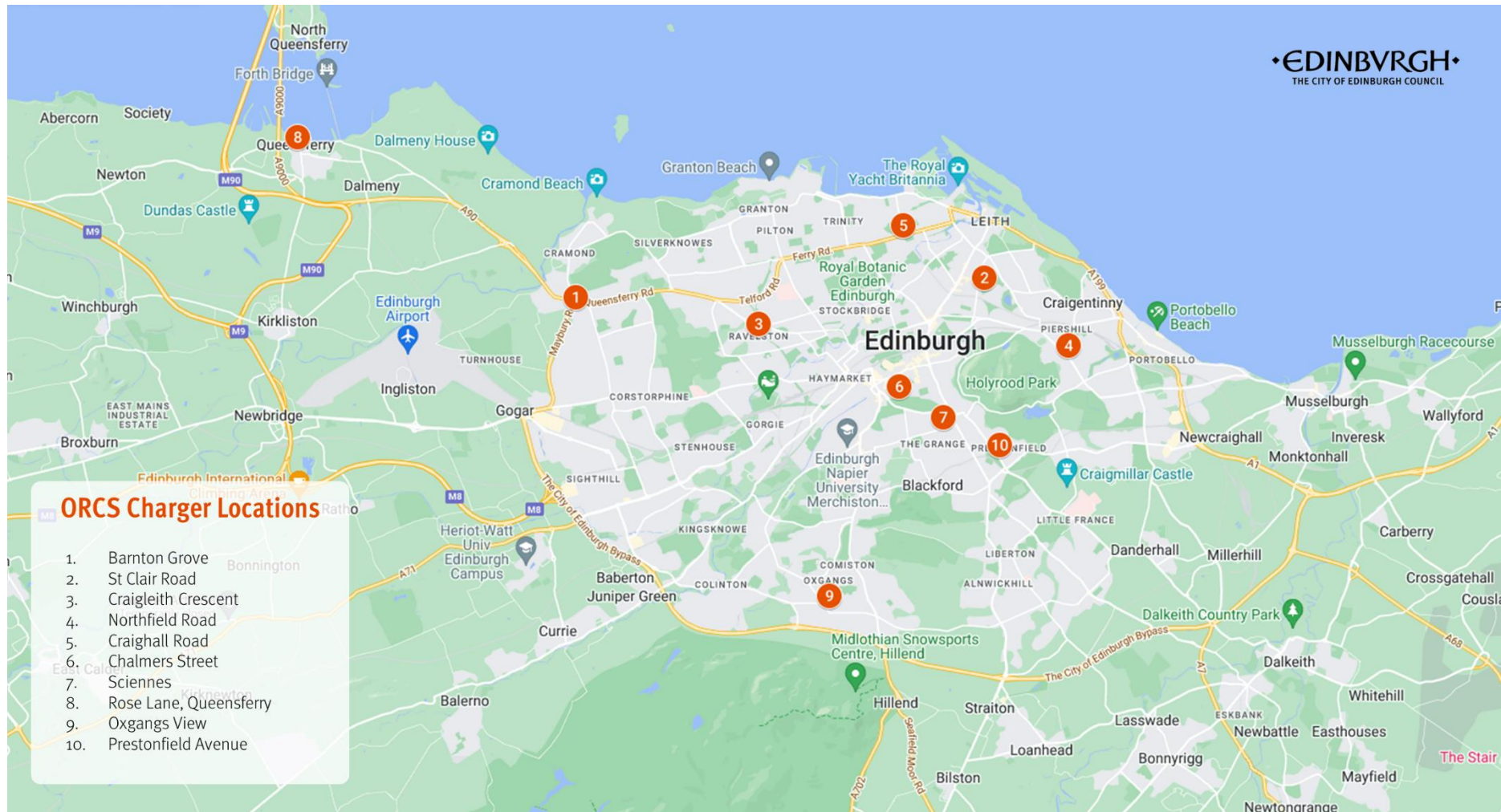
8. Background reading/external references

- 8.1 Parking Action Plan – delivering the City Mobility Plan – Transport and Environment Committee – [2 February 2023](#)

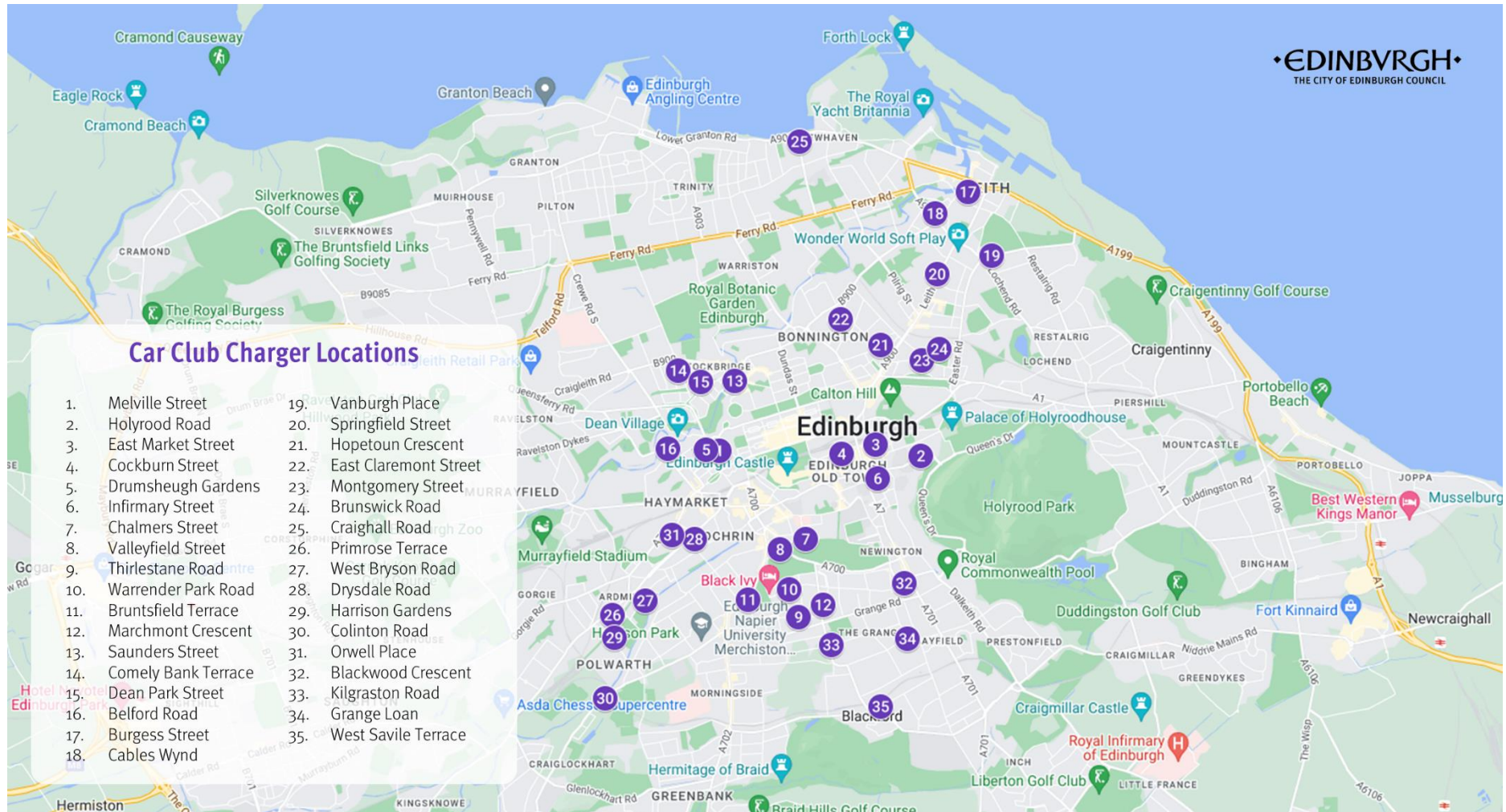
9. Appendices

- 9.1 Appendix 1 – ORCS Charger Locations
- 9.2 Appendix 2 – Car Club Charger Locations

Appendix 1 – ORCS Charger Locations



Appendix 2 – Car Club Charger Locations



Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Travelling Safely - Drum Brae North cycleway modification

Executive/routine Wards	Executive 3 Drum Brae/Gyle
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note that, as part of the Travelling Safely programme, at its meeting of 18 August 2022 (reconvened on 1 September 2022), Committee approved the removal of cycle segregation units on Drum Brae North;
 - 1.1.2 Note the issues which have been raised since the units were removed in January 2023; and therefore
 - 1.1.3 Approve the reinstatement of cycle segregation units northbound from no.56 Drum Brae North to the end of the cycleway just north of the junction with Barntongate Avenue, in response to concerns raise from residents.

Paul Lawrence

Executive Director of Place

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Travelling Safely - Drum Brae North cycleway modification

2. Executive Summary

- 2.1 This report seeks approval to reinstate a small section of cycle segregation units on Drum Brae North in response to concerns from residents and following observation.

3. Background

- 3.1 The cycleway on Drum Brae North was first introduced as part of Spaces for People and subsequently continued as a trial under the Travelling Safely programme through an Experimental Traffic Regulation Order (ETRO). Part of the purpose of the trial was to provide flexibility to try and then modify schemes in order to reach the best balance of safety for users.
- 3.2 The Travelling Safely programme comprises a package of trial active travel schemes that aim to improve safety for walking and cycling around the city.
- 3.3 On [18 August 2022](#) Transport and Environment Committee (reconvened on 1 September 2022) approved to take forward the Travelling Safely programme using ETROs.

Drum Brae North Cycle Segregation

- 3.4 Within the Travelling Safely programme which was approved, officers recommended the removal of northbound cycleway segregation units on Drum Brae North.
- 3.5 This was due to concerns that cyclists could be at risk when coming downhill on the steepest section of the hill between Drum Brae Terrace and Craigmount Avenue North. The steepness of the hill increases the likelihood of cyclists travelling at high speed which could potentially place cyclists at risk of collisions with defenders if they need to take evasive action, such as if someone was reversing from a driveway without seeing them.
- 3.6 Following Committee approval, in January 2023, the northbound cycleway segregation units were removed.

4. Main report

- 4.1 However, since the removal of the northbound (downhill) segregation units in January 2023, the Council has been contacted by local residents and other people who use the cycleway to advise that it is now significantly less safe to use.

Monitoring of Issues

- 4.2 The particular issues that have been raised are:
- 4.2.1 Multiple vehicles regularly encroaching into the cycleway leading to a risk of collision at speed between vehicles and cyclists;
 - 4.2.2 Vehicles using the cycleway as a second traffic lane when queuing for the junctions which blocks the lane preventing cyclists from using it and forcing cyclists to ride with heavy traffic;
 - 4.2.3 The section of the cycleway from Craigmount Avenue North to Bartongate Avenue is particularly used by parents and children cycling to/from the local nursery and primary school. Removal of segregation units has made parents feel unable to safely cycle with their children; and
 - 4.2.4 Vehicles entering the cycleway and then mounting the pavement and driving half on the pavement and half in the cycleway in order to jump the queuing traffic. This places a very significant safety risk to pedestrians as well as cyclists.
- 4.3 Monitoring visits have been made to the site at peak times in January and February which reinforced the feedback received.
- 4.4 It was also noted that the majority of the issues noted occur along the section on the cycleway northwards from the junction with Craigmount Avenue North.
- 4.5 In addition, the road works being undertaken on Clermiston Road North/Queensferry Road have led to increased levels of queuing traffic on Drum Brae North. Due to this, the junction of Drum Brae North and Queensferry Road is at full capacity during peak times.

Recommendation

- 4.6 It is therefore recommended that Committee approve the reinstatement of segregation units along a short section of cycleway northbound from no.56 Drum Brae North to the end of the cycleway just north of the junction with Barntongate Avenue (around half of the length of the cycleway as shown in Appendix 1) for the following reasons:
- 4.6.1 This is the section where issues have been reported and observed; and
 - 4.6.2 From this point northwards, the steepness of the hill significantly lessens. This means the likelihood of cyclists travelling at high speed, and with long braking distances due to the hill, is reduced. This in turn lowers the associated risk of collisions with defenders if riders need to take evasive

action, such as due to someone reversing from a driveway without seeing them.

- 4.7 During reinstatement, careful consideration will be given to placement of defenders to take account of residential driveways.
- 4.8 This will not change the actual road space currently allocated to motor vehicles. However, as vehicles have been illegally using the cycleway as an additional left turn queuing lane, re-introducing the segregation units is likely to increase the queue length by around 5-10 vehicles.
- 4.9 As noted above, the junction is already at full capacity therefore it is anticipated that the wait time for vehicles, including buses, due to this additional queue length will be small. Lothian Buses have confirmed that they are content with the proposal to reinstate the cycle segregation units as proposed.

5. Next Steps

- 5.1 If Committee approve the reinstatement of these cycle segregation units, this change will be implemented. The timescale for reintroduction is expected to be between six to eight weeks.
- 5.2 Officers will continue to monitor any changes in traffic volumes and will provide a briefing to members in advance of installation of the units.
- 5.3 Once installed, monitoring will continue at this location, as part of the on-going monitoring of the Travelling Safely programme.

6. Financial impact

- 6.1 The Travelling Safely programme is funded by the Scottish Government, Places for Everyone Fund, which is administered by Sustrans.
- 6.2 It is expected that the reinstatement cost will be around £3,000 - £5,000. This will be met from the funding received for Travelling Safely.

7. Stakeholder/Community Impact

- 7.1 The safety concerns on the Drum Brae North cycleway were initially raised by local community members, with whom Council officers have been liaising.
- 7.2 Officers have discussed the proposed changes with Lothian Buses who confirmed that they would not raise any direct objections to the reinstatement of the segregation units.
- 7.3 A statutory part of the ETRO process is six-month consultation, and the Travelling Safely programme has implemented a monitoring and evaluation plan to capture stakeholder and community impact of the programme. Monitoring will be on-going at this location as part of the programme monitoring plan.

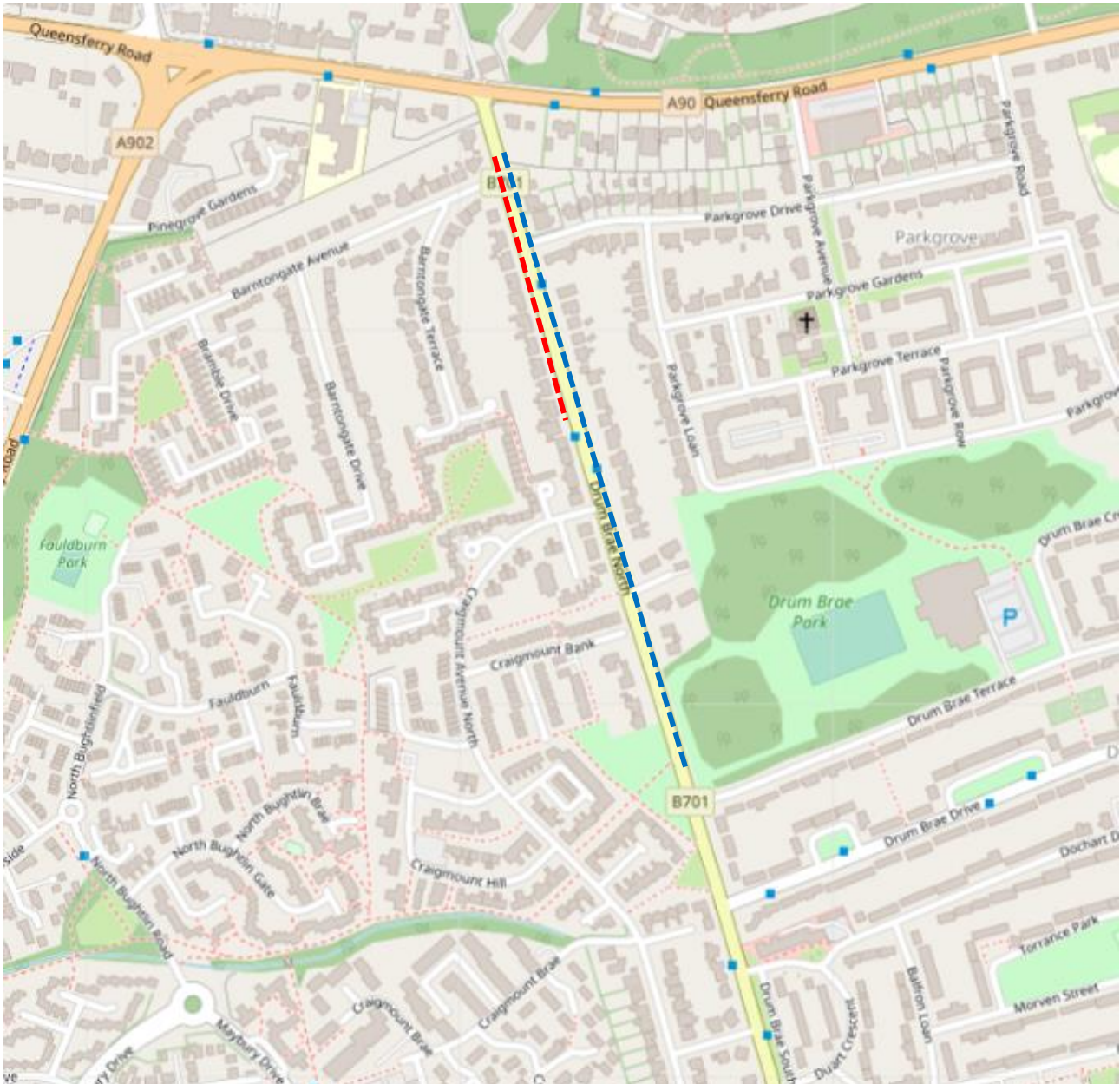
8. Background reading/external references

8.1 None.

9. Appendices

9.1 Appendix 1 - Map showing the location and extent of the planned reinstatement of the segregation units on Drum Brae North

Appendix 1 - Map showing the location and extent of the planned reinstatement of the segregation units on Drum Brae North



- Extent of segregation units to be reinstated (northbound only)
- Length of the whole cycleway

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Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Leith Connections Phase 1A Representations to Traffic Regulation Orders and Redetermination Order

Executive/routine Wards Council Commitments	Executive 13 – Leith
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
- 1.1.1 Notes the representations received to the advertised Traffic Regulation Orders TRO/21/22A and TRO/21/22B and Redetermination Order RSO/22/01 for Phase 1A of Leith Connections and the Council’s comments in response;
 - 1.1.2 Notes that implementation of the restrictions on moving traffic contained within Traffic Regulation Order TRO/21/22A, in combination with the future promotion of an Experimental Traffic Regulation Order for additional trial measures in the east of the project area, will allow implementation of the Leith low traffic neighbourhood (Phase 2 of Leith Connections);
 - 1.1.3 Approves setting aside the 21 remaining objections to Traffic Regulation Order TRO/21/22A and making the Order as advertised;
 - 1.1.4 Approves setting aside the 13 remaining objections to Traffic Regulation Order TRO/21/22B and making the Order as advertised; and
 - 1.1.5 Approves referring the 13 objections to Redetermination Order RSO/22/01 to Scottish Ministers for determination.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

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Leith Connections Phase 1A Representations to Traffic Regulation Orders and Redetermination Order

2. Executive Summary

- 2.1 This report provides details of the representations received following the public advertising of the Traffic Regulation Orders (TROs) and Redetermination Order (RSO) for Phase 1A of the Leith Connections project and the Council's comments in response.
- 2.2 It recommends setting aside all relevant objections to the Traffic Regulation Orders and making these Orders. It also recommends referring the representations to the Redetermination Order to Scottish Ministers for determination.
- 2.3 Implementation of the restrictions on moving traffic contained within Traffic Regulation Order TRO/21/22A, in combination with the future promotion of an Experimental Traffic Regulation Order for additional trial measures in the east of the project area, will allow implementation of the Leith low traffic neighbourhood (Phase 2 of Leith Connections).

3. Background

- 3.1 The Council, in partnership with Sustrans, is developing proposals for a high quality segregated cycle track and associated street improvements along a route between the Foot of the Walk and Ocean Terminal. A commitment to deliver these improvements is contained within the [Trams to Newhaven Final Business Case](#) and they will be delivered as Phase 1 of the Leith Connections project.
- 3.2 The [Leith Connections](#) project is a multi-million pound scheme that will transform the quality of walking, wheeling and cycling connections within the project area and create new public realm area for people to spend time in and enjoy their local streets. The project area and phases are shown in the maps provided in Appendix 1.
- 3.3 The background and rationale for the proposed introduction of the Phase 1 route between the Foot of the Walk and Ocean Terminal (and the aims of Low Traffic Neighbourhoods (LTNs), both in general and for Leith) were set out in a report to Committee on [18 August 2021](#).

- 3.4 The project will be delivered in three main phases:
- 3.4.1 Phase 1 - an active travel link between the Foot of the Walk and Ocean Terminal, via Henderson Street and Commercial Street. Phase 1A is from the Foot of the Walk to the northern end of Dock Street;
 - 3.4.2 Phase 2 - a low traffic neighbourhood (LTN), including measures in the east of the project area which will initially be installed on a trial basis, under a future Experimental Traffic Regulation Order (ETRO); and
 - 3.4.3 Phase 3 - a safe and attractive active travel link along a west-east corridor in the north of the project area, between the Hawthornvale Path and the shared use path to Portobello which commences at Seafield Street.
- 3.5 The project will also deliver various Transport Actions contained in the Council's Local Development Plan Action Programme, as approved by Planning Committee on [1 December 2021](#). These include:
- 3.4.1 Phase 1 - closing Henderson Street to general traffic; and
 - 3.4.2 Phase 3 - improvements to the Lindsay Road/Commercial Street junction; improving the public realm in Bernard Street and providing safe active travel infrastructure on Salamander Street.
- 3.6 Various complementary measures will be installed as part of the project. These include:
- 3.6.1 Decluttering footways: for example bins, bus stops and bollards are to be removed from the north side of Great Junction Street, providing an increased effective footway width;
 - 3.6.2 Installation of footway build outs with dropped kerb crossings and tactile paving at existing and new informal crossing points, including on Duncan Place and East Hermitage Place;
 - 3.6.3 Reallocation of carriageway space, to provide opportunities for new areas of seating, planting, community spaces, residential secure cycle hangars and bike racks;
 - 3.6.4 Introduction of cycle contraflows on a trial basis; and
 - 3.6.5 An Enterprise Car Club promotion.
- 3.7 Sustainable drainage features will be introduced along the Phase 1A route, including raingardens, porous paving and underground attenuation to slow storm water getting to the combined drainage system.
- 3.8 An artistic commission has been awarded to deliver street art, inspired by community engagement, at John's Place and outside the two primary schools.
- 3.9 The citywide Communal Bin Review project has over the last year installed new bin hub locations across the Leith area. Some minor amendments to these will be required as part of the project and local residents will be informed of any changes.

- 3.10 A Controlled Parking Zone is proposed to be introduced in Leith in mid-2023 as part of the Strategic Review of Parking Phase 1 roll out. The Leith Connections Phase 1A TROs and RSO have been designed to be complimentary to the Controlled Parking Zone proposals.

4. Main report

Summary of the Traffic Orders

- 4.1 Advertising of the Phase 1A TROs and RSO commenced on 25 November 2022 and ended on 23 December 2022. The Orders were advertised in The Scotsman newspaper and the Edinburgh Gazette, and the associated documents were available to view through the Council's Traffic Orders webpage. Street bills were posted on relevant streets and physical copies of the orders were made available at Waverley Court.
- 4.2 240 letters were delivered to properties recorded as business addresses, located within 50m of the measures, informing them of proposed changes to parking and loading arrangements.
- 4.3 The following TROs and RSO were advertised (plans are shown in Appendices 2 and 3):
- 4.3.1 TRO/21/22/A – this TRO includes various restrictions on moving traffic:
- 4.3.1.1 Prohibition of motor vehicle restrictions on Yardheads and on Parliament Street at their junctions with Henderson Street; on Burgess Street at its junction with the Shore; at the eastern end of Coalhill; on Coburg Street at its junction with Dock Street; and at Sandport Place bridge; and
- 4.3.1.2 A proposed southbound bus lane (with an exemption period in the morning to allow loading) on the southern section of the Shore. Together with the current 24 hour northbound bus lane, this will make this section of the Shore bus, cycle and taxi only during afternoon and evening hours. The new southbound bus lane will be enforced by the same camera currently used for the northbound bus lane.
- 4.3.2 TRO/21/22/B – this TRO introduces or amends waiting and/or loading restrictions on Dock Street, Coburg Street, Quayside Street (including the introduction of a loading bay), Coalhill, the Shore, Parliament Street, Yardheads, Henderson Street, Henderson Gardens (including the relocation of disabled parking bays) and Great Junction Street.
- 4.3.3 RSO/22/01 – this RSO redetermines areas of the street to footway, cycle track and carriageway, as required to form the cycle track and new public realm landscaped areas.

Representations Received

- 4.4 Representations were received from 31 individuals or organisations. Of these, 21 were objections to TRO/21/22A, 14 were objections to TRO/21/22B and 13 were objections to RSO/22/01. Some objections applied to more than one Order.
- 4.5 One representation expressed neither objection nor support for the proposal but contained comments.
- 4.6 Key themes arising from the objections, along with the Council's comments in response are summarised in Appendix 4.
- 4.7 Over half of the objections raised concerns about the impact of the scheme on traffic levels and air quality on surrounding roads, including delays which may be caused to public transport.
- 4.8 Other objections included the following concerns:
 - 4.8.1 The use of bus stop bypasses;
 - 4.8.2 That the plans would be discriminatory to certain groups;
 - 4.8.3 Reduction in the resilience of the traffic network; and
 - 4.8.4 That the area will no longer be accessible to those with motor vehicles.
- 4.9 Objections from organisations and service providers were received from: Lothian Buses, Leith Links Community Council; and Leith Newhaven and Harbour Community Council.
- 4.10 Lothian Buses have expressed concern that the signalisation and provision of pedestrian crossings at Henderson Street/ Great Junction Street junction may result in increased journey times and increased cost for Lothian Buses. They are also concerned about reduction in width of Henderson Street.
- 4.11 Following responses provided to objectors, one objection to TRO/21/22B was withdrawn by the objector.
- 4.12 There were nine supportive representations received. Examples of these are provided in Appendix 5.
- 4.13 Some representations included suggestions for changes to the TROs and the RSO, or general suggestions. A number of these were not related to the measures proposed within the TROs and the RSO. A summary of these is provided in Appendix 6.

5. Next Steps

- 5.1 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a RSO must be referred to Scottish Ministers. The process that Scottish Ministers use to reach their conclusion on the RSO is at their discretion.

They may decide to hold a public hearing to consider the representations, but this is not a mandatory requirement.

- 5.2 Subject to approval of the recommendations in this report, the Council will proceed to make the TROs and will refer the representations to the RSO to Scottish Ministers for determination.
- 5.3 The response to the RSO from the Scottish Ministers will be required before any work can commence on the permanent works to the cycle track and public realm that require redetermination of footway or carriageway.
- 5.4 It is intended to proceed with measures set out in the TROs (along with trial measures in the east of the project area to be introduced under a future Experimental Traffic Regulation Order) to introduce the LTN layout and the intended benefits to the community. The measures along the Phase 1A route, will therefore initially be installed in temporary materials, with the intention that they would be made permanent at a later date, should the RSO be confirmed by Scottish Ministers.
- 5.5 It is likely that Yardheads and Parliament Street will require to be maintained as motor traffic routes as part of the temporary traffic management arrangements required during construction of the Phase 1A route. The proposed prohibitions of motor vehicles at their junctions with Henderson Street are therefore not likely to be implemented until the end of the Phase 1A construction works.

6. Financial impact

- 6.1 Funding for implementation of the project is primarily being sought from the Scottish Government, via Sustrans' Places for Everyone fund.
- 6.2 The Places for Everyone grant scheme provides for 100% of pre-construction costs, up to a maximum of 10% of the overall project value. Construction costs are match funded, 70% from Sustrans and 30% from Council capital expenditure.
- 6.3 Funding for the design work for Phases 1 and 2 has been secured and, at the time of preparing this report, an application for funding for construction of Phase 1A has been submitted to Sustrans. Construction costs for the initial implementation of the LTN will be met by Places for Everyone funding which has already been secured.
- 6.4 On [14 October 2021](#), Committee approved an updated Active Travel Investment Programme (ATInP) to 2025/26. This has also been agreed with Sustrans. A total budget of £6.7m is allowed for within the ATInP for Phases 1 and 2 of this project.

7. Stakeholder/Community Impact

- 7.1 An [Integrated Impact Assessment](#) has been prepared for the Leith Connections project and will be updated as the project progresses.

- 7.2 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's walking, wheeling and cycling infrastructure, and make it more attractive, safer and accessible for less confident users, including children and older people.
- 7.3 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking, wheeling and cycling, and through promoting healthier forms of travel and development of landscaping and place.
- 7.4 Negative impacts of the proposals include the removal of uncontrolled parking affecting those that are elderly, disabled and carers. These same groups may be impacted by the introduction of bus stop bypasses, which although regularly used around the country and worldwide are a relatively new concept in Edinburgh. There may be negative impacts to business during construction works. Mitigation measures will include continued project communication and engagement and undertaking design and construction works in line with best practice guidance.
- 7.5 The proposals set out in this report will:
- 7.5.1 Reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking, wheeling and cycling in Edinburgh;
 - 7.5.2 Increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking, wheeling and cycling infrastructure. They will also allow the reallocation of current carriageway space for sustainable drainage measures; and
 - 7.5.3 Help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.
- 7.6 The programme design complies with Cycling by Design (a national standard, published by Transport Scotland) and with the Edinburgh Street Design Guidance (ESDG).
- 7.7 A comprehensive monitoring and evaluation programme for the project is planned and monitoring has commenced, with work undertaken to date including:
- 7.7.1 Various manual traffic counts during project design;
 - 7.7.2 Installation of automatic monitoring camera at Tolbooth Wynd Bridge;
 - 7.7.3 A route user intercept survey;
 - 7.7.4 On street market research;
 - 7.7.5 Focus groups with groups with particular characteristics;
 - 7.7.6 Business surveys; and
 - 7.7.7 Deployment of air quality monitoring equipment.

8. Background reading/external references

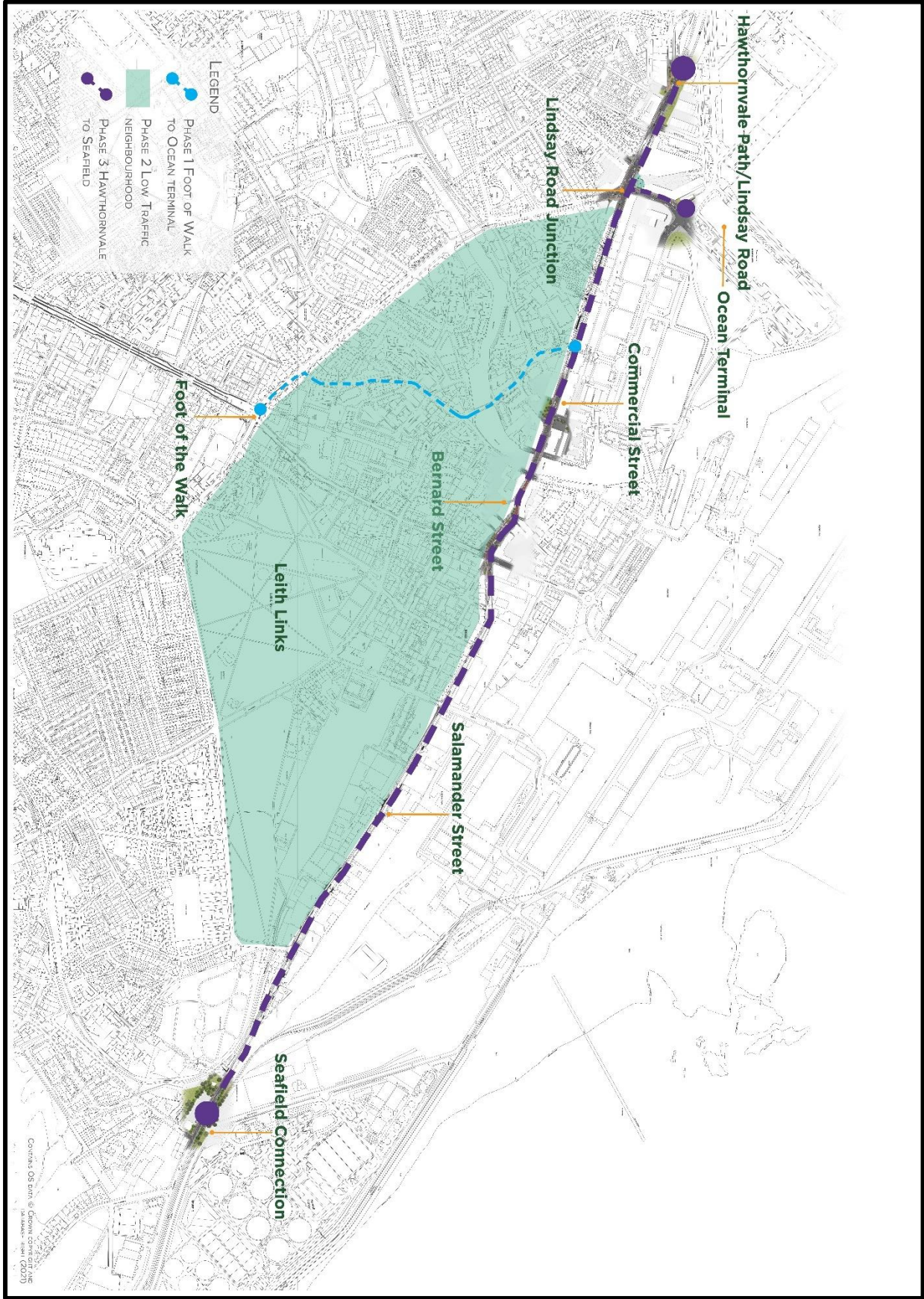
- 8.1 Business Bulletin - Transport and Environment Committee, [September 2022](#)
- 8.2 Leith Connections Engagement Report for Foot of the Walk to Ocean Terminal - [Stage 1 \(February-March 2021\)](#)
- 8.3 Leith Connections Engagement Report Low Traffic Neighbourhood - [Stage 1 \(February-March 2021\)](#)
- 8.4 Leith Connections Engagement Report Low Traffic Neighbourhood - [Stage 2 \(June-July 2021\)](#)
- 8.5 Leith Connections Phase 3 Engagement Report [\(June-July 2022\)](#)

9. Appendices

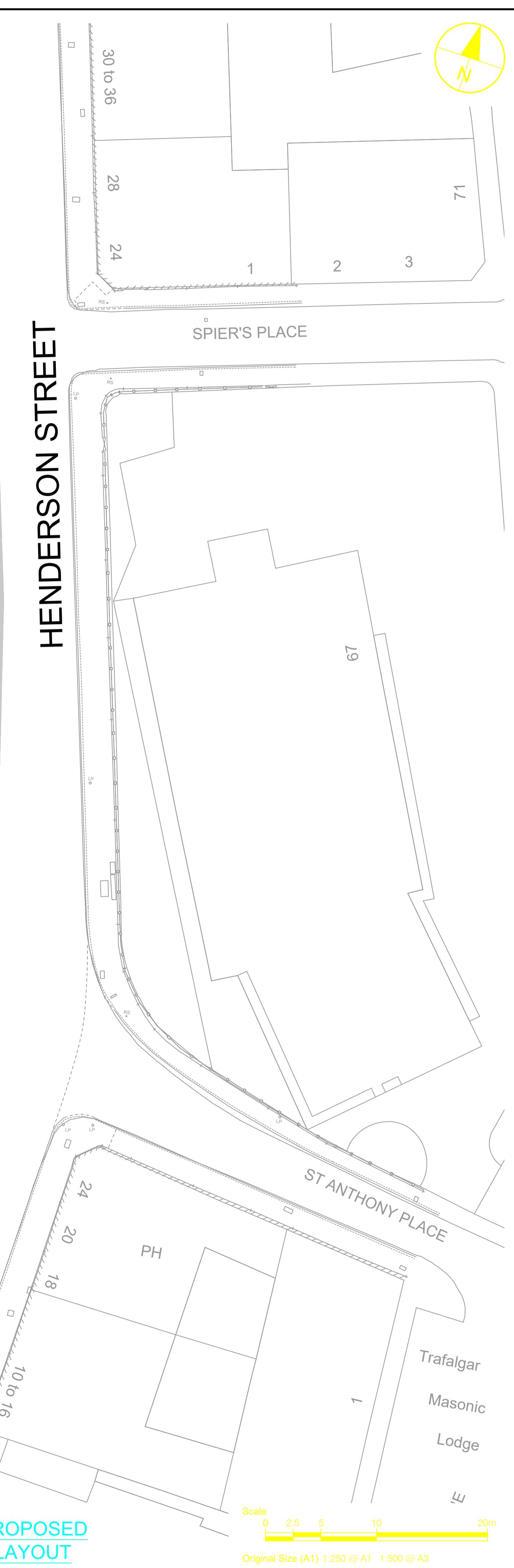
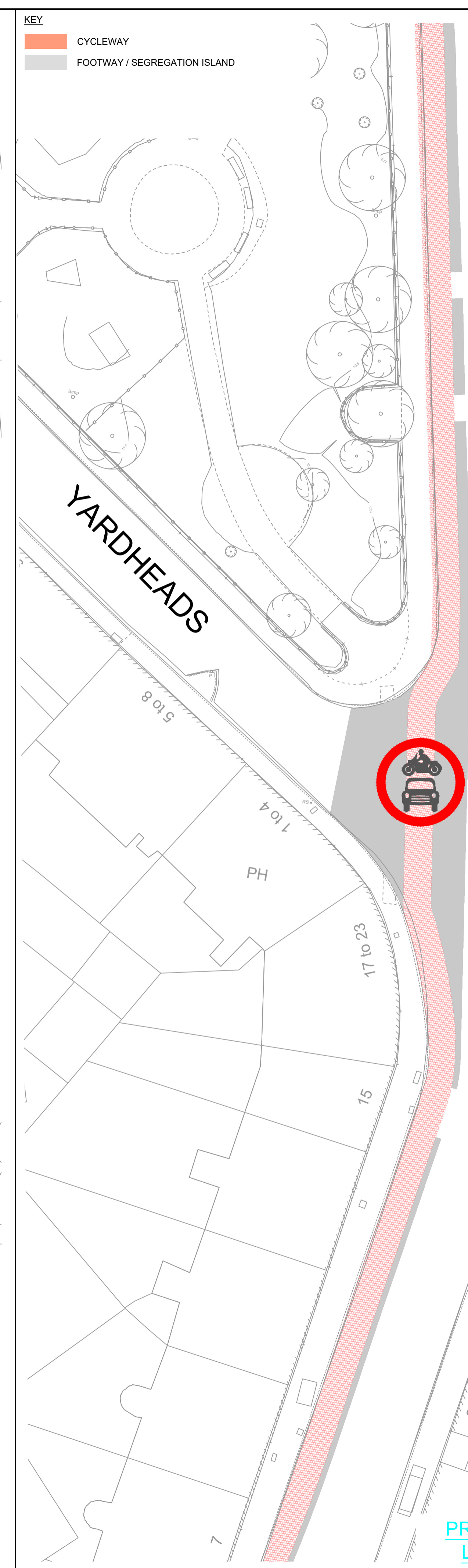
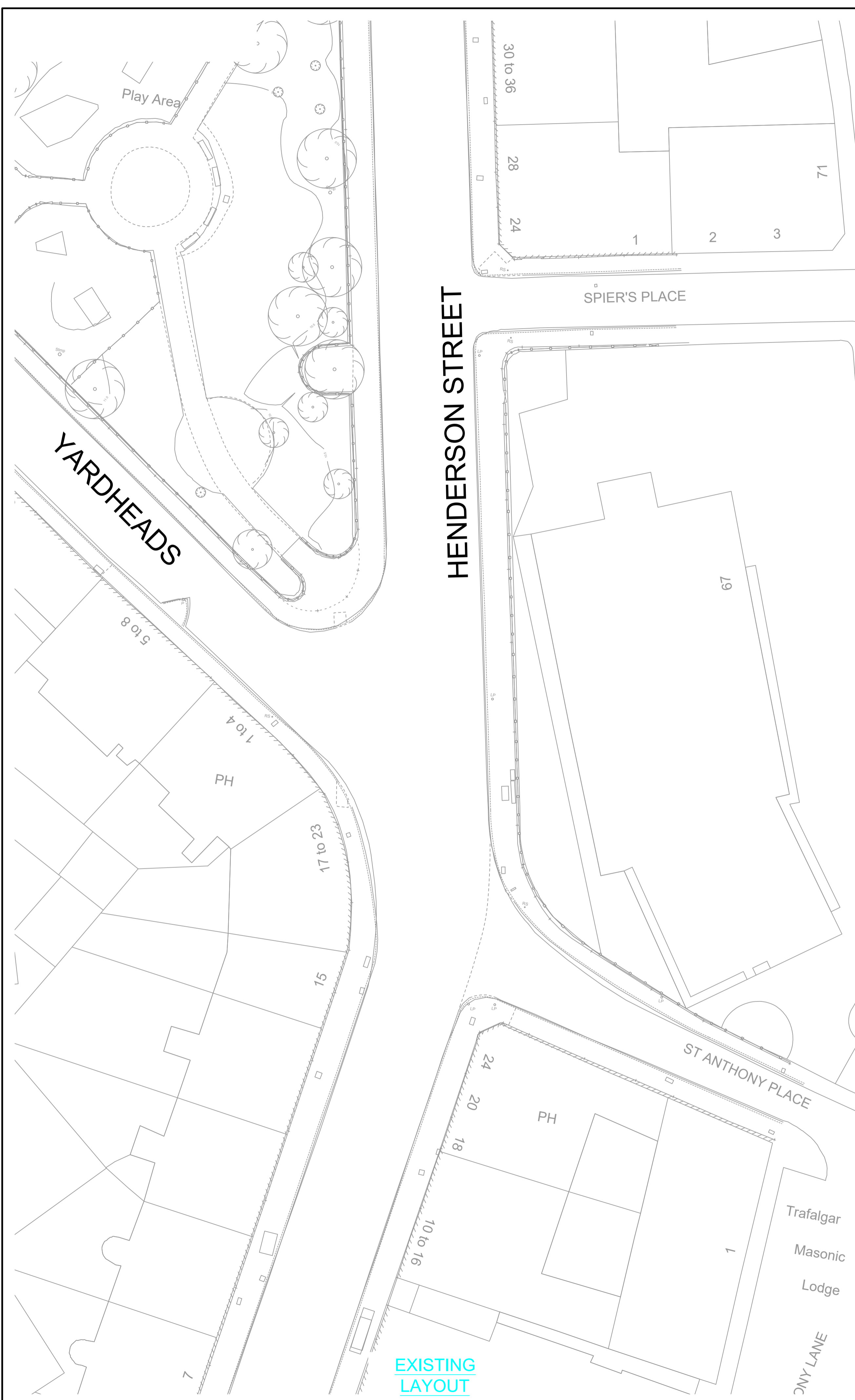
- 9.1 Appendix 1 - Leith Connections project area and phasing plans
- 9.2 Appendix 2 - Phase 1A TRO drawings
- 9.3 Appendix 3 - Phase 1A RSO drawings
- 9.4 Appendix 4 - TRO/RSO objections by theme and the Council's comments in response
- 9.5 Appendix 5 - TRO/RSO supportive representation key themes
- 9.6 Appendix 6 - Suggestions contained within representations and the Council's comments in response

Appendix 1 - Leith Connections project area and phasing

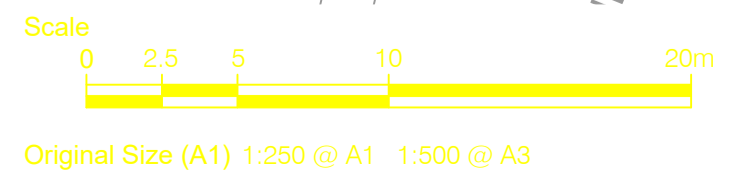
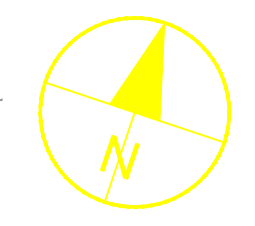








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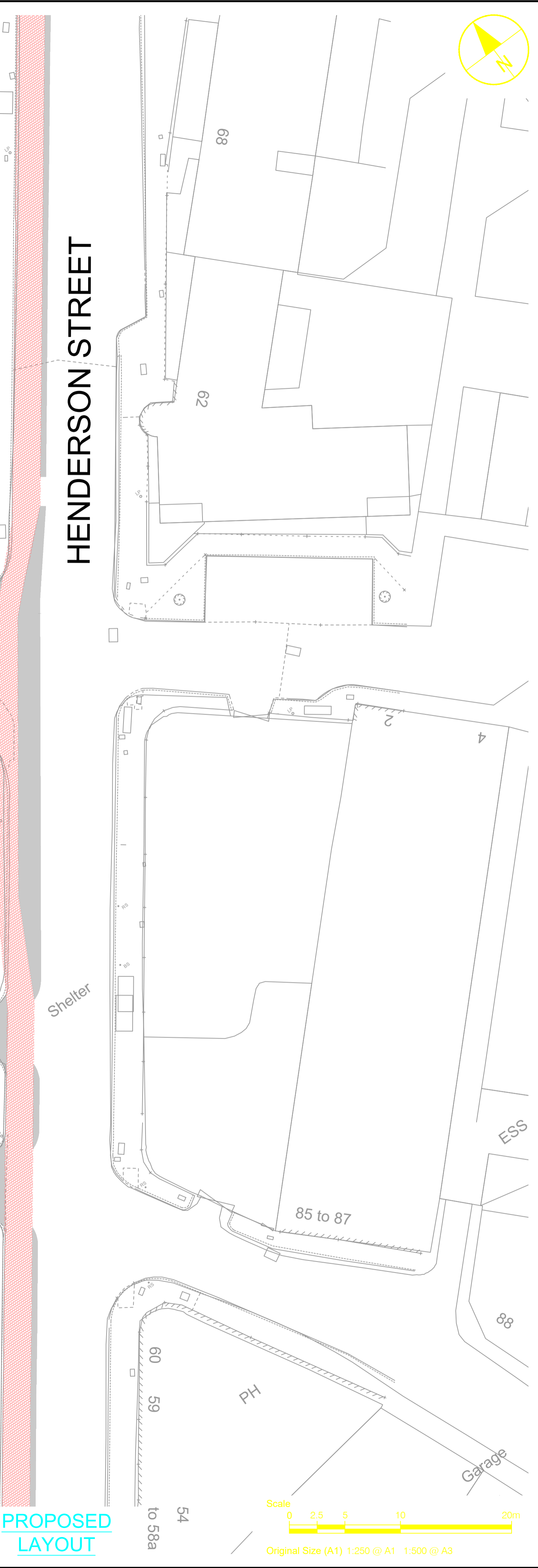
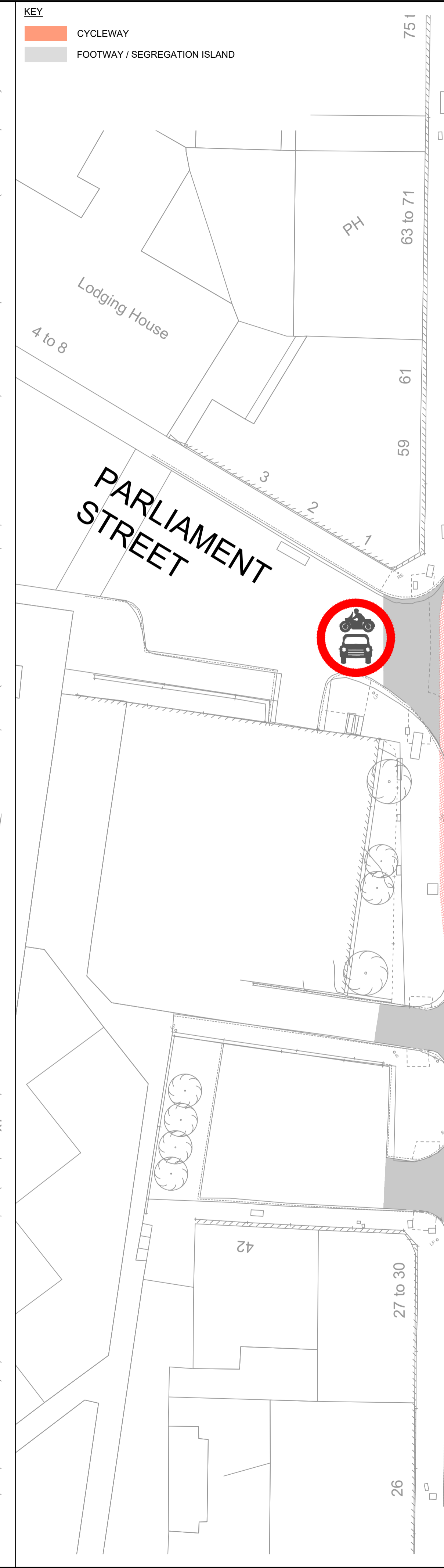
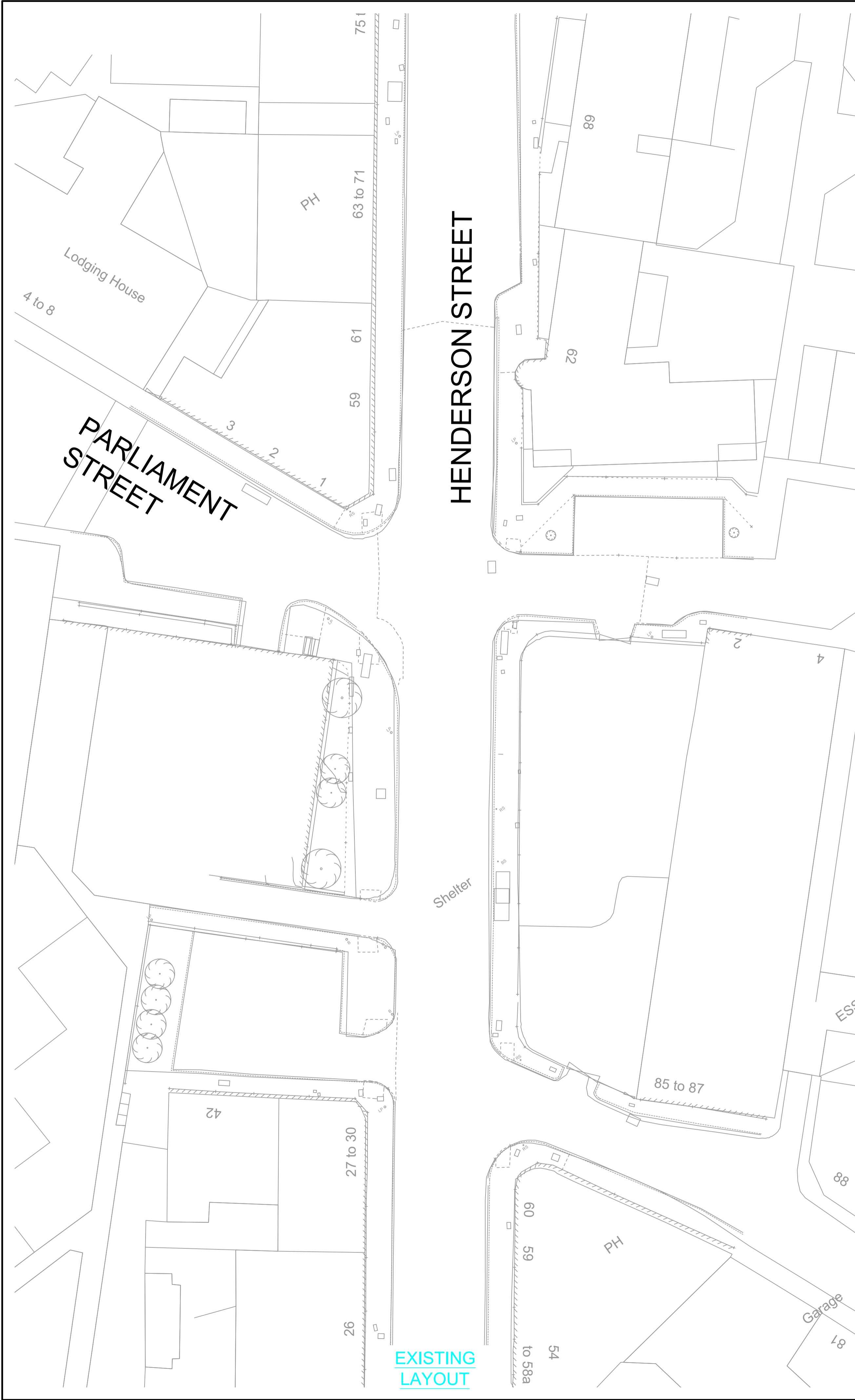
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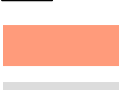

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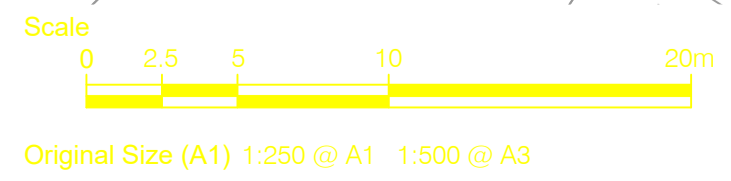
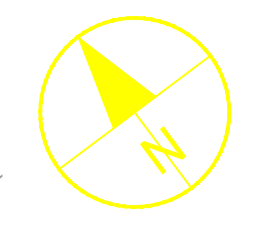
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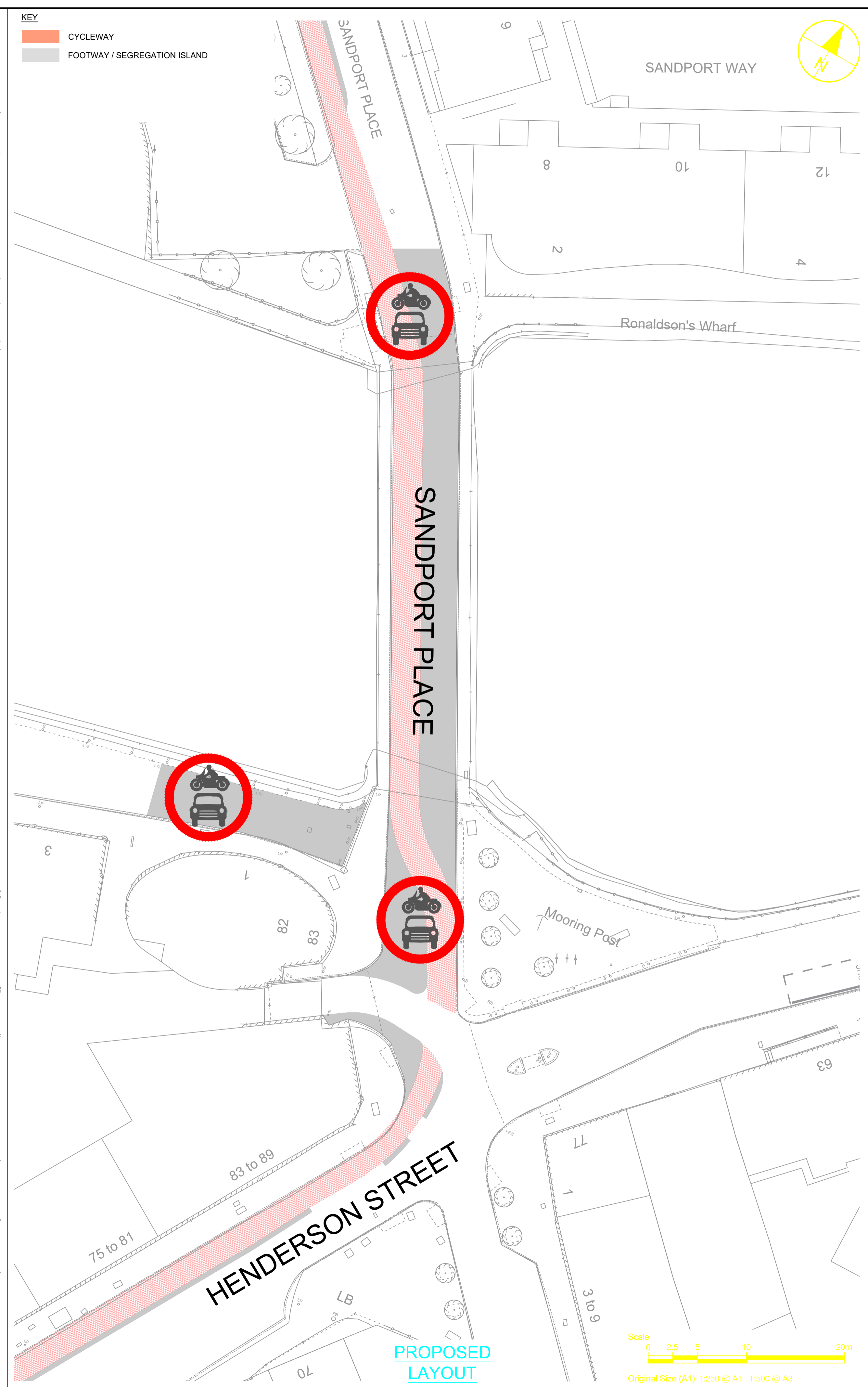
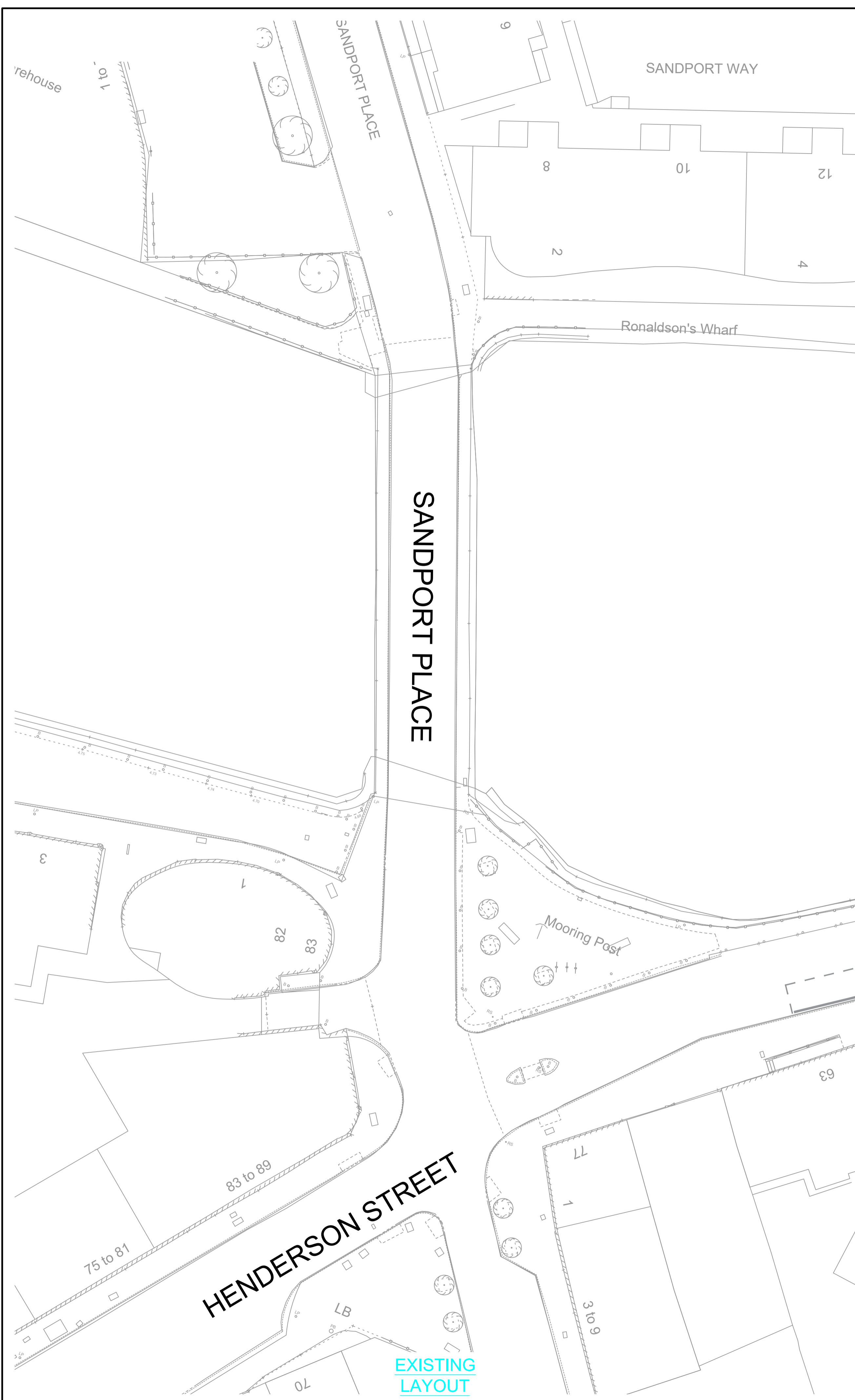
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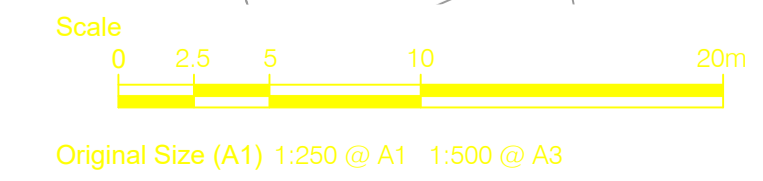
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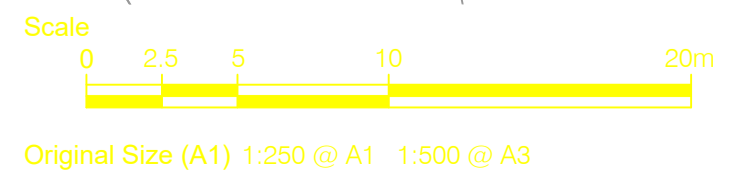
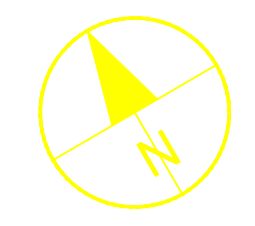
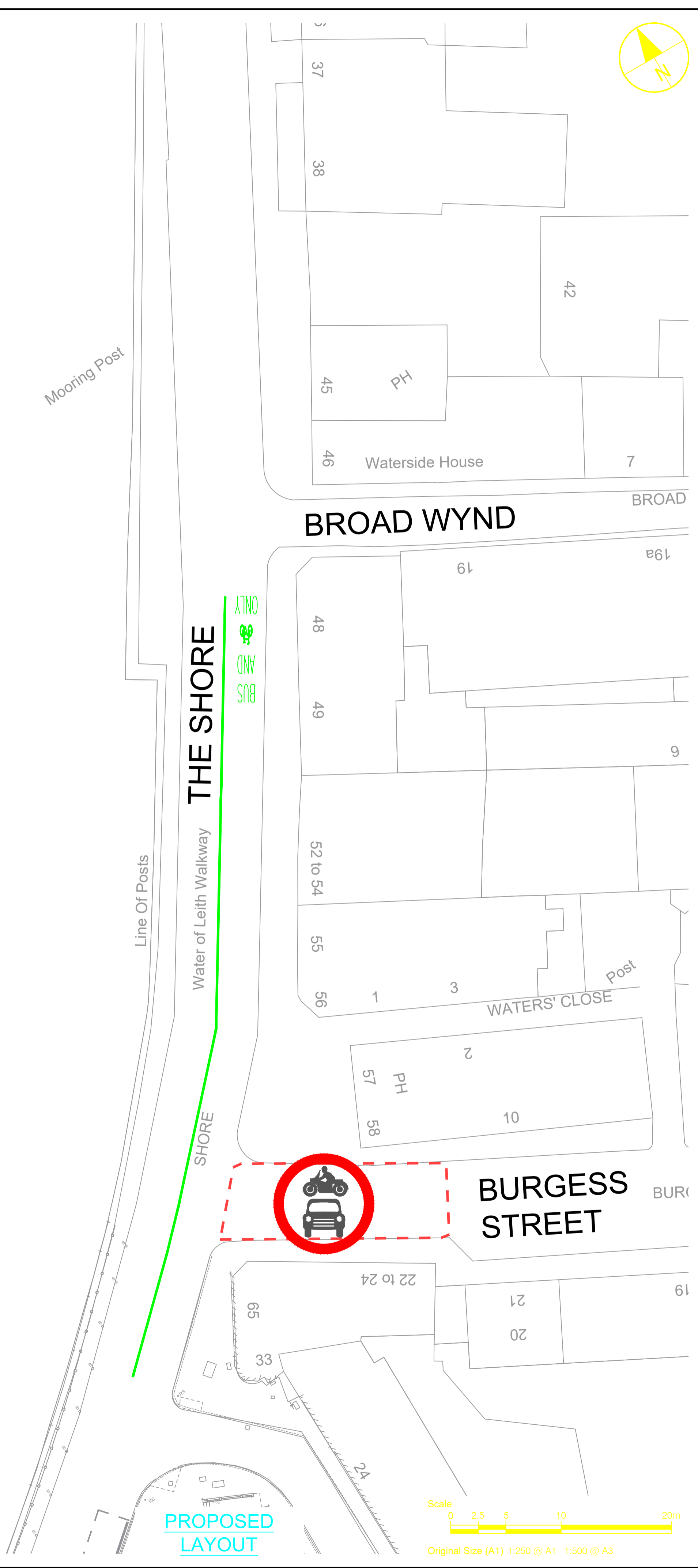
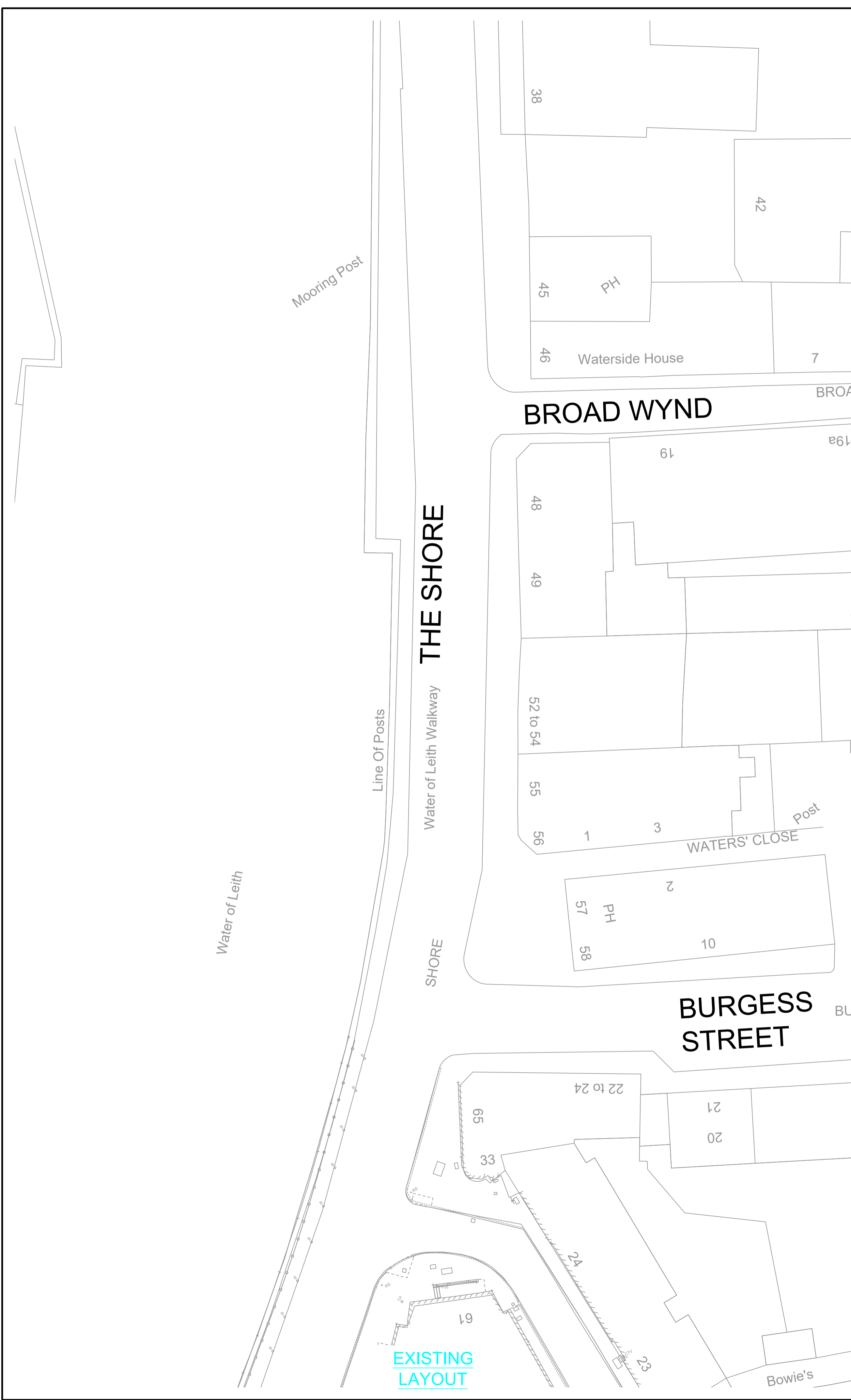
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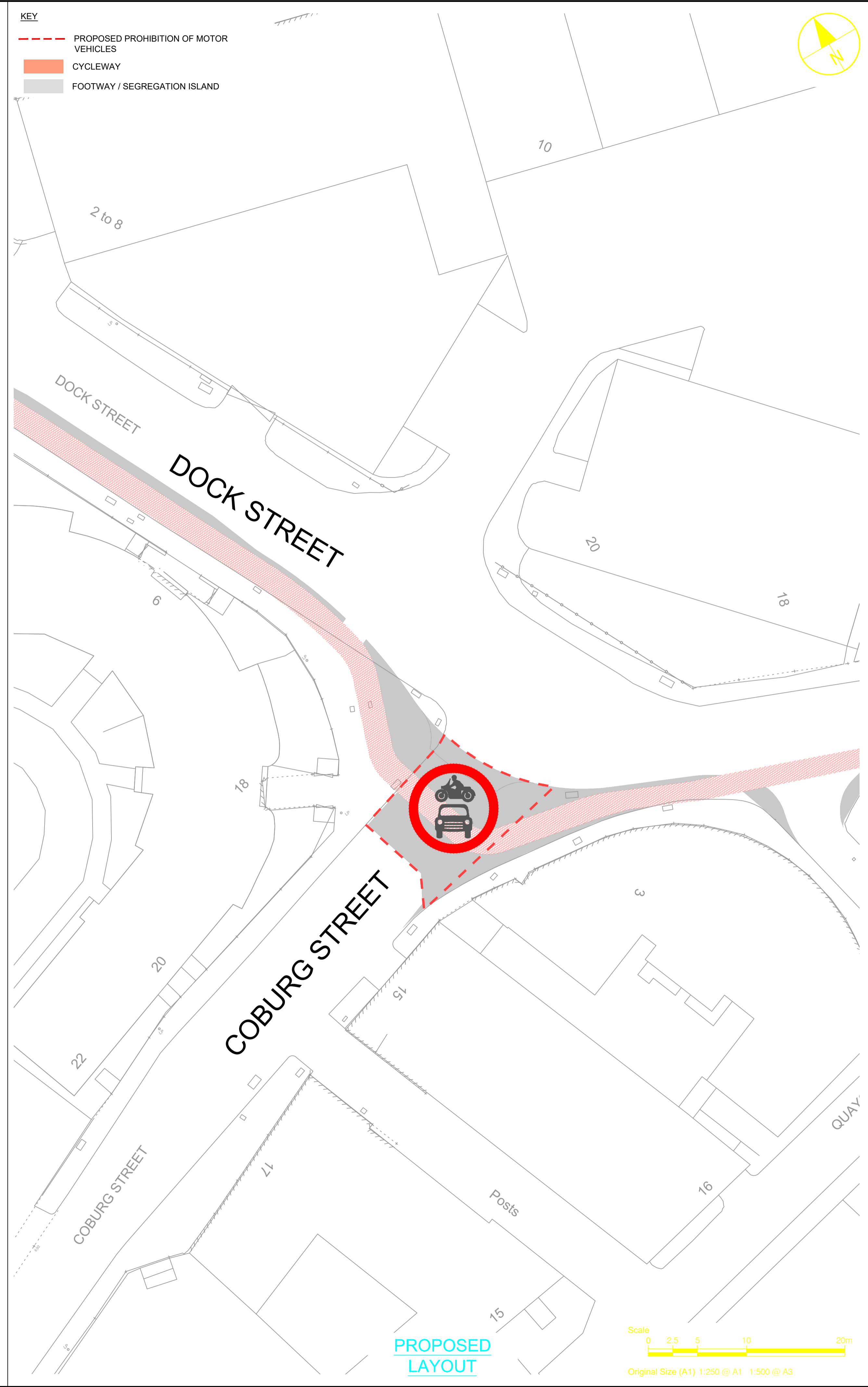
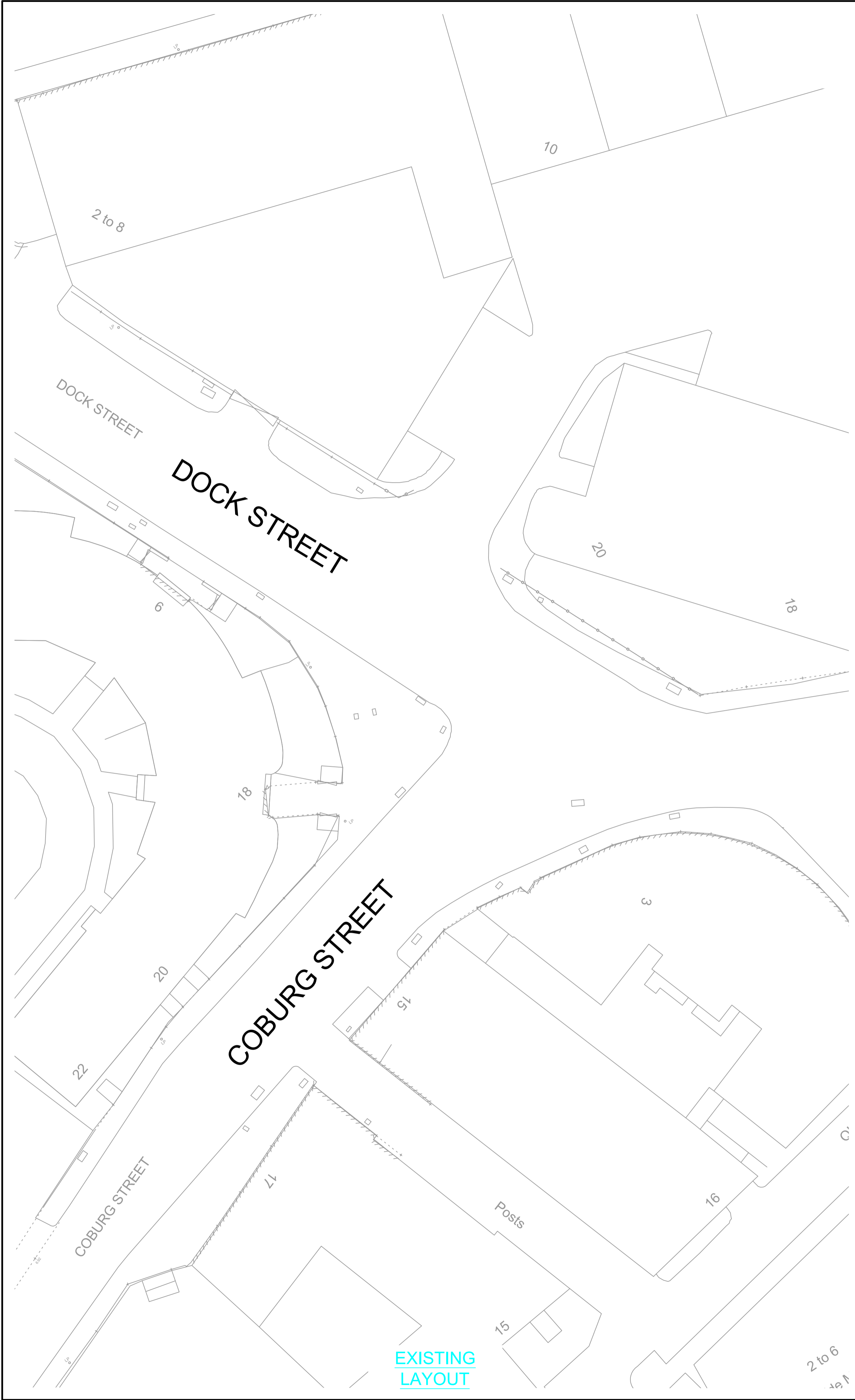
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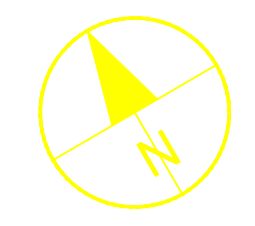
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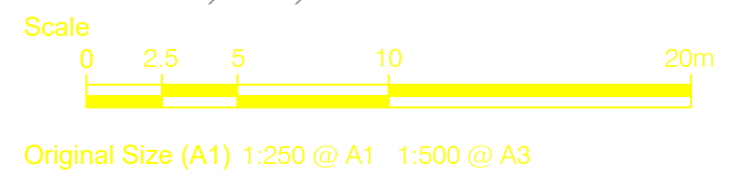
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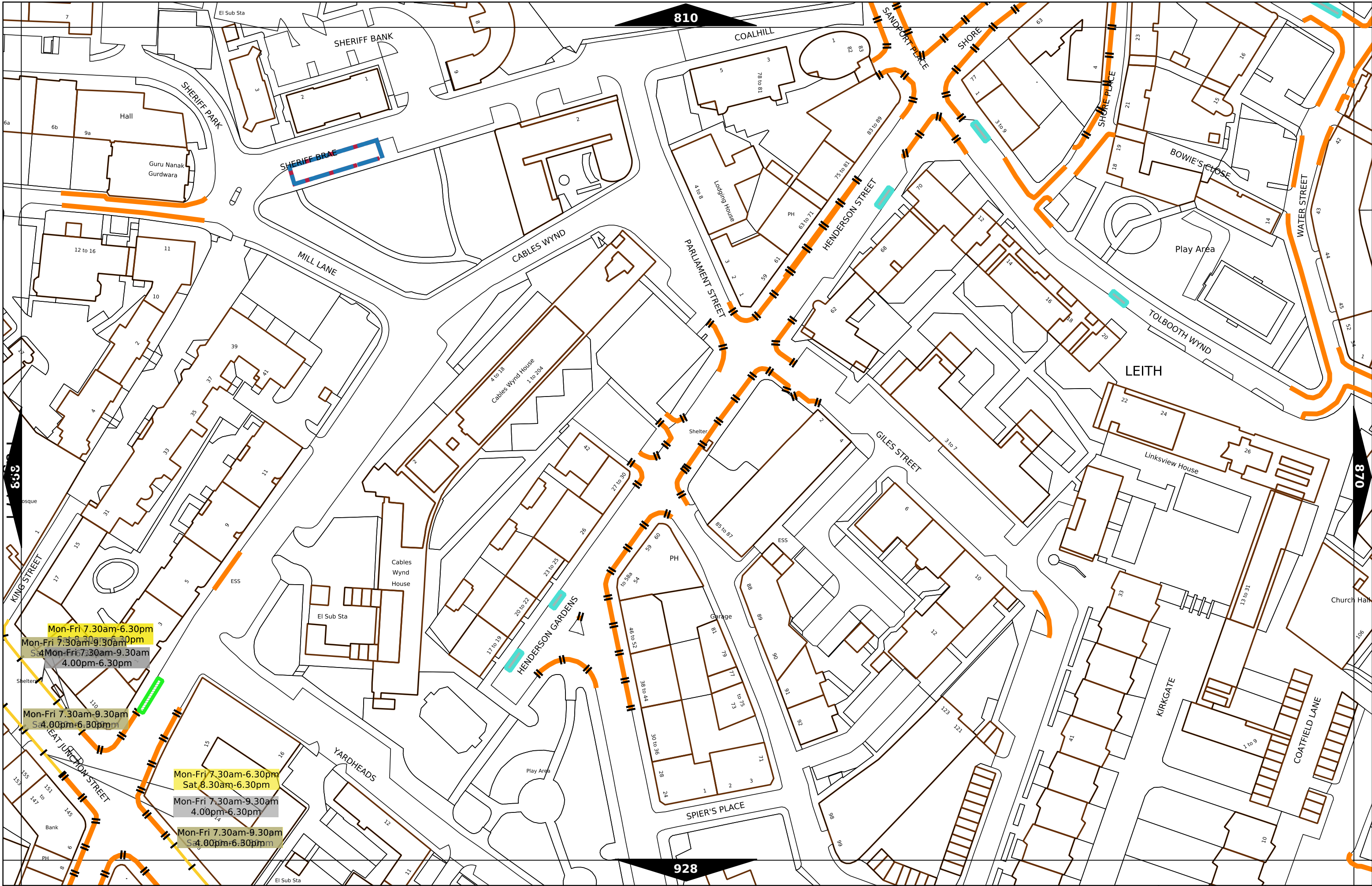
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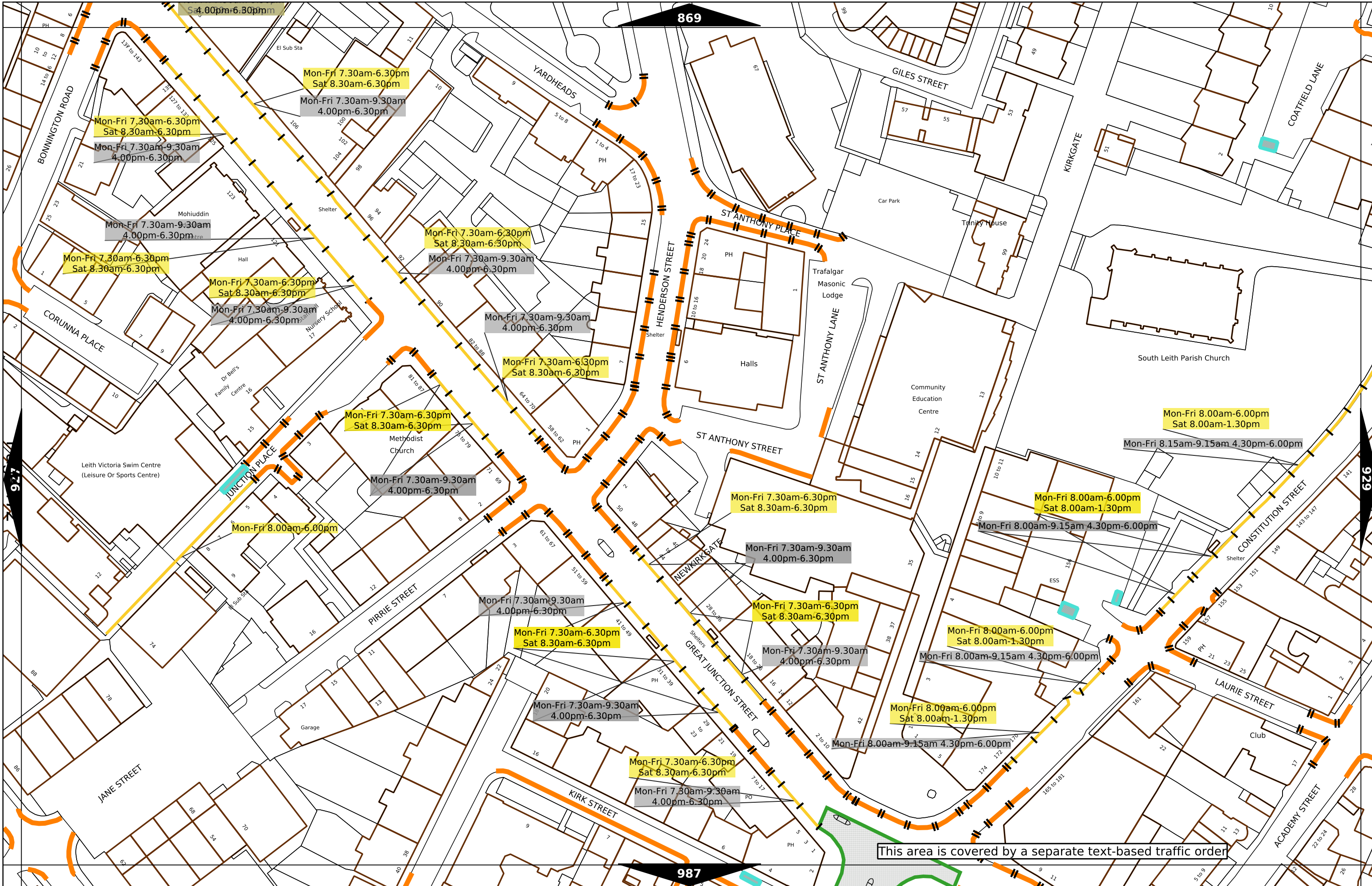
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 Sat 4.00pm-6.30pm

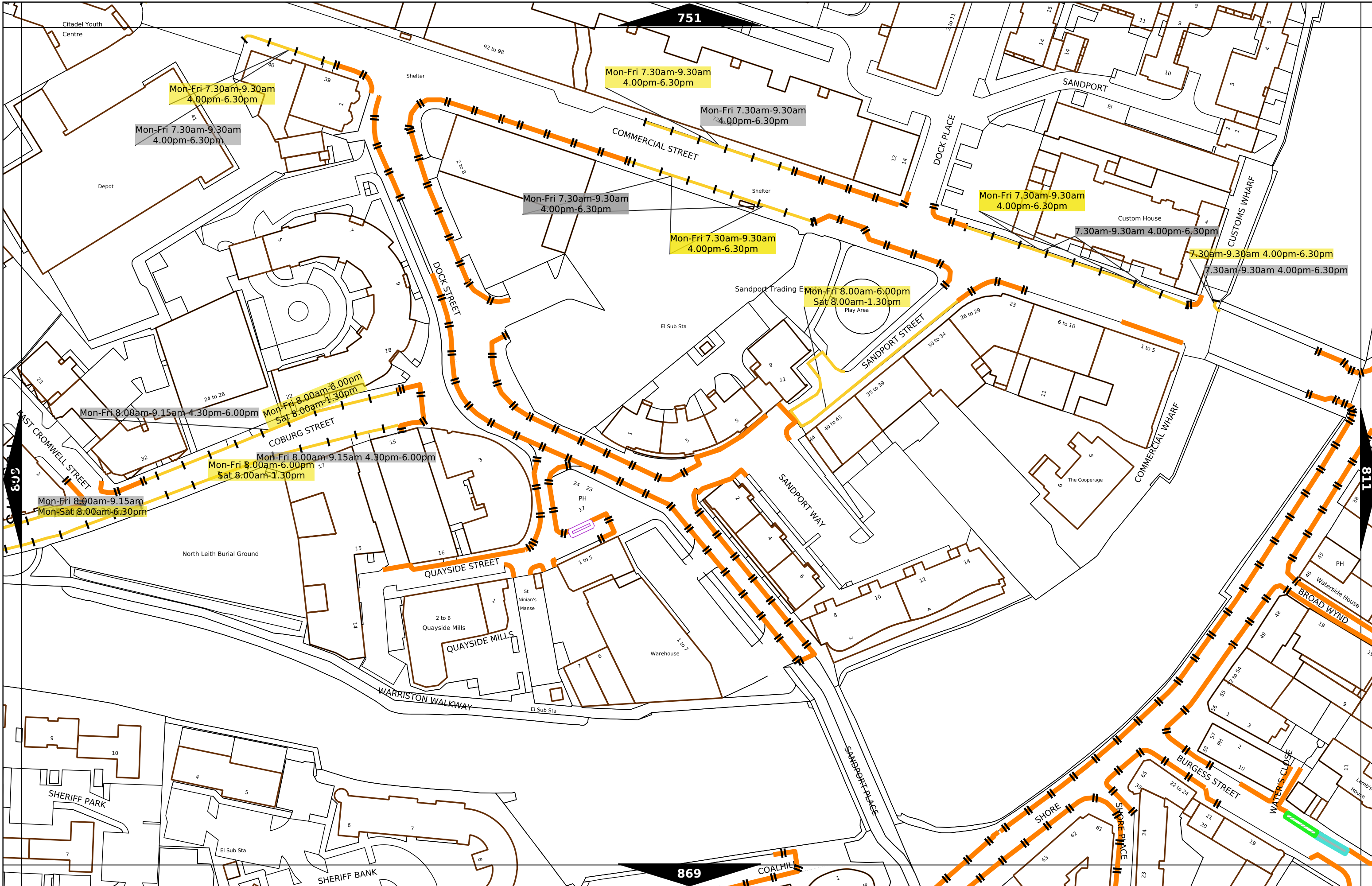


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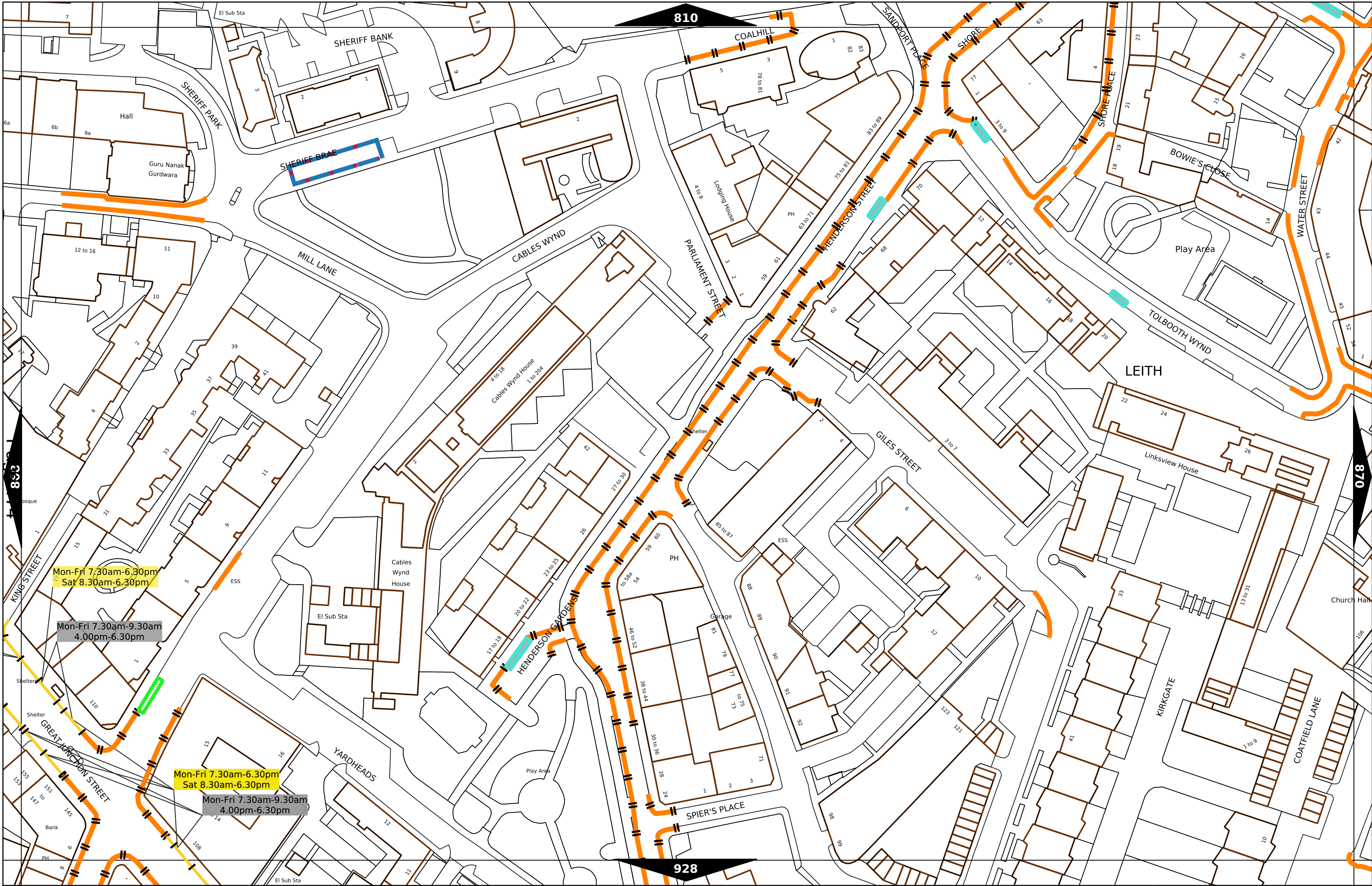


This area is covered by a separate text-based traffic order

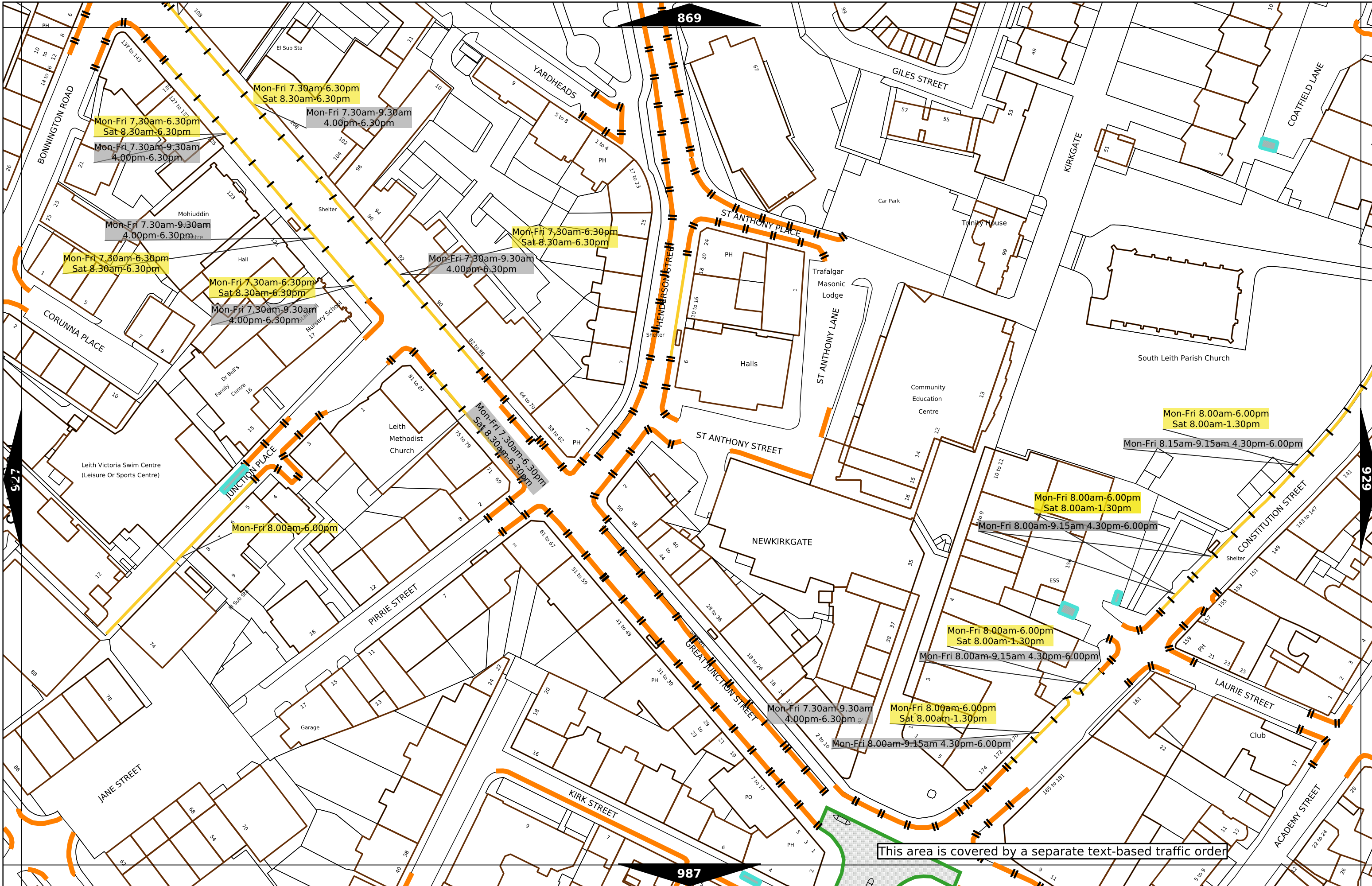
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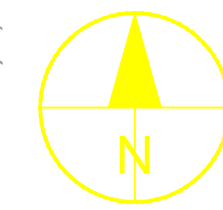
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PROJECT

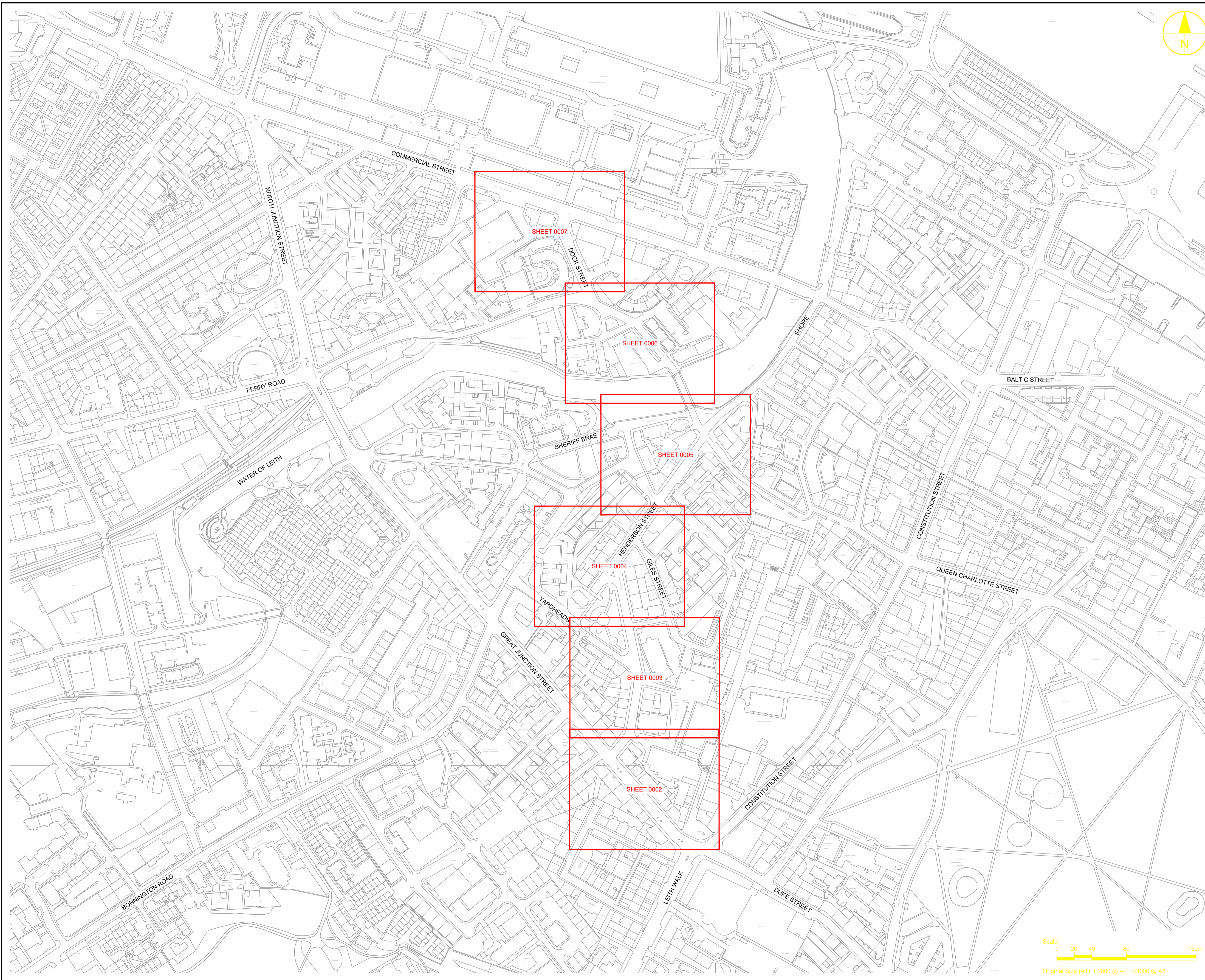
FOOT OF THE WALK
TO OCEAN TERMINAL
CONCEPT DESIGN

CLIENT



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ISSUE/REVISION

I/R	DATE	DESCRIPTION
-	2022-03-30	FIRST ISSUE

KEY PLAN

PROJECT NUMBER

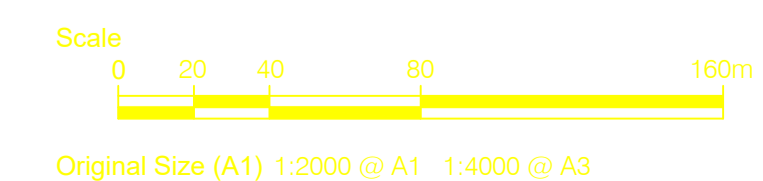
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SHEET TITLE

GENERAL ARRANGEMENT
OVERVIEW

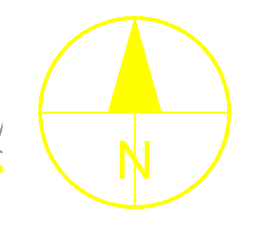
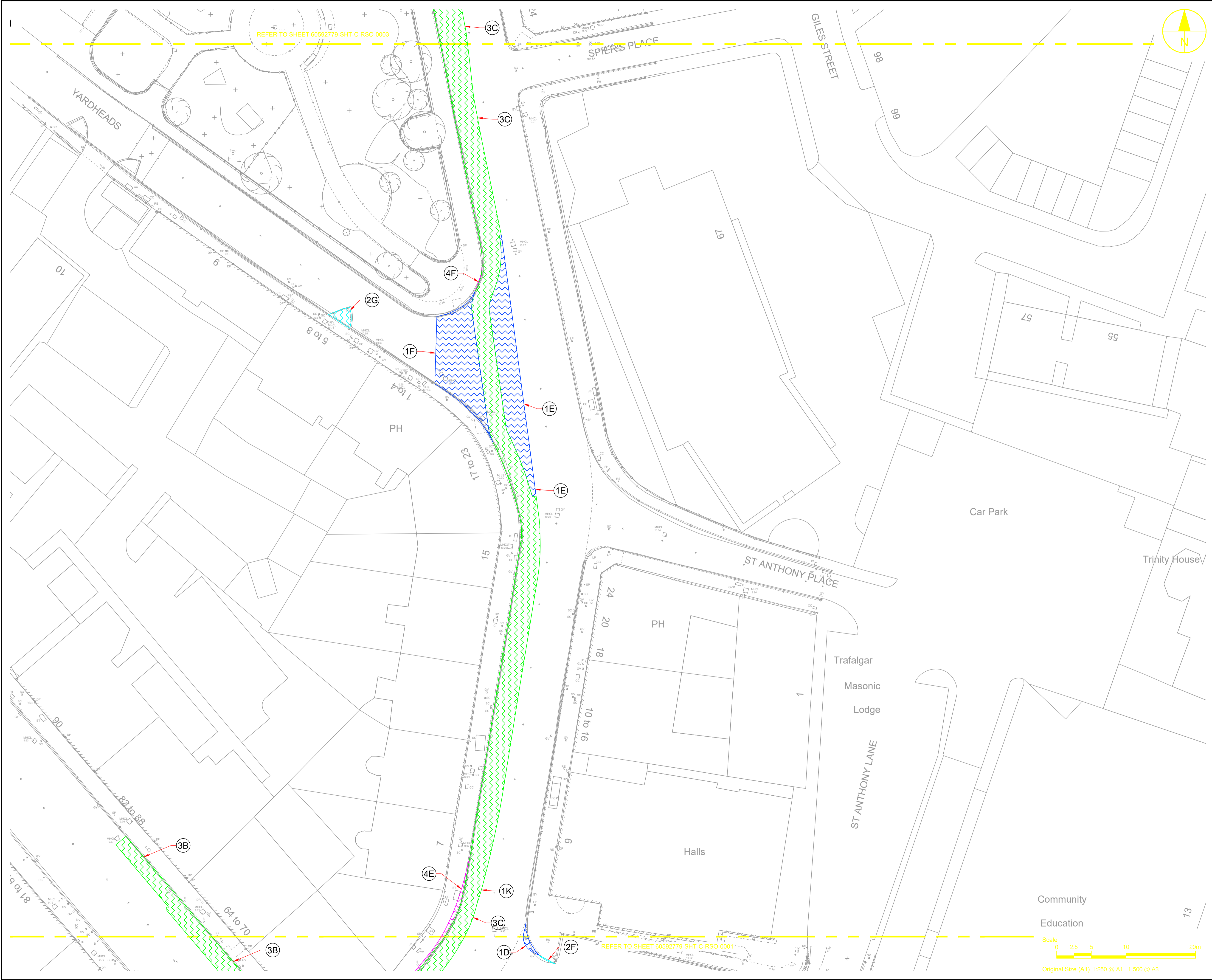
SHEET NUMBER

60592779-SHT-C-RSO-0001



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 Project Management Initials: Designer: SP Checked: SB Approved: PM ISO A1 841mm x 841mm



AECOM

PROJECT
 FOOT OF THE WALK
 TO OCEAN TERMINAL
 CONCEPT DESIGN

CLIENT
EDINBURGH
 THE CITY OF EDINBURGH COUNCIL

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- KEY**
- EXISTING CARRIAGEWAY REDETERMINED AS FOOTWAY (1D, 1E, 1F)
 - EXISTING FOOTWAY REDETERMINED AS CARRIAGEWAY (2F, 2G)
 - EXISTING CARRIAGEWAY REDETERMINED AS CYCLETRACK (3B, 3C)
 - EXISTING FOOTWAY REDETERMINED AS CYCLETRACK (4E, 4F)

ISSUE/REVISION

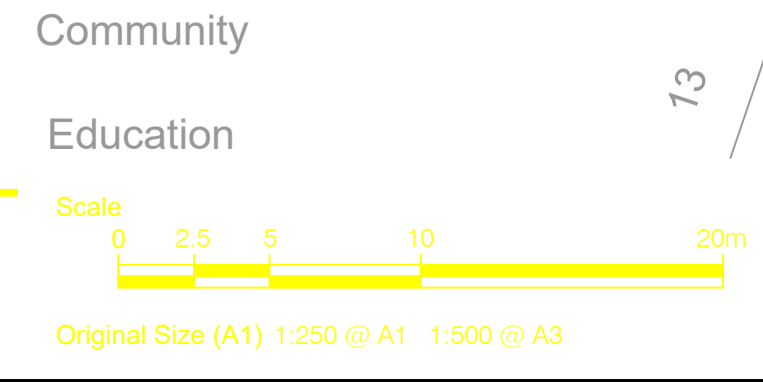
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-	2022-03-30	FIRST ISSUE

KEY PLAN

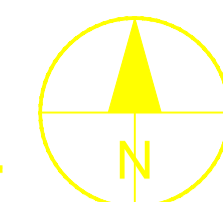
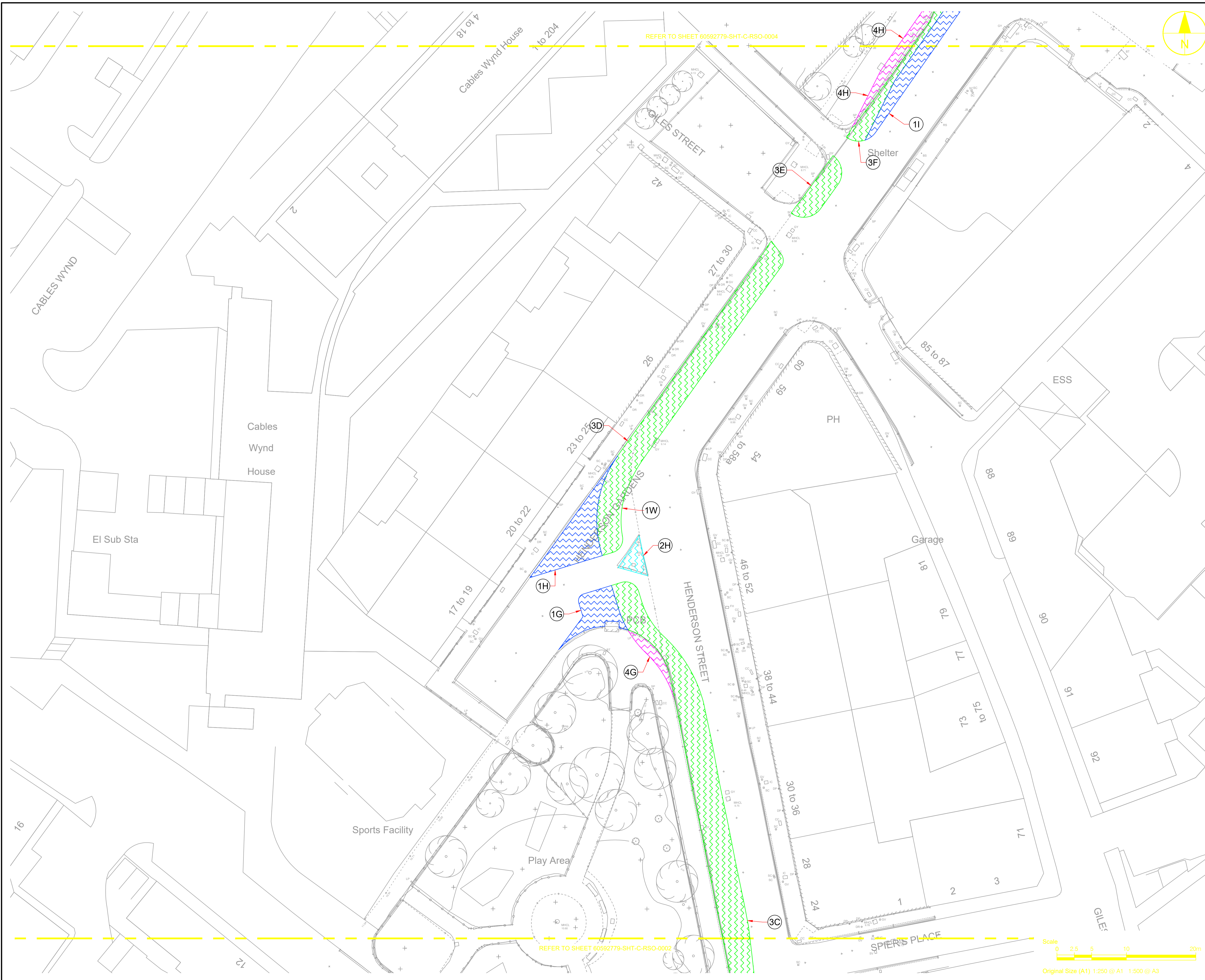
PROJECT NUMBER
60592779

SHEET TITLE
REDETERMINATION ORDERS
SHEET 2 OF 6

SHEET NUMBER
60592779-SHT-C-RSO-0003



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PROJECT
 FOOT OF THE WALK
 TO OCEAN TERMINAL
 CONCEPT DESIGN

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- KEY**
- EXISTING CARRIAGEWAY REDETERMINED AS FOOTWAY (1G, 1H, 1I)
 - EXISTING FOOTWAY REDETERMINED AS CARRIAGEWAY (2H)
 - EXISTING CARRIAGEWAY REDETERMINED AS CYCLETRACK (3C, 3D, 3E, 3F)
 - EXISTING FOOTWAY REDETERMINED AS CYCLETRACK (4G, 4H)

ISSUE/REVISION

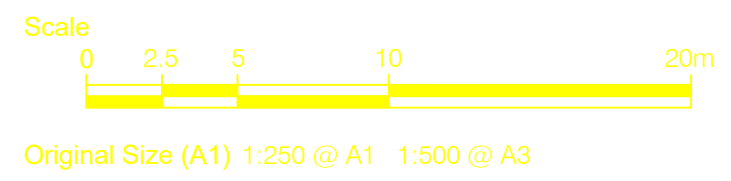
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-	2022-03-30	FIRST ISSUE

KEY PLAN

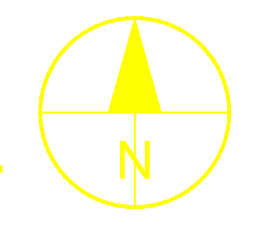
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SHEET TITLE
 REDETERMINATION ORDERS
 SHEET 3 OF 6

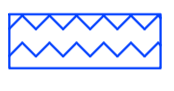

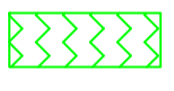
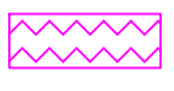
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KEY

	EXISTING CARRIAGEWAY REDETERMINED AS FOOTWAY (1Q, 1R, 1S, 1T, 1U, 1V, 1W)
	EXISTING FOOTWAY REDETERMINED AS CARRIAGEWAY (2Q, 2P, 2Q, 2R)
	EXISTING CARRIAGEWAY REDETERMINED AS CYCLETRACK (3G, 3H, 3I, 3J)
	EXISTING FOOTWAY REDETERMINED AS CYCLETRACK (4I, 4J)

ISSUE/REVISION

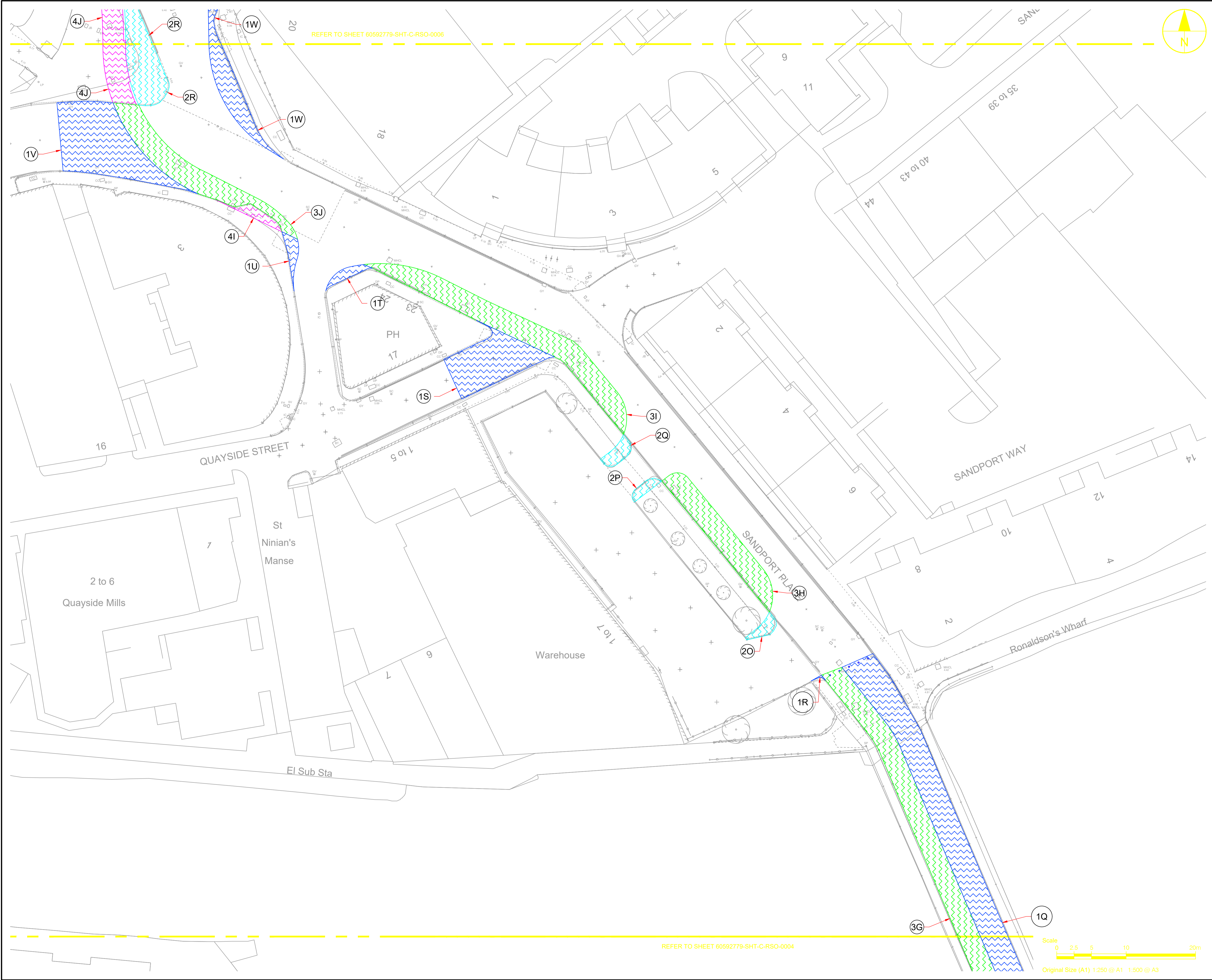
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-	2022-03-30	FIRST ISSUE

KEY PLAN

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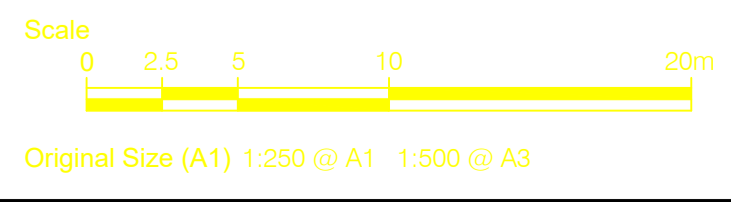
SHEET TITLE
REDETERMINATION ORDERS
SHEET 5 OF 6

SHEET NUMBER
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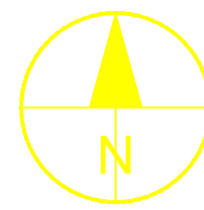


REFER TO SHEET 60592779-SHT-C-RSO-0006

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PROJECT

**FOOT OF THE WALK
TO OCEAN TERMINAL
CONCEPT DESIGN**


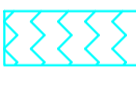
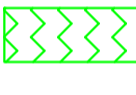

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KEY

-  EXISTING CARRIAGEWAY REDETERMINED AS FOOTWAY (1W, 1X, 1Y, 1Z,)
-  EXISTING FOOTWAY REDETERMINED AS CARRIAGEWAY (2R)
-  EXISTING CARRIAGEWAY REDETERMINED AS CYCLETRACK (3K)
-  EXISTING FOOTWAY REDETERMINED AS CYCLETRACK (4J)

ISSUE/REVISION

I/R	DATE	DESCRIPTION
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-	2022-03-30	FIRST ISSUE

KEY PLAN

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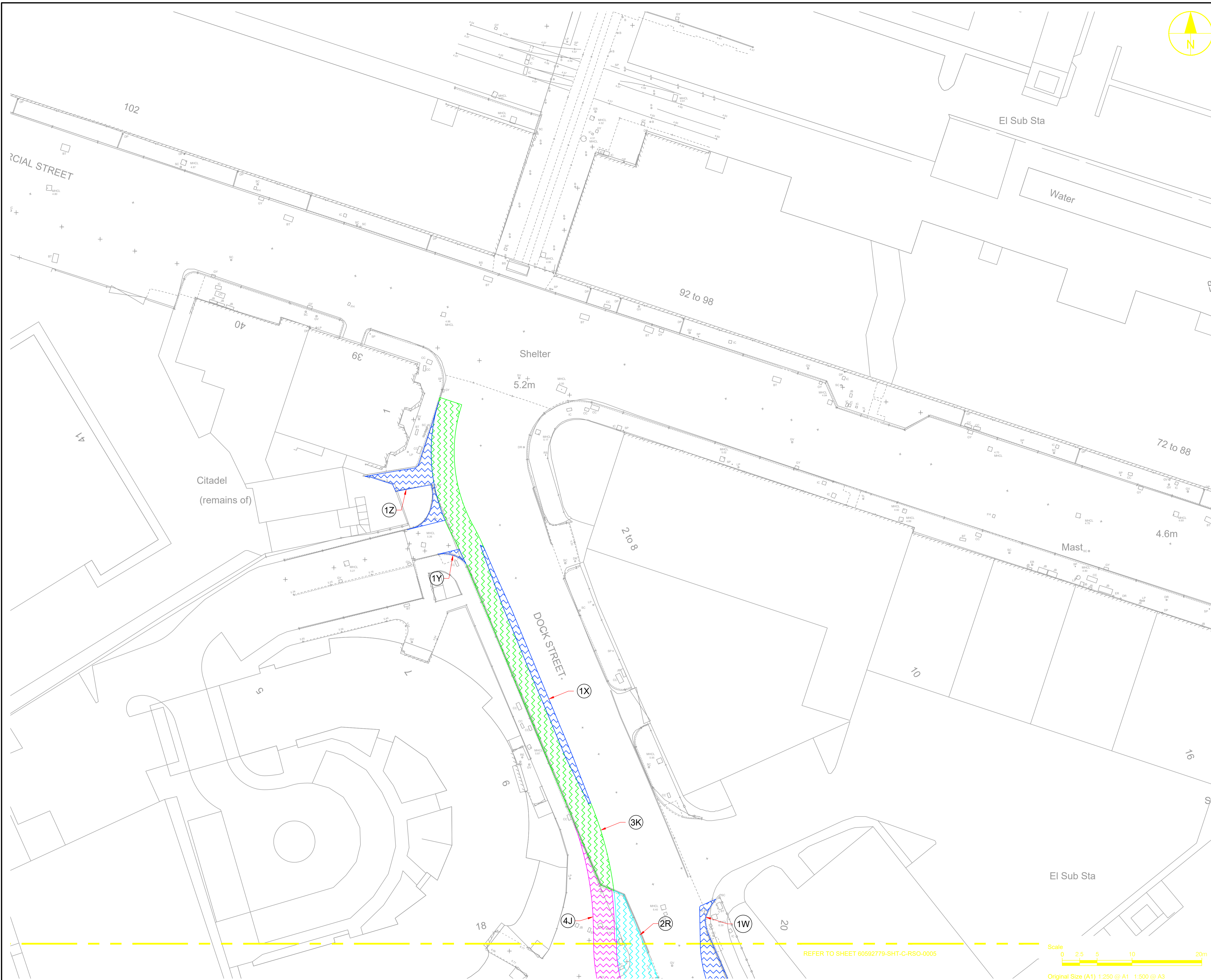
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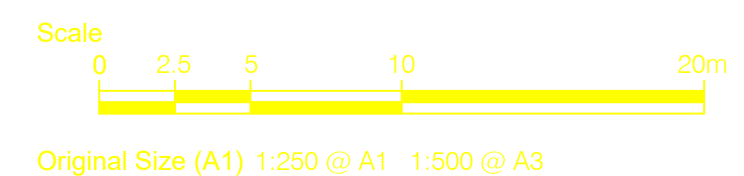
REDETERMINATION ORDERS
SHEET 6 OF 6

SHEET NUMBER

60592779-SHT-C-RSO-0007



REFER TO SHEET 60592779-SHT-C-RSO-0005



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Appendix 4 – TRO/RSO objections by theme and the Council’s response

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
General/ no reason given	I'm objecting to the proposed vehicle restrictions in Leith.	1	0	0	N/a
Unnecessary/ counterproductive	<p>I wish to object to the above in its entirety as completely unnecessary and counterproductive.</p> <p>No need to close roads for again the minority</p>	4	2	3	<p>The development of a route from Foot of the Walk to Ocean Terminal was agreed as part of the Trams to Newhaven Final Business Case due to the southern portion of Constitution Street becoming restricted to pedestrian and tram access only. Project objectives and specific features of Phase 1A and the project overall also contribute to aims of the Local Development Action Programme, the pedestrian crossing programme, the City Mobility Plan and the Circulation Plan (in development).</p> <p>The area has a history of complaints to elected members and council officers of intrusive through traffic. Leith is an area of lower than average car ownership and commuting by car than the rest of the city. Recent research in Edinburgh has shown that 66% of residents make trips by walking at least five days a week and 26% per cent of residents cycle at least once a week. The research also shows what residents feel needs to be done to improve conditions to enable even more people to travel by foot, wheel or bike, particularly for shorter journeys. 64% of residents said they would be helped to cycle more by better facilities such as more cycle tracks along roads that are physically separated from traffic and pedestrians, such as that proposed to be introduced by this scheme.</p> <p>Over 800 responses were received to our first community engagement survey and 75% of survey respondents strongly supported/ supported the aim for improving cycling conditions in Leith. 80% of survey respondents</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
					strongly supported/ supported the aim for improving walking conditions in Leith.
Objection to use of bus stop bypasses	<p>The proposals for the introduction of so-called 'floating bus stops' represent a breach of Edinburgh City Council's Public Sector Equality Duties because the arrangements the Council proposes to make for pedestrians and bus users who are disabled, including visually impaired, will represent a deterioration in accessibility and useability, and in addition the material published about these proposals does not show the equality impacts of the proposals or how those have been assessed.</p> <p>This seems to be inherently less safe than the current arrangements for passengers to board and alight from buses on this busy street as there would appear to be a risk that a wheelchair user would disembark a bus, using the ramp, straight into the path of a bicycle, potentially travelling at speed.</p> <p>The proposals for floating bus stops, requiring pedestrians to cross cycle</p>	4	4	4	<p>Bus stop bypasses have become a standard feature of street design across the continent and in the UK as the safest way to manage pedestrian, cycle and vehicle interactions around bus stops.</p> <p>The bus stop bypass will be designed as per best practice guidance in Cycling by Design and Edinburgh Street Design Guidance. This will include use of zebra crossing markings as suggested by research. We will keep up to date with forthcoming research from Living Streets and take note of any recommendations.</p> <p>The footway will not be shared with cycles, the cycle track will be at existing carriageway level segregated from vehicles on the carriageway. It will rise up to footway level at appropriate crossing points to aid pedestrians where there will be tactile paving on the footway. Zebra markings of the cycle track will also be provided at cycle track crossings around the bus stop bypasses.</p> <p>It should be noted that the design will allow for the removal of street furniture such as bins, bollards and the bus shelter which currently narrows the effective footway along Great Junction Street. Contrary to the objections this will create more space for pedestrians including bus users than the current arrangement creating a safer and more pleasant pedestrian environment.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>lanes in fairly confined areas is unwelcome for pedestrians and bus users and creates conflicts in what is ordinarily a busy shopping area. This will be off putting to pedestrians and bus users alike and could also make Grt Junction Street less attractive a shopping destination due to the conflicts between cyclists and pedestrians this design will cause. I live and shop locally and will find sharing the pavement with cyclists very off putting</p> <p>Floating bus stop on Great Junction St. South-East – with pedestrians having to cross ?2-way (sic) cycleway. Safety concerns for people with disabilities and the elderly</p> <p>Floating bus stops are particularly dangerous, and there has already been experience of this on Leith Walk. On Great Junction Street and Henderson Street, stops of this type are proposed, whereby passengers have to queue to wait for bus, and must board and alight from buses on a narrow strip of pavement at the road</p>				There will be a dedicated area for pedestrians to wait for the bus in the new design which will be additional to the current footway which is noted as being crowded. A new shelter will be also be installed.

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>edge, with a broad two-way cyclepath behind them, between them and the pavement. No information is provided about the width of the strip of pedestrian space provided for bus users to get on and off the bus, how many people the strip can contain and whether or not there will be a bus shelter at the stop. The bus stop on Great Junction Street is a particularly busy stop and we would anticipate that at times there will be far more people queueing, and trying to both alight and board than this narrow strip can safely accommodate without 'overflow' into the cycleway. People with buggies and wheelchair users will be especially vulnerable to collision with cyclists in such a restricted space.</p> <p>People with visual impairments are greatly at risk. Floating bus stops of this type have been roundly condemned by The National Federation of the Blind UK, who have recently sent a petition to the UK Government on safety and accessibility at bus stops. This</p>				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	petition was supported by 160 organisations, stressing that blind and visually impaired people want to be able to get on and off the bus directly from the pavement without having to cross or step into a cycle lane.				
Interaction of pedestrians and cycles at crossings of cycle track including at south of Shore	The area identified is not very spacious or safe for mix of pedestrians/ children/ cyclists	2	2	2	<p>The footway will not be shared with cycles, the cycle track will be at existing carriageway level and will be segregated from vehicles on the carriageway. It will rise up to footway level at appropriate crossing points to aid pedestrians. These crossing points will be designed in line with best practice.</p> <p>Segregation kerbs will protect cycle track users from motor vehicles and the installation of the segregation and cycle track will also move motor vehicles further away from pedestrians. As motor vehicles cause by far the greatest level of potential dangers to pedestrians, this will reduce risk to pedestrians.</p> <p>At the southern end of the Shore, pedestrians will be provided with a significantly enlarged area of pedestrian only space compared to the current layout.</p> <p>Footways on the bridge are currently approximately 1.5m width on either side, which will be increased to approximately 5m on the northern side.</p>
	The 'proposed segregation' being installed may protect cycle track users with kerbs and paving stones but need to be safeguard pedestrians as well (sic)				
Removal of bus stops	removal of bus stops along the route.	2	2	2	<p>Bus stops do not form part of the traffic order, but no bus stops will be removed as part of this scheme. Some bus stops will be moved given the opportunities presented by the new landscaped areas by closing the</p>
	bus stop removed on East side of road (outside The Vaults)				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>We object on the grounds that many aspects of the proposed changes – are inconvenient for pedestrians, and especially for elderly and disabled people who will be required to walk further to/from bus stops, parking spaces, etc.</p> <ul style="list-style-type: none"> are disruptive for bus services, and their users 				<p>Yardheads and Parliament Street junctions at Henderson Street to motor traffic. Bus stops will be placed in these areas with new hard and soft landscaping.</p> <p>This will move bus stops from general carriageway into newly landscaped areas with associated new shelters.</p> <p>Also bus stops are proposed to be staggered on opposite side of the road on Great Junction Street to assist with traffic flow on the carriageway. A maximum bus stop move of approximately 45m is proposed. The adjacent carriageways will be narrowed and new signalised and informal crossing points provided, making the carriageway easier to cross than the current situation.</p> <p>The bus stop will not be removed outside The Vaults and will be unaffected by the proposals.</p>
	<p>The removal of existing bus stop (which were originally placed where they are for a good reason – i.e. where they best meet the needs of bus users) and resulting increase of distance between bus stops will impact negatively on pedestrians and bus users (all bus users are also pedestrians at points in their journeys). For example, elderly shoppers visiting the Kirkgate shopping Centre will have too far to walk from Yardheads if the bus stops serving the St. Anthonys Street entrance are removed. Stops seem to be removed further down Henderson Street (at the Vaults and Boda Bar?) as well. As well as removing some</p>				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>stops, it seems that bus shelters are being removed.</p> <p>Increased walking distance to bus stops, the need to cross a cycle lane in order to access crossings and bus stops creates barriers and conflicts between different users.</p>				
Abuse of power	<p>I object formally in the strongest possible terms to TRO/21/22A. This is a monstrous abuse of power which deliberately discriminates against a sizeable section of the community for ideological reasons, motivated by extraterritorial interference in the guise of the UN Common Agenda otherwise known as Agenda 2030. Ultimately this amounts to treason. These measures have been subversively advanced while the focus was on the Covid 19 plandemic lockdown.</p> <p>The entire motivation is flawed. You claim to be making a route from the Foot of the Walk to Ocean Terminal. However what you are creating is a roundabout route. The most direct route is along Great Junction Street</p>	1	1	1	<p>Following three periods of community engagement on the project, the statutory process for the traffic and redetermination orders has now been followed. The rationale and benefits of this and other such schemes are as set out elsewhere in this report and the strategies referenced.</p> <p>Route alignment choices were developed during early stakeholder workshops as discussed by Committee in August 2021.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	and North Junction Street. Therefore you have no justification on the grounds of ease of route.				
Personal safety issues	As a local resident I object to the proposal on the following grounds :- ...Personal safety issues By reducing traffic in this area you will also continue the expansion of areas that now feel unsafe to walk in when it's dark as there are less people about	2	1		<p>Research conducted in well-established new low traffic neighbourhoods such as in Waltham Forest (London) records that the introduction of a low traffic neighbourhood was associated with a 10% decrease in total street crime and this effect increased with a longer duration since implementation. There was a larger reduction in violent crimes and no associated displacement to other areas. By encouraging more use of our streets, more walking, wheeling, cycling and creating pleasant streets to spend time in the concept of "eyes on the street" as neighbourhoods become places for people to be on the street not just pass through in vehicles.</p> <p>Vehicle related crimes and related road traffic injuries are also shown to reduce with increased levels of road safety for trips by walking, cycling and driving.</p> <p>The emergency services have been consulted throughout the development of the plans.</p>
Lack of parking facilities for residents	Lack of parking facilities for local residents Properties and businesses will have no access/exit to parking/entrance, at east end of bridge They will also lose many much-needed parking spaces. A CPZ will not solve	3	3	2	<p>There will be reduction of parking on residential streets around Henderson Street, Quayside Street and Dock Street to enable construction of the cycle track and associated landscaping improvements.</p> <p>Access to parking at east end of the bridge is unaffected.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	the problem of an inadequate number of spaces.				
Lack of parking/ loading for businesses	Making the whole of one side of Great Junction Street a cycletrack will conflict with deliveries to the shop	4	4	3	Loading surveys have been undertaken and the loading provision provided that will cater for the requirements of the area. Businesses in the area have been sent a letter and leaflet informing them of proposed changes. There will be further communication prior to construction and implementation of loading changes. Access to parking at east end of bridge is unaffected.
	Properties and businesses will have no access/exit to parking/entrance				
Increase traffic levels, congestion and pollution on main roads. Including that this will lead to delays to public transport and emergency services.	You seek to cut off every entrance and exit from Henderson Street. Have you been observing how gridlocked Great Junction Street, Duke Street and Henderson Street are lately. Do You think magically the traffic will disappear when you impose your despotic scheme? This is social engineering on a grand scale we have not seen since World War II. You must allow for the free movement of traffic. Where will delivery vehicles go? What about emergency vehicles that are held up with subsequent increasing death rates?	13	8	8	It is acknowledged that outcomes are likely to vary on a case-by-case basis but evidence from similar schemes shows that measures to reduce through traffic from residential areas do not simply shift traffic from one place to another. In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this. Over time, we see an overall reduction in the numbers of motor vehicles on roads , as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking, cycling or public transport as these options have become more accessible and attractive. This is known as traffic evaporation and has been observed in various road schemes around the world. Although it's very difficult to predict the impact a specific scheme will have and modal shift, changes to trips and behaviours, an examination of over 70 case studies of roadspace reallocation from 11 countries, and the collation of opinions from over 200 transport professionals worldwide notes that when schemes such as pedestrianisation, wider pavements or cycle
	All this is doing is causing more congestion and more pollution on main roads and hindering access for				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>emergency vehicles. I would like the Council to justify why, if minor roads are being closed off for cyclists, it is necessary to install cycle lanes on main roads? Cyclists should be using the closed off roads and cycle paths leaving main roads for cars and buses.</p> <p>My wife and I currently use (by car) most of the roads destined for closure, since the alternative main roads are already too busy. With the planned introduction of the above TROs the congestion along the other (open) roads will therefore naturally increase and make a bad situation worse. If you wish to close off these smaller routes then you need to find a way to speed up traffic flow along the remaining routes.</p> <p>Closing the suggested routes also amplifies current gridlock in the area of Bernard street, salamander street, seafield. Lochend road, restalrig road, duke street and great junction street.</p> <p>will increase the road congestion in the are (sic) and also have an impact on</p>				<p>lanes or bus (and other priority vehicle) lanes or road closures are introduced predictions of what will happen to traffic levels are usually excessively pessimistic. A recent study by the University of Westminster of 47 low traffic neighbourhood schemes showed little indication of traffic being simply displaced onto boundary roads stating that, “average decreases in motor traffic on roads within LTNs are almost ten times higher than average increases in motor traffic on boundary roads. This suggests that not only do LTNs have substantial benefits inside their boundaries by creating an overall reduction in traffic, but they can also contribute to wider traffic reduction goals.” Edinburgh and Scotland have ambitious targets to reduce the number of car kilometres driven and schemes such as this can support these targets.</p> <p>Emergency services have been involved in the development of the scheme and indicated their support acknowledging the potential reduction in vehicle crime and injuries.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>the emergency services attended priority 999 jobs</p> <p>Making all this extra traffic travel along the main road will cause more congestion, more pollution and additional waiting times for all vehicles, causing even more pollution.</p> <p>increases congestion and pollution around the main arteries and just makes everyone even later and therefore more frustrated and angry</p> <p>This is a formal objection in regards to the vehicular restriction over the bridge at Sandport Place.</p> <p>Leith is already known now for an area to avoid due to traffic diversions and the congestion this has caused. Many businesses have closed or relocating due to the permanent loss of trade. More traffic restrictions will only further this damage and off set the traffic to the smaller residential streets, creating a dangerous environment of frustrated drivers.</p>				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>This is already evident by the number of drivers intentionally making incorrect turns and manoeuvres to avoid 45 minute detour just to travel what should have been 20 metres to get from A to B.</p> <p>The main streets will appear to have less traffic and pollution, but the residential areas will be the opposite. This is not a solution, aiding the free flow of traffic in shared spaces is the ideal solution.</p> <p>1. It will divert displaced traffic onto Great Junction Street, the capacity of which to cope with additional traffic will be greatly reduced by the creation of the cycleway between Foot of the Walk and Henderson Street. This in turn will delay buses, increase their unreliability and dissuade people from switching from car to bus for journeys within the city. The need for reliable buses is a great deal more important, in terms of overall sustainability, than the creation of a cycleway between Foot of the Walk and Commercial Street,</p>				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>particularly when other safer on-street routes are already available for cyclists to use.</p> <p>2. It will divert displaced traffic onto Commercial Street, which itself is the subject of a proposal to create another cycleway and remove bus lanes from its entire length. Additional traffic on Commercial Street will delay buses, and these delays will be further exacerbated if the removal of the bus lanes proceeds.</p> <p>3. It will divert displaced traffic onto Ocean Drive and Constitution Street, along the route of the tram, thereby threatening the efficient operation of the tram, and will be likely to result in southbound traffic tailbacks on Constitution Street from the Bernard Street / Baltic Street junction, thereby blocking the tram route.</p> <p>The junction of Henderson Street and Great Junction Street is shown as being signalised. We believe that this will lead to significant delays at this location and potentially at Foot of the Walk. This would result in increased journey times leading to increased cost</p>				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>for Lothian Buses. Any increase cost may lead to longer times between buses and a subsequent downgrading of the public transport offer in Leith.</p> <p>Pushing all traffic on to the peripheral routes around Leith, and at the same time narrowing the carriageway on such routes (Great Junction Street, and, intended in Phase 3 of LC, Bernard Street & Commercial Street) will not only cause increased congestion but will also lead to increased pollution from emissions which will negatively affect pedestrians and cyclists. Also narrowing of carriageways because of cycleway, will increase congestion and pollution.</p>				
Reduce resilience of road network	The proposals will reduce the resilience of the road network in the area. Some redundancy is necessary as there are incidents from time to time that require traffic to be re-routed, often at short notice. Such incidents include road traffic accidents, building fires, sewer collapses and so on.	3	3	3	It is acknowledged that there have been aspirations to consider pedestrianisation of Shore, and this has come up during the periods of community engagement. Engagement early in the project with Lothian Buses and the network management team lead to Sandport Bridge rather than the Shore being taken forward for pedestrian and cycle use as moving bus route further away from central area of Leith between Shore and Constitution Street was not desirable.

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>There are also planned incidents that require alternative routes to be found. One of these is probably imminent, as I think the Shore has reached the stage where closure will be required soon to allow for carriageway reconstruction. The Council's previous decisions mean that Constitution Street is unavailable now and in future even for buses and a closure of the Shore would mean substantial bus diversions and absence of service to a large part of the route of the 16, 35 and 36. The use of North Junction Street and Great Junction Street as a diversion route is unattractive as these streets are already busy.</p> <p>the proposal to alter the usage of Sandport Bridge in a way which will make it impossible for buses to use it, as they are often used now for resilience/detours when the Shore is closed. More widely I object to the closure of Sandport Bridge to vehicular traffic and consider the Council should instead be pedestrianizing the Shore, diverting buses via Sandport Bridge</p>				<p>Even after closure to motor vehicles, it will still be possible to use Sandport Place Bridge for ad-hoc infrequent planned diversion purposes utilising temporary traffic lights and with some minor implementation works. However, it is of course acknowledged that this would come with some additional cost, planning and construction works compared to the current situation. The nature of usage of the bridge for those time periods as a pedestrian and cycling only space would also be changed.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>This bridge is also main diversion route for vehicles, including buses, if there are road closures/emergencies on Commercial Street, Bernard Street or The Shore.</p> <p>So causing such a major change as completely closing Sandport Bridge to traffic is overkill, as it will only meet the needs of a proportion of cyclists but will have other bad effects all down the line. For example, we know that Sandport Bridge is an important 'escape route' for buses, providing resilience in the form of relief diversionary route for buses when there are roadworks or obstructions on the Shore. This has been needed on several occasions in recent years, and is a route that can ill afford to be lost, because the only other alternatives mean huge detours, causing yet more delays, congestions, increased emissions and problems for pedestrians/ bus passengers.</p>				
Discriminatory to certain groups	People with young children and elderly or disabled relatives are going to be penalised by these actions	2	1	2	These proposals, as with all those set out in the City Mobility Plan, are designed to provide more transport choices for all users of our streets.

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>I consider the proposals to be highly discriminatory. They will prioritise cycling – mainly the preserve of physically fit young men and (to an extent) women – over all other users, including pedestrians and bus passengers. Bus passengers include a significant number of elderly people, and people with mobility issues of one kind or another. Delaying their journeys, disrupting them more than necessary if there are road closures and expecting people with visual problems to use floating bus stops safely are all indications of a misguided approach.</p> <p>We object on the grounds that many aspects of the proposed changes are dangerous for pedestrians, and especially for elderly and disabled people, and for public transport users, as they are expected to share space with cyclists</p>				<p>Private car access will be maintained to all addresses meaning anyone who cannot walk, wheel or cycle or chooses to use a private car, taxi or public transport will still be able to. As there will be less vehicles on the streets within the low traffic neighbourhood, it may also be easier for these people to use their cars. The proposal has broad support from the Edinburgh Access Panel.</p> <p>Data shows that people with disabilities are more likely to be injured by a motor vehicle than able bodied persons. Therefore, by reducing vehicle numbers and speeds we are seeking to ensure all members of the community can travel in a safer manner around our streets.</p> <p>Car ownership levels are low across the ward and car ownership levels for people whose day-to-day activities are limited by a long term health or disability problem or are over 65 are lower still. By 2011 census data, 66% of people in the project area postcodes whose day-to-day activities are limited a lot by a health problem or disability live in a household that does not have access to a car.</p> <p>Improving conditions for walking, wheeling and cycling in the area will improve accessibility for all to bus and tram stops in the area and support people who choose to travel by public transport.</p> <p>High quality cycling infrastructure can also be used by those in mobility scooters, wheelchairs and those that use cycles as mobility aids in a safer and easier manner.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
					<p>Improvements to pedestrian conditions are being introduced as part of these proposals including decluttering of the footways, introduction of continuous footways, improvements to footway condition and new signalised and informal pedestrian crossings.</p> <p>The main cycle track route will not be shared with pedestrians and will be at existing carriageway level with a minimum of 50mm kerb height to the footway in line with best practice guidance.</p>
Difficult to understand	<p>no clear explanation and difficult to understand</p> <p>We are disappointed and frustrated by how poor quality these consultation materials are, and how difficult the Council has made it to respond. The TRO designs are unclear and difficult to read and cross check with earlier versions, are missing details, and provide what appear to be out of date map tiles, with very inadequate legends. Collaboration between the teams working on Leith connections, the CPZ and the location of bin hubs appears to be defective, as there are clashes between them.</p>	2	2	2	<p>Three periods of community engagement have provided information on the project prior to this statutory process and further information is available at the project website. All proposals in this traffic order process have been presented as statutory requirements.</p> <p>Bin hubs have now been installed across the area, however, bins do not form part of the traffic order so would therefore not be shown on these traffic order drawings. There will be some minor movements to bin hubs which will be communicated to relevant local residents. Controlled parking zones proposals are not yet made orders, therefore are not represented in the current map tiles for current restrictions. There has been ongoing communication between relevant project teams throughout development of the projects.</p>

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
Lack of access by motor vehicle	You seek to cut off every entrance and exit from Henderson Street.	5	4	3	Every property will still be accessible by motor vehicle, however, the routes that need to be taken to access properties may in some cases be different. The overall aim of the low traffic neighbourhood scheme is to reduce the through traffic in the area which are not accessing the properties, services or amenities of the area but simply passing through. During implementation, temporary and long term signage updates will be installed as appropriate, as well as general project communications for local residents and updates to mapping and satnav systems.
	These roads are essential for me to contact with family and indeed essential shops and GP facilities				
	restricts the access to my workplace to only one access point by car, from the north side onto the shore				
	We are concerned about access to the area for residents (and visitors, but residents are felt to be more of a priority). For many residents within the area, closing Henderson Street, the Shore, Coburg Street, Dock Street and Sandport Place leaves a question mark over how they will be able to enter and leave their own homes by car.				
	Tradespeople and delivery drivers will have difficulty finding entry and exit routes.. Drivers face an extended diversion and greatly increase journey time, which would add to emissions and congestion on nearby roads.				
Insufficient consultation	rushed through without thorough public explanation, consultation and review	1	1	1	Following on from two periods of community engagement in 2021 on the Phase 1 route and Phase 2 low traffic neighbourhood proposals where

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
					<p>feedback was received, plans for Phase 3 were then presented and feedback sought in Summer 2022. Stakeholder/ community engagement activities have included: over 10,000 leaflets delivered throughout the project area; online co-design workshops; use of lamppost wraps; press articles; drop in sessions; meetings with the Community Reference Group; visits to community council meetings; feedback via online surveys; meetings with adjacent third party projects such as Coalie Park and Earth in Common; business letters and drop ins; stakeholder meetings including emergency services, schools and Lothian Buses.</p> <p>For the Phase 1A TRO/ RSO the statutory advertising process has also now been followed.</p>
Narrowing of Great Junction and Henderson Street reducing vehicle capacity and/ or causing issues with vehicles passing	It appears that certain streets, such as Henderson Street, will have much reduced widths available for general traffic. This will delay not only private cars but, more importantly, buses and emergency vehicles. If the Council's aim is to reduce car use the proposals should surely make the main alternative, namely public transport, at least as attractive as at present and ideally improve it.	3	3	3	<p>Research shows that 57% of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic.</p> <p>Bus stops have been staggered in the design of Great Junction Street and Henderson Street to ensure that buses stopped on opposite side of the roads do not obstruct traffic flow.</p> <p>Narrowing of these streets is in line with street design guidance to encourage compliance with 20mph speed limits.</p> <p>There will be a reduction in general through traffic on Henderson Street meaning easier navigation for buses, remaining widths will allow for passing of buses alongside vehicles parked in future Controlled Parking</p>
	- On Henderson Street the section between Spier's Place and Henderson				

Theme	Example responses (quotations from representation)	Number of objections under this theme			Response
		TRO/21/22A	TRO/21/22B	RSO/22/01	
	<p>Gardens has been narrowed to an unacceptable width. If any out of gauge vehicle such as a delivery van was parked in the parking area buses may not be able to pass and the wider area would be left without a public transport service. At regular intervals it is likely that buses will be delayed as they will be unable to pass other vehicles such as refuse collection vehicles. This narrowing is unnecessary and should be fully reconsidered before the final plans are advertised.</p> <p>reduce the road width available for general traffic, including buses, to only one lane in each direction, which will result in queuing traffic blocking access for buses to bus stops. They will also prevent general traffic from overtaking westbound buses when they stop at the bus stop outside numbers 39 - 43 Great Junction Street, thereby generating westbound traffic tailbacks across the Foot of the Walk junction to Duke Street and onto Leith Walk, creating delays for the tram.</p>				Zone spaces. This is similar to current situation where cars parked on both sides of the street means that buses currently have to navigate an informal give and go arrangement over a longer stretch of the street.

Appendix 5 – TRO/RSO supportive representation examples

Below are direct quotations as example of some of the nine supportive representations received:

- “As the most densely populated part of the city, the off-road cycling infrastructure is majorly lacking in Leith and the shore are, due to cobbles and traffic congestion, is wildly dangerous for cyclists at the moment”
- “My principal concern regarding the current arrangement on Sandport Bridge is safety. The Water of Leith Path end abruptly with a blind corner on the bridge on which the downward slop creates extra momentum for traffic. This means that pedestrians (often with prams, pets and bicycles) are put directly into harm’s way due to the business of the route, the tiny pavements and the increased speed of motorists. This is particularly acute in summer when the path is busy. I have witnessed a number of near-misses and it is only a matter of time before a serious incident occurs. Another safety consideration is the inadequate pavement sizes that result in pedestrians stepping into the road when they meet another pedestrian coming the other way (which considering the area’s popularity is very often) and therefore moving into the direct path of oncoming traffic. The TROs can instantly solve these issues and arguably should have been done years ago.”
- “Would just like to comment that i am hugely in favour of the proposed segregated cycle path and therefore support these required road closures. As the most densely populated part of the city, the off-road cycling infrastructure is majorly lacking in Leith and the shore are, due to cobbles and traffic congestion, is wildly dangerous for cyclists at the moment.”
- “Just a message to voice my strong support for the closure of Coburg Street as part of the Leith LTN. We've lived here for over 10 years and feel that the benefits - safety, reduced noise pollution, environmental, and a generally improved living environment - far outweigh any potential disadvantages. We are 100% in favour of the closure.”
- “This will form part of an essential route from the City Centre via Leith Walk to Victoria Quay, Ocean Terminal Newhaven, as well as towards Portobello via Seafield.”

Appendix 6 - Suggestions for the TRO/RSO or project contained within representations

In addition to reasons provided in Appendices 4 and 5 for objecting or supporting the proposals, nine representations included suggestions for changes to the TRO and RSO or general suggestions. A number of suggestions are not related to the actual TRO and RSO measures themselves.

- A number of suggestions were that the surface materials of Henderson Street are unsuitable and a smoother setted or asphalt surface should be installed.
- There were also suggestions that supported the further use of continuous footways and concerns over areas of reduction in cycle track width.
- One representation stated they feel it would be appropriate to give cyclists warning of the Dock Street parking bays on their approach.
- One representation noted that the proposed short section of cycle segregation on the eastbound approach to Henderson Street is preceded by a short no waiting area and that vehicles will often stop in such locations, blocking the access to the cycleway. It suggested clear indication to ensure drivers are deterred from blocking access to the cycle segregation.
- From the representations which were objections, suggestions within five representations were that the works should not be implemented prior to operation of the Trams to Newhaven route. One representation suggested that the measures should not be put in place until the Trams to Newhaven route has been in operation for 12 months.
- The response from Leith Links Community Council includes other suggestions, such as that Parliament Street should remain open, perhaps as one way only and that Coburg Street should be closed to through traffic at the eastern end. They also state that, “consideration be given to creating new ‘pocket’ car park(s) around the fringes of the LTN, for example along Salamander Street (instead of inappropriately dense blocks of flat – we need collaboration between Transport and environment, Active Travel, and Planning) and they restate their support for pedestrianisation of the Shore rather than Sandport Place Bridge.

In response to the above suggestions, and in addition to Council response to the representation themes in Appendix 4, it should be noted that:

- Should the recommendations of this report be accepted, it is proposed to introduce motor vehicle prohibitions in April 2023 and commence works on the segregated cycle track in late summer/ early autumn 2023 subject to response from Scottish Ministers on the Redetermination Order. The Trams to Newhaven route is proposed to be operation for service in Spring 2023.
- The current design proposes a combination of asphalt, porous asphalt, and smooth setted surface for the cycle track. However, this may be subject to further assessment and value engineering.
- The advertised order proposes closing Coburg Street at the eastern end.

- Giving cyclists warning of the upcoming parking spaces will be considered in the final lining and signing design.
- Clear indication of the no waiting area will be provided to drivers.
- Introduction of new car parks is outside the scope of this project but is unlikely to be compatible with other council properties including the City Mobility Plan and Parking Action Plan.

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Revenue Monitoring Update –2022/23 Month eight position

Executive/routine Wards Council Commitments	Routine All
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1. Recommendations

- 1.1 Transport and Environment Committee are asked to note that:
- 1.1.1 The Place revenue budget position for the 2022/23 financial year at month eight is a projected £2.382m overspend (excluding COVID-19 impact). Services within the remit of the Committee are forecasting an overspend of £1.852m, reflecting the combined impact of inflationary pressures in excess of those for which corporate budgetary provision has been made;
 - 1.1.2 General Fund COVID-19 costs of £8.150m are forecast for the Place Directorate at month eight, with £6.948m relating to services within the remit of the Committee. At this stage the approved level of budget provision for COVID-19 financial effects in 2022/23 is assessed to be sufficient; and
 - 1.1.3 The Executive Director of Place is taking measures to address budget pressures. Progress will be reported to Committee at agreed frequencies.

Paul Lawrence

Executive Director of Place

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Revenue Monitoring Update –2022/23 Month eight position

2. Executive Summary

- 2.1 The report sets out the 2022/23 projected month eight revenue monitoring position for Place Directorate services which are under the remit of this Executive Committee. This is based on an analysis of actual expenditure and income to the end of November 2022 with expenditure and income projections for the remainder of the 2022/23 financial year.
- 2.2 At month eight, the 2022/23 overall Place gross budget pressure (excluding COVID-19 impact) is currently forecast to be £2.382m.
- 2.3 At month eight, services within the remit of this Committee are forecasting a business as usual overspend in 2022/23 of £1.852m which is largely representative of emerging inflationary pressures. This position is largely as reported at month five with a £0.067m deterioration in the overall forecast.
- 2.4 At month eight, the General Fund (GF) COVID-19 impact for Place Directorate has been forecast to be a net cost in the region of £8.150m with circa £6.948m of this relating to projected lost income and additional costs incurred in services within the remit of this Committee, largely reflecting reductions in parking income. At this stage, the approved level of budget provision for COVID-19 financial effects in 2022/23 is assessed to be sufficient.
- 2.5 This report will focus on the aspects of Place revenue budgets which are within the remit of the Transport and Environment Committee.

3. Background

- 3.1 This report provides an update on financial performance regarding the revenue budget 2022/23 forecast at month eight. A separate report to the Council's Finance and Resources Committee on [26 January 2023](#) set out the projected position on the Capital Investment Programme.
- 3.2 COVID-19 identified net costs have been separated from the 'business as usual' in order to facilitate understanding of the drivers of risks, cost pressures and mitigating actions where applicable.

4. Main report

Place Directorate – 2022/2023 Month eight forecast

- 4.1 At month eight, the 'business as usual' forecast for Place Directorate is a £2.382m overspend with £1.852m relating to services within the remit of this Committee. The projection in respect of this Committee is a small deterioration on the £1.785m forecast overspend reported at month five and continues to reflect emergent inflationary pressures.
- 4.2 Emergent pressures have been identified in respect of 'business as usual' and are in the main driven by the impact of higher than budgeted inflation on services with £1.8m of the forecast overspend falling into this category; circa £1m on additional uplifts to inflation linked contracts in Waste Services and Parking and circa £0.800m on the increased cost of fuel. A provision has been made in the Council's budget for specific inflationary pressures, however these additional costs are currently out-with this scope and require to be mitigated by other means. When inflationary and COVID-19 pressures are excluded, services within the remit of the Committee are projecting an overall balanced position at month eight. Forecast pressures within the Cleansing Service; Roads and Infrastructure; and Placemaking and Mobility are currently projected to be fully offset through mitigations elsewhere within the combined budget.
- 4.3 At month eight, COVID-19 costs across Place Directorate have been forecast at £8.150m with £6.948m relating to services within the remit of this Committee. The largest component of this relates to £6.103m of lost income within Network and Enforcement Services, although at month eight there are signs of recovery which will be closely monitored. At month eight, it is anticipated that the reported costs of COVID-19 can be accommodated within the approved budget provision made for this purpose.
- 4.4 Committee should note that the provision made within the 2023/24 budget framework for loss of parking income pertaining to COVID-19 impact is £3m. However, should the full approved sum for cross Council COVID-19 impacts not be required in full in 2022/23 it has been recommended to Finance and Resources Committee that an element of the unallocated funds be earmarked to offset future income losses in this area. Management action will require to be implemented wherever possible to bring costs back in line with the available financial envelope.
- 4.5 The positions set out in 4.1 to 4.3 are incorporated into the overall budget position projected for the Council as reported to Finance and Resources Committee on [26 January 2023](#).

2022/23 Budget – Approved Savings Delivery

- 4.6 The specific approved budget savings for Place Directorate in 2022/23 total £0.542m. £0.160m of the approved savings are within the remit of this Committee and the full year impact of the 2021/22 increase in garden waste charges is expected to be realised in full.

- 4.7 In addition a £0.825m uplift on fees and charges has been approved for 2022/23. £0.610m of this relates to services within the remit of this Committee and is attributable to increases in charges levied by parking services.

2022/23 Budget – Approved Service Investment

- 4.8 In February 2022, as part of the 2022/23 budget process the Council approved £9.860m of investment to deliver priority Council objectives. The approved investments relevant to services within the remit of this Committee total £3.322m and relate to: deep cleaning the city, graffiti removal and street cleaning (£1.072m); neighbourhood action team (£0.250m); road and pavements maintenance (£1m); 20 minute neighbourhood (£0.500m) and net zero communities (£0.500m). It should be noted that some of these investments are cross Directorate and will affect multiple Executive Committees.

5. Next Steps

- 5.1 Place Directorate is committed to delivering mitigating management action to address identified budget pressures and risks on an ongoing basis and will continue to report on progress towards the delivery of a balanced budget for the Directorate.
- 5.2 In addition to the introduction of realigned budgets and half-year reviews, a more strategic approach is being implemented in terms of budget management. The Place Senior Management Team (SMT) is looking to the 2023/24 budget management strategy as part of a rolling process not confined to the current financial year.
- 5.3 The forecast costs in relation to COVID-19 can currently be contained within existing Council budgets, however Place SMT will continue to monitor post Covid-19 recovery plans and implications of inflationary pressures, reporting budgetary impacts as appropriate. It should be noted that the budget provision made in respect of the net costs of COVID-19 reduces significantly in future years and recovery plans must take this into account. Particular to the remit of this Committee, the £6m budget provision for parking services in 2022/23 reduces to £3m in 2023/24 and £2m the year thereafter.

6. Financial impact

- 6.1 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicates pressures emerging within the Place Directorate which require to be addressed.

7. Stakeholder/Community Impact

- 7.1 Consultation was undertaken as part of the budget setting process.

8. Background reading/external references

- 8.1 Revenue Monitoring Update 2022/23 – Month five forecast – Transport and Environment Committee [8 December 2022](#)

9. Appendices

None.

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Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Response to Motion by Councillor Macinnes – Accessibility Commission

Executive Wards Council Commitments	Routine All
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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the progress being made through collaborative working with external partners focussed on accessible streets and that a Round Table discussion with partners is proposed to take place by Summer 2023 to help ensure accessibility is at the heart of placemaking and transport projects in Edinburgh.

Paul Lawrence

Executive Director of Place

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Response to Motion by Councillor Macinnes – Accessibility Commission

2. Executive Summary

- 2.1 This report provides an update on the Council's actions to improve accessibility and sets out the next steps in working with partners to improve the Council's understanding of accessibility issues and to support decision making in the future.

3. Background

- 3.1 On [30 June 2022](#), Council approved the following adjusted motion by Councillor Macinnes. The Council agreed:
- 3.1.1 To recognise that Edinburgh was undergoing significant, ongoing change to its transport network and placemaking efforts, particularly as we move towards our 2030 Net Zero Carbon commitments and make further efforts to prioritise walking, wheeling and cycling.
 - 3.1.2 To recognise that while reducing private car use was vital if we were to meet these aims as well as tackle congestion, many older and disabled residents rely on car transport to go about their lives and that lack of accessibility remains a significant issue for many in our community. To recognise that some decisions taken by the Council over the last five years have not always recognised or responded adequately to these needs, and that lessons must be learned from this. To note that many already use or would wish to use wheeling and cycling as a means of tackling mobility and disability challenges and that this should be recognised and facilitated within our policy development and implementation.
 - 3.1.3 To note the existing forums and stakeholder groups, like the Edinburgh Access Panel, who already made a significant contribution to these issues and agree the need to ensure that community voices reflecting lived experience were heard as we shape the future of this city together.
 - 3.1.4 To further note that there was a need to provide additional input to the approach of the Council to ensure currently unheard or disadvantaged groups provide valuable input to help shape policy and implementation plans. To recognise this would help the Council ensure that we took the right policy decisions to tackle current transport inequalities and that we implemented those policies in a way that reflects what we heard from residents and experts about meeting the needs of older and disabled residents.

- 3.1.5 To agree that a report be presented to the Transport and Environment Committee within two cycles, setting out how the Council's engagement with the Edinburgh Access Panel could be strengthened and how the panel's role in shaping Council decisions could be improved.
 - 3.1.6 To agree that officers should, ahead of the committee's consideration of this report, facilitate a round table meeting so all members of the new Transport and Environment Committee could meet with representatives of the Edinburgh Access Panel to better understand priorities and the improvements which could be delivered in the short term to improve accessibility across the city.
 - 3.1.7 To agree that, as part of the Transport and Environment Committee work plan, there should be an annual accessibility report, detailing the steps taken by the Council over the preceding 12 months to address accessibility issues and setting out the key priorities and additional actions to be taken for the year to come.
- 3.2 Following approval of the motion, officers discussed the timing of this report with Councillor Macinnes and agreed to bring the report to Committee in March 2023.

4. Main report

Edinburgh's City Mobility Plan

- 4.1 Edinburgh's City Mobility Plan (CMP), approved in [February 2021](#), recognises that it is critical that people of all abilities are able to move around the city safely and conveniently. It confirms that measures will be put in place to support a range of accessible travel options and commits to continue developing an understanding of the variety of mobility challenges faced and solutions to them.
- 4.2 CMP was prepared alongside the emerging City Plan 2030, which ensures land use planning and transport are fully aligned and support accessible sustainable places where citizens don't need to use a car to move around.
- 4.3 Measures which support greater ease of movement via active means, such as through the continued removal of clutter and other barriers from our streets and public spaces, are a key priority.
- 4.4 The aim of the Council's [20 Minute Neighbourhood Programme](#) is for all its citizens to live well locally, where everyone can meet most of their daily needs within a short walk, wheel or cycle from their home. Ensuring that these local trips can be made safely, conveniently and affordably no matter what an individual's mobility needs are, is critical to the successful delivery of the programme.
- 4.5 In addition, officers are partnering with SEStran to progress delivery of a Mobility as a Service (MAAS) system in Edinburgh – a key tool to enable more personalised travel options across the city and into the wider region. Other supportive measures include expansion of the city's Demand Responsive Transport (DRT) offer, and the creation of mobility hubs in key locations to support safe and easy access to sustainable travel modes.
- 4.6 Whilst the main thrust of the CMP is around shifting as many required trips as possible to the most sustainable travel modes, it recognises that for some people

and in some circumstances private cars might be needed. Measures to support blue badge holder access into and around the city, for example, remains a key priority.

Active Travel Action Plan

- 4.7 On [2 February 2023](#), Committee approved the Draft Active Travel Action Plan (ATAP) for consultation over Spring/Summer. It sets out a wide range of actions aimed at making Edinburgh a better, safer and more convenient place to walk, wheel and cycle.
- 4.8 One of the key ambitions of the draft ATAP is to implement the Edinburgh Accessible Streets Initiative (EASI). EASI is based on a proposal by Living Streets, with its core aim to make the city inclusive for people with disabilities. It includes actions to:
- 4.8.1 Make it easier to cross side roads, with dropped kerbs, 'tighter' junctions to reduce the crossing distance, raised crossings and continuous footways;
 - 4.8.2 Prioritise level walking surfaces where driveways cross pavements, with steeper ramps at the kerb for cars;
 - 4.8.3 Continue 'de-cluttering' initiatives, including the A board ban;
 - 4.8.4 Enforce the pavement parking ban at the appropriate time; and
 - 4.8.5 Increased provision of places to sit.
- 4.9 The EASI is an ambitious concept (for example, tackling missing or damaged dropped kerbs alone involves 17,000 locations). The proposal for consultation on the draft ATAP is that early priorities should be:
- 4.9.1 Bus routes, facilitating access to bus stops;
 - 4.9.2 Town centres; and
 - 4.9.3 Access to Health Centres.

Equal Pavements Pledge

- 4.10 In [September 2022](#), the Council signed the 'Equal Pavements Pledge' aimed at improving the accessibility of footways by Transport for All, the disability group focusing on transport.

The Edinburgh Access Panel

- 4.11 Officers work closely with [The Edinburgh Access Panel](#) to improve accessibility for physically disabled and sensory impaired people, predominantly in relation to the built environment.
- 4.12 Through discussions with the Access Panel, there is an acknowledgment that more needs to be done to ensure that accessibility is at the heart of policy and delivery of transport and placemaking projects.

Round Table Discussion

- 4.13 A city-wide Round Table discussion is being set up to address some of these key issues of accessibility within the city.
- 4.14 In addition to Transport and Environment Committee members, the discussion will include groups such as: the Edinburgh Access Panel, Mobility and Access Committee Scotland, Euan's Guide, Inclusion Scotland, Lothian Centre for Inclusive Living, Sight Scotland, RNIB, Guide Dogs, Lothian Buses and Edinburgh Trams, among others.
- 4.15 The discussion will also focus on how the Council can strengthen engagement Edinburgh Access Panel and other organisations to support decision making on transport and placemaking policies and actions.

5. Next Steps

- 5.1 The Round Table discussion will be arranged and held before Summer 2023. Following this discussion and further work with partners, it is envisaged that an 'Accessibility Charter' will be developed for agreement by the Council and partners.
- 5.2 Additional training in inclusive design will be provided to officers who design and deliver public realm projects in the city. Discussions are ongoing with Transport for All to explore the scope, remit and cost of this training.
- 5.3 An annual progress update will be provided. As well as reviewing the year past, this report will also set out priorities for the upcoming year.

6. Financial impact

- 6.1 The cost for additional training is being sought and, if agreed, will be part of the Learning and Development programme for the Council.

7. Stakeholder/Community Impact

- 7.1 A collaborative approach with key stakeholders, disability groups, people with protected characteristics as well as engagement with the general public, will be critical in delivering safe and accessible streets for everyone.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 None.

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Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Response to motion by Councillor Lang - Parking on Pavements and at Dropped Kerbs

Executive/routine Wards Council Commitments	Routine All
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes the contents of this report.

Paul Lawrence

Executive Director of Place

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Report

Response to motion by Councillor Lang - Parking on Pavements and at Dropped Kerbs

2. Executive Summary

- 2.1 In response to the motion approved by the Council on [25 August 2022](#) on Parking on Pavements and at Dropped Kerbs, this report provides an update on the Council's ongoing work in preparation for the enforcement of footway, dropped kerb and double parking in accordance with the provisions of the Transport (Scotland) Act 2019.

3. Background

- 3.1 On 25 August 2022, the Council approved a motion on Parking on Pavements and at Dropped Kerbs. The approved motion called for a report to the first Transport and Environment Committee following the Scottish Parliament approval of the remaining regulations, setting out a timetable and resource plan to ensure the necessary work was completed for the ban on pavement parking and at dropped kerbs to be implemented across Edinburgh from the permitted commencement date in December 2023.

4. Main report

Regulations

- 4.1 While much of the legislation is now in place to enable enforcement of contraventions of pavement parking and parking at dropped kerbs, Transport Scotland have not yet published the associated regulations that will govern elements of the enforcement approach when this legislation comes into effect (for example, the appeal processes associated with contraventions).
- 4.2 As it is not yet known when these final regulations will be published, it is very difficult to determine a go-live date or set out a timetable for the implementation of the regulations.
- 4.3 However, officers do not anticipate any significant changes to enforcement or back-office resource levels.

Preparation for Implementation

- 4.4 The Council is well-prepared for the introduction of the new parking prohibitions and the start of enforcement, having already assessed all roads within the city.
- 4.5 Officers are currently considering the final results of that assessment, any possible impacts that may arise from the introduction of the new legislation and any mitigation measures that may be required.
- 4.6 It is intended to bring a report to a future Transport and Environment Committee summarising the findings of the road assessment surveys. This report may, if necessary, seek approval for how the new legislation may be applied in areas where there have been long-standing footway parking practices and where exemptions to allow footway parking may be considered.

5. Next Steps

- 5.1 Work to assess the outcomes of the street surveys will continue and further updates will be reported to Committee.

6. Financial impact

- 6.1 There are no financial impacts arising from this report.

7. Stakeholder/Community Impact

- 7.1 Transport Scotland have held national consultations on this legislation and have indicated that they will be running a national communications campaign to raise awareness of these changes when they are introduced.
- 7.2 The Council will also be running its own localised communications campaign to supplement any national campaigns being run by Transport Scotland.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 None.

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