

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday, 14th September, 2023

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to watch the webcast live on the Council's website.

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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.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

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5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 25 - 34
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6. Business Bulletin

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7. Executive Decisions

- 7.1 Roseburn to Union Canal Active Travel Route and Green Corridor – Compulsory Purchase Order – Report by the Executive Director of Place 111 - 122
- 7.2 Edinburgh Workplace Parking Levy – Report by the Executive Director of Place 123 - 144

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7.4	Phased Reduction in Use of Glyphosate. – Report by the Executive Director of Place	169 - 178
7.5	Flooding in Kirkliston and the wider Almond Catchment – Report by the Executive Director of Place	179 - 182
7.6	Strategic Review of Parking: Progress Update – Report by the Executive Director of Place	183 - 222

8. Routine Decisions

8.1	Response to Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024 – Report by the Executive Director of Place	223 - 230
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9. Motions

- 9.1** Motion by Councillor Bandel - Greenbank-Meadows Quiet Route Consultation
- “Committee:
1. Notes the contested decision of the Transport & Environment committee in June 2023 to separately readvertise the ETRO for the Greenbank-Meadows Quiet Route scheme whilst agreeing that the aims of the scheme should not be “diluted.”
 2. Considers that the aim of the Quiet Route is about more than just facilitating safe cycling routes for residents and instead is about reducing traffic levels and making residential areas safer and quieter, in line with the Council target of reducing car km usage by 30% by 2030.
 3. Therefore, notes with concern that multiple options put forward for consideration as part of the readvertised ETRO include the removal of modal filters which will reintroduce motor traffic into residential areas, including an option to wholly remove all filters in the southern section of the

route, and considers that these proposals do “dilute” the scheme.

4. Recognises that whilst a workshop with ward Councillors was held to discuss options, no consensus was reached about what options were appropriate to bring forward as part of the consultation, and notes with concern that some options – for example, to reopen sections of Whitehouse Loan to motor vehicles – were discussed when some Councillors were not present owing to the workshop significantly overrunning.
5. Notes that whilst it is important and useful to bring in local knowledge via engagement with ward members, private officer-member workshops are neither democratic nor a decision-making body in the Council.
6. Therefore, reaffirms that Transport & Environment committee is the decision-making body for this matter and that the final option for the Quiet Route will be agreed at committee, following consideration of comments put forward by residents through the consultation process.
7. Nevertheless, despite the concerns raised above, encourages residents to participate in the consultation so that their views are heard.”

9.2 Motion by Councillor Arthur - Bike Hire, Car Hire and Congestion

- “1) Notes that in January 2023 the Transport & Environment Committee committed to considering operating a bike hire scheme as a concession with no direct cost to the city. Therefore agrees to receive an update on this issue no later than January 2024. Agrees that any concession should be aligned with the City Mobility Plan.
- 2) Notes that Edinburgh’s Car Club contract is due for renewal in September 2024 and therefore requests an update no later than January 2024 on how any new service could be better aligned with the City Mobility Plan.
- 3) Notes and regrets the ongoing impact congestion is having on public transport in Edinburgh, and agrees this is a barrier to modal shift. Agrees to receive an update no later

than January 2024 detailing the steps being taken, or are planned, to resolve the issue. This should be compatible with the Public Travel Action Plan and include consideration of (1) better co-ordination of roadworks and (2) operators co-funding capacity in the Urban Traffic Control Team.”

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 Stuart Dobbin, Councillor Katrina Faccenda, Councillor Kevin Lang, Councillor Finlay McFarlane, Councillor Marie-Clair Munro and Councillor Kayleigh O'Neill

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 virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, email rachel.gentleman@edinburgh.gov.uk / carolanne.eyre@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 17 August 2023

Present

Councillors Arthur (Convener), Aston, Bandel, Beal (substituting for Councillor Cowdy, item 5), Cowdy (items 1 to 4 and 6 onwards), Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, Munro and O'Neill.

1. Deputations

a) **Accessible Corstorphine for Everyone
(in relation to item 5 – Business Bulletin - Replacement of the Vandalised Manse Road Bus Gate Camera and Pole)**

The deputation requested the low traffic neighbourhood trail was reversed immediately in full. They requested that the Council engage with local residents and businesses to gather feedback regarding potential areas that required changes or improvements. Proposals should be consulted on in a fair, unbiased and binding way before adjusting plans with any changes only being implemented with the clear majority support from residents. The deputation also shared their belief the Manse Road bus gate camera should be abandoned.

b) **Low Traffic Corstorphine
(in relation to item 5 – Business Bulletin - Replacement of the Vandalised Manse Road Bus Gate Camera and Pole)**

The deputation highlighted there was strong support for the trial low traffic neighbourhood and shared their support for the Manse Road bus gate camera. They requested the trial ETRO remained in place during the project timetable.

The deputation believed developments in West Edinburgh meant the existing infrastructure was not sustainable and community engagement had shown there was demand for change.

The deputation reminded members of the feedback gathered by residents dating from 2016 where suggestions were made to improve traffic flow in the future.

The deputation thanked the officers and members of the Transport and Environment Committee for their continued commitment to listening to all voices within the Corstorphine community.

**c) New Town & Broughton Community Council
(in relation to item 6 – Petition to the CEC Transport and Environment
Committee regarding East London Street)**

The deputation expressed strong support for immediate and sustained improvement in the volume and speed of traffic on London Road in what was a largely residential street. This had been a long standing issue, made worse over the last few years due to the Trams to Newhaven Project.

This had resulted in significant damage to the setted street surface adding to the noise and vibration experienced by residents. The deputation proposed that, rather than undertake expensive repairs to the setts, they should be replaced with tarmac on the running lane and traffic calming measures should urgently be investigated.

**d) Keep Morningside Moving
(in relation to item 9 - Response to motion by Councillor Macinnes -
Travelling Safely – Braid Road and Comiston Road)**

The deputation thanked the committee members and officers for decisions made at previous Transport and Environment Committee meetings. They shared their suggestion on how to make travel safe for all, cars, cyclists, and pedestrians by re-opening Braid Avenue and making small tweaks and improvements to measures already in place in the area.

**e) Blackford Safe Routes
(in relation to item 9 - Response to motion by Councillor Macinnes -
Travelling Safely – Braid Road and Comiston Road)**

The deputation requested all rat runs around the Braid estate were stopped and a full low traffic neighbourhood should be introduced to meet residents' demands for reduced speeds and reduced traffic. The request was also made for low traffic neighbourhoods to be rolled out throughout the city with bus, walk and cycle routes on main roads a priority. The deputation expressed their belief when safe walk, cycle and bus options were made available, the public chose these options.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 15 June 2023 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the work programme.

(Reference – Work Programme 17 August 2023, submitted.)

4. Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log was presented.

Decision

- 1) To agree to close the following actions:
 - Action 24 – Active Travel Measures – Travelling Safely Update
 - Action 30 – Motion by Councillor Burgess - Sciennes Primary playground on Sciennes Road
 - Action 32(2) – Brunstane Road Closure – (Progression to a Permanent Traffic Regulation Order)
 - Action 34 – Maintenance of Footways and Cycleways
 - Action 36 – Motion by Councillor Bandel – Mobility Analysis
 - Action 47 - Motion by Councillor Dijkstra-Downie – Class Bus Passes for Schools
 - Action 51 – Secure On-Street Cycle Parking Project – Progress Report
- 2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log 17 August 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

- 1) To note the Business Bulletin.
- 2) To circulate information on the number of incidents of vehicles blocking tramways and associated enforcement activities.

(Reference – Business Bulletin 17 August 2023, submitted.)

6. Petition for Consideration: Petition to the CEC Transport and Environment Committee - East London Street

The Committee were asked to consider a petition submitted on behalf of, and with the support of, residents of East London Street. The petition called for the Council to address the issue of excessive traffic, particularly out-of-service buses, using East London Street to avoid road works and closures associated with various transportation projects in the area.

Decision

- 1) To agree to receive a report within two cycles considering the issues raised by the petitioners and Committee, the Lothian Buses response, and the following issues:
 - that East London Street was a residential, settled street on the edge of the World Heritage Site that had for the duration of the Trams to Newhaven

works been used as a traffic diversion for the rest of Leith Walk. In practice, this meant years of heavy vehicle usage which led to a severe deterioration of the setts.

- that properties in the area were primarily single glazed due to heritage restrictions and therefore the noise from motor vehicle traffic could be excessive, to the extent that residents had been unable to sleep or use rooms that faced into the street due to the noise disruption.
- that the road condition further exacerbated this issue due to reverberation and bangs caused by the road surface, and that with the pace of works in current CEC Setted Street Policy it was unlikely to be resurfaced for some time, without an intervention of the Council.

2) To request that the report recommended an appropriate course of action, such as:

- an updated traffic volume and speed survey to be undertaken on East London Street to provide an accurate summary of daytime and nighttime traffic levels.
- atmospheric pollution monitoring on East London Street.
- Transport and Environment Convener engagement with Lothian Buses to explore options for reducing the number of off-service buses further than the reductions achieved thus far.
- clarification of the Trams to Newhaven Project's responsibility for reinstatements and other possible routes to fund capital works to fix the sets on East London Street, including the estimated costs for work on this street, and the option of matching London Street, retaining the setts in car parking spaces but tarmacking the central carriageway and the possibility of exploring appropriate traffic calming measures.

3) To request Lothian Buses to provide the policies and guidance given to drivers on speed limits and how they were circulated.

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

7. Petition for Consideration: Petition to the CEC Transport and Environment Committee - Public Toilets

The Committee were asked to consider a petition "Gorgie Needs a Public Toilet". The petition called on the Council to provide accessible and open public toilets with baby changing and facilities to support all the varied needs of everyone in the Gorgie/Dalry community council area.

Decision

1) To agree to receive a report within three cycles considering the issues raised by the petitioners and recommending an appropriate course of action, taking into account the following points:

- that to facilitate the development of the Haymarket Yards, the Council sold the land on which the public conveniences at Morrison Street sat to the developer

and a burden was put on the title that any development on this land would provide replacement public conveniences; this was not just a contractual agreement but formed a burden registered in the Land Register of Scotland against the land; such a burden would be made known to a prospective purchaser at the time of sale via a property search.

- that to date this burden had not been enforced and that legal advice should be taken to update Committee on potential options as this may provide a means for reintroducing public conveniences in the area; and
 - that the Council owned little or no commercial property in the central area of Gorgie-Dalry, where the public toilets previously were on Ardmillan Terrace, other than Gorgie City Farm, and that Edinburgh Voluntary Organisations Council (EVOG) was currently managing a process to find a sustainable community-led future for the Farm.
- 2) To request that the report recommended an appropriate course of action, such as:
- exploring with EVOG whether provision of publicly available and accessible toilet facilities could be included in that sustainable future and whether provision of it could form a requirement of a future lease agreement; and
 - exploring other potentially suitable sites and identification of any capital funding for a new public toilet building as part of the emerging Gorgie-Dalry 20-minute neighbourhood project.
- 3) To request the report also included whether the Council could enforce businesses to allow use of their toilet facilities and whether developer contributions could be used for public toilets.

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

Declaration of interests

Councillors Aston, Bandel and O'Neill made transparency statements in respect of the above item of business as members of Living Rent.

8. Response to Motion by Councillor McFarlane – Tollcross Clock

In response to a motion by Councillor McFarlane, an update was provided on work being undertaken to progress arrangements for the repair and restoration of the Tollcross Clock.

Decision

- 1) To note the update on the current arrangements for the Tollcross Clock and that funding to cover its repair and reinstatement was likely to be covered by the Council's Common Good account.
- 2) To note engagement with key stakeholders would continue to explore potential options for the reinstatement of Tollcross Clock (interim and permanent) and short-term improvements to pedestrian, cycle and public transport at Tollcross Junction as part of the next stage of the Lothian Boulevard project and School Travel Plan Review.

- 3) To note a report would be prepared for Committee once potential options, as noted in point 2 above, had been explored.
- 4) To request a briefing note on the impact on safe routes to schools.

(References – Act of Council No. .. of 24 November 2022; report by the Executive Director of Place, submitted.)

9. Response to Motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road

In response to a motion by Councillor Macinnes, details were provided of the findings from monitoring the impact of changes to the active travel and public transport environment across the area around Braid Road and Comiston Road.

Information was also provided of responses to comments made by Lothian Buses as part of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely Experimental Traffic Regulation Orders.

Motion

- 1) To note the outcome of the monitoring carried out to understand the impact of changes to the active travel and public transport environment across the area around Braid Road and Comiston Road, as requested by the Committee on 11 November 2021.
 - 2) To note the response to comments received from Lothian Buses as part of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely Experimental Traffic Regulation Orders (ETROs) (included at Appendix 5 to the report by the Executive Director of Place).
 - 3) To note the decision taken by the Committee on 15 June 2023 on Travelling Safely schemes could result in changes being made to the schemes in this area which could change the monitored impacts, as presented in the report.
 - 4) To note an extensive monitoring and evaluation plan was in place as part of the ETRO process for the Travelling Safely programme and that this would include further monitoring of this area.
 - 5) To note the data relating to the reopening of Braid Road without further consulting local residents regarding the implications; welcomes that the community would now be presented with viable options to protect and improve the aims of the Quiet Route whilst dealing with some of its negative consequences.
 - 6) To note that traffic had not been removed from Waverley Bridge.
 - 7) To request an update before the end of 2023 on the likely delivery schedule of the:
 - 7.1) Waverley/Calton Catalyst Area Project
 - 7.2) Waverley Station Masterplan
 - 7.3) Waterloo Place tour bus trial (all noted in Appendix 5).
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the outcome of the monitoring carried out to understand the impact of changes to the active travel and public transport environment across the area around Braid Road and Comiston Road, as requested by the Committee on 11 November 2021.
- 2) To note the response to comments received from Lothian Buses as part of the non-statutory engagement undertaken in May/June 2022 for the Travelling Safely Experimental Traffic Regulation Orders (ETROs) (included at Appendix 5 to the report by the Executive Director of Place).
- 3) To note the decision taken by the Committee on 15 June 2023 on Travelling Safely schemes could result in changes being made to the schemes in this area which could change the monitored impacts, as presented in the report.
- 4) To note an extensive monitoring and evaluation plan was in place as part of the ETRO process for the Travelling Safely programme and that this would include further monitoring of this area.
- 5) To note the 'redesign' and 'adjustments' mentioned in paragraph 5.3 of the report should have climate and accessibility in mind; noting the agreed target for Edinburgh to become a net zero city by 2030 and the key role active travel and modal shift must play as part of this, and for the need for projects Council and city-wide to reiterate our goals of inclusion and climate justice as outlined in the Business Plan.
- 6) To note the monitoring showed how "traffic on Comiston Road has not decreased in proportion to the increases observed on Braid Road and Hermitage Drive following the reopening of Braid Road to northbound traffic", exemplifying the theory of induced demand and suggesting that the reopening of roads to (vehicular) through traffic as part of any scheme redesign may lead to an increase in road traffic overall, undermining the objectives of the scheme as set out in point 5.

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

Voting

The voting was as follows:

For the motion	-	6 votes
For the amendment	-	5 votes

(For the motion – Councillors Arthur, Cowdy, Dijkstra-Downie, Faccenda, Lang and Munro.

For the amendment – Councillors Aston, Bandel, Dobbin, McFarlane and O'Neill.)

Decision

To approve the motion by Councillor Arthur.

(References – Transport and Environment Committee 11 November 2021 (Item 1); 18 August 2022 (item 14) and 15 June 2023 (item 13); report by the Executive Director of Place, submitted)

10. Response to motion by Councillor Bandel – Mobility Analysis

In response to a motion by Councillor Bandel, an update was provided on the benefits of the Smart City technology towards delivering the Council's City Mobility and associated action plan priorities to improve mobility analysis across the city.

Motion

To note the update on the capability of the Council's Smart Cities initiatives to improve mobility analysis across the city.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update on the capability of the Council's Smart Cities initiatives to improve mobility analysis across the city.
- 2) To welcome, in particular, the opportunities the Smart Cities initiatives presented for the implementation of new pedestrian, cycle, and bus priority strategies.
- 3) To request a Business Bulletin Update by March 2024 on any progress made in developing these strategies.

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

In accordance with Standing Order 22.12, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the capability of the Council's Smart Cities initiatives to improve mobility analysis across the city.
- 2) To welcome, in particular, the opportunities the Smart Cities initiatives presented for the implementation of new pedestrian, cycle, and bus priority strategies.
- 3) To request a Business Bulletin Update by March 2024 on any progress made in developing these strategies.

(References – Transport and Environment Committee 8 December 2022 (item ...); report by the Executive Director of Place, submitted.)

11. Response to Motion by Councillor Cowdy – Better Buses for Ratho

In response to a motion by Councillor Cowdy, an update was provided on current arrangements and plans to review the Council's supported bus service network including service provision to and from Ratho. The planned review would explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (eg. for service provision in the Willowbrae area).

Motion

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.
- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.
- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).
- 3) To request ongoing updates to each Transport and Environment Committee via the Business Bulletin on current arrangements in Ratho and ongoing work to review, improve and retender.
- 4) To reiterate the direction given in the motion approved as amended at the 18 May 2023 Committee, namely:
 - that a PIN notice is issued to explore alternative provision prior to any formal procurement process, including examining whether input from officers with expertise in procurement can be utilised;
 - and that officers explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena.
- 5) To further request that full use be made of the large amount of valuable work that had been done by the Ratho Bus Working Group, which included analysis of all supported bus routes operated by McGills (20, 63 and 68), in producing this procurement process.

- moved by Councillor Aston, seconded by Councillor McFarlane

Amendment 2

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.
- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).
- 3) To note the review and retendering process for existing and any new supported services was envisaged to be complete by the end of 2023, with an award of new contracts in January 2024; to recognise the importance of adhering to this timeframe given the ongoing concerns over supported services; and to agree that

officers should inform the Committee and relevant ward councillors at the earliest possible stage if this timetable would not be achieved.

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

Amendment 3

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.
- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).
- 3) To agree that the outcomes of the review of supported bus services should promote accessibility and social inclusion, for example by providing access to health services, employment, leisure and shopping for older people, disabled people, and those from areas of social deprivation and high unemployment.
- 4) To ask that any framework used to inform recommendations for tender and the development of alternative route and service options should include equalities criteria that support the aims above.

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

Amendment 4

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.
- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).
- 3) To note Committee was disappointed at the slow pace of delivering on the actions set out in the Motion approved in May 2023, particularly:
 - Identifying and providing a suitable solution for the residents of Ratho.
 - Arranging meetings with i) RBS Gogar and ii) McGill's, composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Committee Convener.
- 4) To request regular Business Bulletin updates at future Committee meetings with the next one outlining delivery milestones.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.12, Amendments 1, 2, 3 and 4 were adjusted and accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on current arrangements and plans to review the Council's supported bus service network, including service provision to/from Ratho.

- 2) To note the review would also explore whether accessibility and connectivity issues elsewhere in the city could be enhanced (e.g. for service provision in the Willowbrae area).
- 3) To request ongoing concise updates to each Transport and Environment Committee meeting via the Business Bulletin on current arrangements in Ratho and ongoing work to review, improve and retender.
- 4) To reiterate the direction given in the motion approved as amended at the 18 May 2023 Committee, namely:
 - that a PIN notice is issued to explore alternative provision prior to any formal procurement process, including examining whether input from officers with expertise in procurement can be utilised.
 - and that officers explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena.
- 5) To further request that full use be made of the large amount of valuable work that had been done by the Ratho Bus Working Group, which includes analysis of all supported bus routes operated by McGills (20, 63 and 68), in producing this procurement process.
- 7) To note the review and retendering process for existing and any new supported services was envisaged to be complete by the end of 2023, with an award of new contracts in January 2024; to recognise the importance of adhering to this timeframe given the ongoing concerns over supported services; and to agree that officers should inform the Committee and relevant ward councillors at the earliest possible stage if this timetable would not be achieved.
- 8) To agree that the outcomes of the review of supported bus services should support isolated communities and also promote accessibility and social inclusion, for example by providing access to health services, employment, leisure and shopping for older people, disabled people, and those from areas of social deprivation and high unemployment.
- 9) To ask that any framework used to inform recommendations for tender and the development of alternative route and service options should include equalities criteria that support the aims above.
- 10) To note Committee was disappointed at the slow pace of delivering on the actions set out in the Motion approved in May 2023, particularly:
 - Identifying and providing a suitable solution for the residents of Ratho.
 - Arranging meetings with i) RBS Gogar and ii) McGill's, composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Committee Convener.

- 11) To request monthly Business Bulletin updates at future Committee meetings with the next one outlining delivery milestones.

(References – Transport and Environment Committee 18 May 2023 (item 15); report by the Executive Director of Place, submitted.)

12. Circular Economy (Scotland) Bill - Draft Consultation Response

Approval was sought to submit a draft response to the Scottish Government's Consultation on the Circular Economy (Scotland) Bill as set out in appendix 1 of the report by the Executive Director of Place.

Decision

To approve the draft consultation response for submission to the Scottish Government on 18 August 2023.

(References – Transport and Environment Committee 18 August 2022 (item 5); report by the Executive Director of Place, submitted.)

Declaration of interests

Councillor Dobbin made a transparency statement in respect of the above item of business as an employee of an organisation that specialised in circular technology.

Councillor O'Neill made a transparency statement in respect of the above item of business as an employee of the MSP responsible for bringing the Circular Economy (Scotland) Bill in her role as minister.

13. Motion by Councillor Lang - Reducing the Impact of Utility Works

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

“Committee:

- 1) Notes the ongoing concern within local communities over the impact of significant utility works, which can often result in footway closures, full or partial carriageway closures, temporary traffic lights, and other changes.
- 2) Recognises the importance and legal right of utility companies to repair and upgrade their infrastructure but notes the limited powers of local authorities in Scotland to minimise the disruptive consequences of such works and ensure works are completed as quickly as possible.
- 3) Notes that some local councils in other parts of the UK are now using a 'per day' charge on utility companies for road and footway occupations in a bid to incentivise the timely completion of works.
- 4) Agrees that officers should explore all avenues with Transport Scotland and the Scottish Government, either to maximise the use of existing legal powers or to seek additional powers like those now used elsewhere, to ensure Edinburgh and other councils have the broadest range of mechanisms to reduce the impact of utility works.

- 5) Agrees that the outcome of this work should be reported back to committee through the business bulletin.”

Decision

To approve the motion by Councillor Lang.

14. Motion by Councillor O'Neill - Reinforcing the Equal Pavements Pledge

The following motion by Councillor O'Neill was submitted in terms of Standing Order 17:

- “1) Notes motions from Councillor Claire Miller, ‘Equal Pavements Pledge’ which passed during Full Council on 23rd September 2021, motion by Councillor Derek Howie on ‘Street Furniture’ which passed during Full Council on 25th November 2021, and motion by Councillor Lesley Macinnes, ‘Accessibility Commission’ which passed during Full Council on 30th June 2022.
- 2) Understands that by passing these motions the Council agreed to support Transport For All’s pledge, meetings were requested with the Edinburgh Access Panel, and a report was requested looking at the impact of street furniture on ‘blind and visually impaired people, the wider disabled community and parents with buggies [...] and how this should be aligned with [Cllr. Miller’s] motion.’
- 3) Further notes questions to Full Council on 4th May 2023 from Councillor Kayleigh O'Neill where reassurance was given regarding strategic context, A-boards, bin scheduling, dropped crossings and engagement with Disabled People’s Organisations (DPOs).
- 4) Regrets that the majority of these pledges are not being met and reliable accessibility has deteriorated in recent years despite multiple updates to local and national guidance. This has led to complaints, injuries, discrimination, isolation and, as recent reports have found, insurance claims costing the city over £80,000 since 2018.
- 5) Agrees that more work is needed to address access considerations – i.e. surfacing, gradients, barrier-free access, continuity, directions, and crossings – in future guidance reviews and all work streams.
- 6) Reaffirms the Committee’s support for the Equal Pavements Pledge and informs the Accessible Streets Roundtable Discussion Forum of this, requesting it consider including the Pledge in its draft terms of reference and the following points as part of its discussions on an Accessibility Commission:
 - a) How we will continue to ‘Listen, and act’ off the back of engagement with disabled people, across impairment groups, who have been significantly erased from the conversation, and look at how our engagement processes themselves are often barriers to disabled people.
 - b) How we will work with Planning and Licensing colleagues to ‘Keep it Clear’ and maintain a minimum of 1.5m clearance on all pavements, especially during high-footfall seasons (August and December), with detail on the different street types.

- c) How we will 'Cut the clutter' and operate a zero-tolerance approach to street clutter, especially during high-footfall seasons, with detail on the different street types.
- d) How we will 'Mind the trash', reducing the issue of bags of rubbish being left on pavements, especially during high-footfall seasons.
- e) How we will address the issue of improper and missing dropped kerbs across the city, with reference to short term solutions for problematic areas, and longer-term plans on how we 'Drop the kerbs' and audit our street space for further accessibility concerns.
- f) How we will 'Protect Blue Badge Bays' and ensure residents or visitors that require accessible parking have full information on where they can park and drive in the city.
- g) Finally, how the Council will continue to 'Work with disabled experts', acknowledging that disabled people's lived experience and the integration of the Social Model of Disability is the answer to delivering all future street space schemes with accessibility at the core."

Motion

To approve the motion by Councillor O'Neill.

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

Amendment

To add after point 6:

- 7) Notes that the Edinburgh Accessibility Commission will set its own terms of reference.
- 8) Requests a brief update before the end of 2023 on the 'Equal Pavements Pledge' and 'Street Furniture' motions noted in Point 1.

- moved by Councillor Arthur, seconded by Councillor Faccenda

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 Councillor O'Neill:

- 1) To note motions from Councillor Claire Miller, 'Equal Pavements Pledge' which passed during Full Council on 23rd September 2021, motion by Councillor Derek Howie on 'Street Furniture' which passed during Full Council on 25th November 2021, and motion by Councillor Lesley Macinnes, 'Accessibility Commission' which passed during Full Council on 30th June 2022.
- 2) To understand that by passing these motions the Council agreed to support Transport For All's pledge, meetings were requested with the Edinburgh Access Panel, and a report was requested looking at the impact of street furniture on

'blind and visually impaired people, the wider disabled community and parents with buggies [...] and how this should be aligned with [Cllr. Miller's] motion.'

- 3) To further note questions to Full Council on 4th May 2023 from Councillor Kayleigh O'Neill where reassurance was given regarding strategic context, A-boards, bin scheduling, dropped crossings and engagement with Disabled People's Organisations (DPOs).
- 4) To regret that the majority of these pledges were not being met and reliable accessibility had deteriorated in recent years despite multiple updates to local and national guidance. This had led to complaints, injuries, discrimination, isolation and, as recent reports found, insurance claims costing the city over £80,000 since 2018.
- 5) To agree that more work was needed to address access considerations – i.e. surfacing, gradients, barrier-free access, continuity, directions, and crossings – in future guidance reviews and all work streams.
- 6) To reaffirm the Committee's support for the Equal Pavements Pledge and to inform the Accessible Streets Roundtable Discussion Forum of this, requesting it consider including the Pledge in its draft terms of reference and the following points as part of its discussions on an Accessibility Commission:
 - a) How we would continue to 'Listen, and act' off the back of engagement with disabled people, across impairment groups, who have been significantly erased from the conversation, and look at how our engagement processes themselves are often barriers to disabled people.
 - b) How we would work with Planning and Licensing colleagues to 'Keep it Clear' and maintain a minimum of 1.5m clearance on all pavements, especially during high-footfall seasons (August and December), with detail on the different street types.
 - c) How we would 'Cut the clutter' and operate a zero-tolerance approach to street clutter, especially during high-footfall seasons, with detail on the different street types.
 - d) How we would 'Mind the trash', reducing the issue of bags of rubbish being left on pavements, especially during high-footfall seasons.
 - e) How we would address the issue of improper and missing dropped kerbs across the city, with reference to short term solutions for problematic areas, and longer-term plans on how we 'Drop the kerbs' and audit our street space for further accessibility concerns.
 - f) How we would 'Protect Blue Badge Bays' and ensure residents or visitors that require accessible parking have full information on where they could park and drive in the city.
 - g) Finally, how the Council would continue to 'Work with disabled experts', acknowledging that disabled people's lived experience and the integration of the Social Model of Disability was the answer to delivering all future street space schemes with accessibility at the core.

- 7) To note that the Edinburgh Accessibility Commission would set its own terms of reference.
- 8) To request a brief update before the end of 2023 on the 'Equal Pavements Pledge' and 'Street Furniture' motions noted in Point 1.

15. Motion by Councillor Bandel - Staff Resourcing for the City Mobility Plan

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

- “1) Notes that workload across the Transport service area has been increasing which necessitated the change from 8-weekly to 4-weekly Transport and Environment Committee meetings agreed at the City of Edinburgh Council meeting in December 2023.
- 2) Notes with concern that these increased demands on officer time have not been matched by a proportionate investment in staffing. Further notes repeated warnings by officers that several key teams are under extreme pressure and lacking the staff capacity to deliver projects to agreed timescales.
- 3) Regrets that these pressures are causing delays in the delivery of the City Mobility Plan and other key areas of work that are crucial to meeting the Council's car km reduction targets and achieving its climate target of Net Zero by 2030.
- 4) Further regrets the unacceptable negative impact on staff wellbeing the lack of resourcing has been causing.
- 5) Requests officers to provide all political groups with information detailing the investment in staffing needed to deliver the City Mobility Plan 2021-2030 on time for consideration as part of the Council's 2024/25 budget setting process by October. This should include information about how roles should be prioritised for investment / recruitment, taking into account the sustainable transport hierarchy.”

Motion

To approve the motion by Councillor Bandel.

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

Amendment 1

To replace Point 1 with:

- 1) Notes that the Transport and Environment Committee changed from bi-monthly to monthly meetings as agreed by a majority of Councillors at the City of Edinburgh Council meeting in December 2022, and that this generated additional workload for Council Officers. Notes that many of the reports coming to the Transport and Environment Committee are the result of motions from Committee members or from full Council (4 of the 7 reports this month), and the remit receives several written questions at each Full Council. Notes that these incremental pressures have exacerbated the impact of years of cuts forced on Edinburgh.

To replace Point 4 with:

- 4) 'Further regrets the unacceptable negative impact on staff wellbeing across the council the lack of resourcing has been causing over many years, and therefore welcomes the work of Trade Unions to raise concerns about this aspect of the underfunding of Local Authorities in Scotland.'

To add:

- 6) Asks that any such delays noted in Point 3 are quantified in the briefing requested in Point 5.
- 7) Asks that the briefing covers staffing in all of the Transport Environment Committee remit and explains how the profile has changed since 2017.
 - moved by Councillor Arthur, seconded by Councillor Bandel

Amendment 2

- 1) In paragraph 1, delete "2023" and insert "2022".
- 2) In paragraph 2, after "staffing", insert:

" , a situation impacted by the ongoing cuts forced on the Council by the SNP / Green coalition government".
- 3) inserts new paragraph 5 and renumbers accordingly:

'5. regrets that, at the time of the approval of the City Mobility Plan in 2021, a majority of councillors on the committee voted against an amendment seeking "the broad estimated financial requirements and resource implications" of the Plan, and recognises how this information would have been useful from an early stage.'
- 4) In current paragraph 5 (new paragraph 6);
 - a) delete "investment in staffing" and insert "broad additional operational and capital investment".
 - b) delete "October" and insert "by the end of 2023".
 - c) delete "how roles should be prioritised", and insert, "the estimated additional human resource required".
 - Moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22.12, Amendments 1 and 2 were adjusted and accepted as addenda to the motion.

In accordance with Standing Order 22.12, Amendment 2 was adjusted and accepted as an addendum to Amendment 1.

Voting

The voting was as follows:

For the motion (as adjusted)	-	5 votes
For Amendment 1 (as adjusted)	-	6 votes

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

For the amendment (as adjusted) – Councillors Arthur, Cowdy, Dijkstra-Downie, Faccenda, Lang and Munro.)

Decision

To approve the following adjusted Amendment 1 by Councillor Arthur:

- 1) To note that the Transport and Environment Committee changed from bi-monthly to monthly meetings as agreed by a majority of Councillors at the City of Edinburgh Council meeting in December 2022, and that this generated additional workload for Council Officers. To note that many of the reports coming to the Transport and Environment Committee are the result of motions from Committee members or from full Council (4 of the 7 reports this month), and the remit received several written questions at each Full Council meeting. To note that these incremental pressures have exacerbated the impact of years of cuts forced on Edinburgh.
- 2) To note with concern that these increased demands on officer time had not been matched by a proportionate investment in staffing, a situation impacted by the ongoing cuts forced on the Council by the SNP / Green coalition government. To further note repeated warnings by officers that several key teams were under extreme pressure and lacking the staff capacity to deliver projects to agreed timescales.
- 3) To regret that these pressures were causing delays in the delivery of the City Mobility Plan and other key areas of work that were crucial to meeting the Council's car km reduction targets and achieving its climate target of Net Zero by 2030.
- 4) To further regret the unacceptable negative impact on staff wellbeing across the council that the lack of resourcing had been causing over many years, and to therefore welcome the work of Trade Unions to raise concerns about this aspect of the underfunding of Local Authorities in Scotland.
 - 4a) To regret that, at the time of the approval of the City Mobility Plan in 2021, a majority of councillors on the committee voted against an amendment seeking "the broad estimated financial requirements and resource implications" of the Plan, and to recognise how this information would have been useful from an early stage.
- 5) To request officers provide all political groups with information detailing the broad additional operational and capital investment needed to deliver the City Mobility Plan 2021-2030 in time for consideration as part of the Council's 2024/25 budget setting process by the end of 2023. This should include information about the estimated additional human resource required for investment / recruitment, taking into account the sustainable transport hierarchy.
- 6) To ask that any such delays noted in Point 3 were quantified in the briefing requested in Point 5.
- 7) To ask that the briefing covered staffing in all of the Transport and Environment Committee remit and explained how the profile had changed since 2017.

Work Programme

Transport and Environment Committee

12 October 2023

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
Actions to Deliver City Mobility Plan - Consultation Update	Update on the consultation.	Executive	Daisy Narayanan	Place	12 October 2023
Transport ALEO Reform	Progress update	Executive	Hannah Ross	Place	12 October 2023
Secure On-Street Cycle Parking	Action arising from Committee on 18 May 2023	Executive	Daisy Narayanan	Place	12 October 2023 (this report may be deferred)
Speed Limits Review – 20mph	Update on the consultation on 20mph, including information on Driver Behaviour	Executive	Daisy Narayanan	Place	12 October 2023
Speed Limits Review – Rural Roads	Update on the consultation on speed limits on rural roads	Executive	Daisy Narayanan	Place	12 October 2023
Edinburgh St James Update	Update on transport related activities relating to Edinburgh St James	Executive	David Cooper	Place	12 October 2023 (this report may be deferred)
Petition – East London Street	Action agreed by Committee on 17.08.2023 to report back in two cycles	Executive		Place	12 October 2023

	Transport Asset Management Plan Update	Update on Transport Asset Management Plan	Executive	Sean Gilchrist	Place	12 October 2023
	Road Safety Programme	Update on the Council's Road Safety schemes, including School Travel Plan Reviews and Pedestrian Crossing Prioritisation, Station Road Ratho Station	Executive	Dave Sinclair	Place	12 October 2023
	Place Directorate – Financial Monitoring and Annual Report	Quarterly and annual report	Routine	Susan Hamilton	Place	12 October 2023 1 February 2024
	Response to motion by Councillor Caldwell – Sewage in Edinburgh's Waterways	Action from the Council on 04.05.2023 to provide a report detailing the impact that building new housing close to waterways will have on CSOs	Routine	Julie Dewar	Place	12 October 2023
	Litter Bin Siting Policy	Feedback from workshop agreed by Committee on 18 May 2023	Routine	Andy Williams	Place	12 October 2023
	Petition to Pedestrianise Elm Row	Action from Committee on 17 June 2021	Business Bulletin	Gavin Brown	Place	12 October 2023
	Major Junctions Review Update	Update on progress of junction design work agreed by Committee on 20.04.2023	Business Bulletin	Gavin Brown	Place	12 October 2023
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	12 October 2023

	Neighbourhood Environment Programme	Update on the Council's Neighbourhood Environment Programme (NEPs)	Business Bulletin	Gavin Brown	Place	12 October 2023
	George Street and First New Town	Update on dialogue on licensed taxi access for people with disabilities (requested by Committee on 15.06.2023)	Update	Daisy Narayanan	Place	12 October 2023

16 November 2023

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Public Utilities Annual Performance Report 2022/23	Annual update on the performance of public utilities	Routine	Gavin Brown	Place	16 November 2023
	Active Travel Investment Programme Update	Update on the active travel investment programme to include impact of costs for projects, such as George Street and FNT) as requested by Committee on 15.06.2023.	Executive	Daisy Narayanan	Place	16 November 2023
	Motion by Councillor Lang – Travelling Safely	Report requested on 15.06.2023	Executive	Daisy Narayanan	Place	16 November 2023
	Petition – Gorgie Needs a Public Toilet	Action agreed by Committee on 17.08.2023 to report back within three cycles	Executive	Andy Williams	Place	16 November 2023
	Public Access to Facilities in Council Buildings	Action from the Council on 22.06.2023 to provide an update on scoping of allowing public	Routine	Andy Williams	Place	16 November 2023

		access to facilities in the City Chambers and Waverley Court.				
	Communal Bin Review Update	Regular update	Routine	Andy Williams Karen Reeves	Place	16 November 2023
	Response to motion by Councillor Cowdy – HWRC Booking System	Action from Committee on 15.06.2023	Routine	Andy Williams	Place	16 November 2023
	George Street and First New Town – Update on Side Streets	Update	Routine	Daisy Narayanan	Place	16 November 2023
	Response to motion by Councillor Hyslop – Secure School Bike Storage	Referral from Education, Children and Families Committee, this report responds to a motion which was approved by the Council on 22 October 2022.	Routine	Daisy Narayanan Crawford McGhie	Place	16 November 2023
	Street Cleansing Performance Update	Bi-annual update	Routine	Andy Williams	Place	16 November 2023 23 May 2024
	Sciennes Primary School Playground	Update following conclusion of the statutory process for a permanent closure	Business Bulletin	Gavin Brown	Place	16 November 2023
	International Visit Update on Echarge4drivers workshop (September/October 2023)	Approved by Policy and Sustainability Committee in May 2023	Business Bulletin	Steven Murrell	Place	16 November 2023
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	16 November 2023
	Motion by Councillor Bandel – Bike	Request from the Council on 24 November 2022 for an update in	Update	Gavin Brown	Place	16 November 2023

	Buses	12 months with up to date numbers on active school bike buses in Edinburgh.				
	Update on Travelling Safely	Update on the following items (agreed by Committee on 17.08.2023): 1. Waverley/Calton Catalyst Area Project 2. Waverley Station Masterplan 3. Waterloo Place tour bus trial (all noted in Appendix 5)	Update	Daisy Narayanan	Place	16 November 2023
	Update on Equal Pavements Pledge and Street Furniture	Update requested on 17.08.2023	Update	Daisy Narayanan	Place	16 November 2023

Future Plan

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Major Junctions Review	Update report	Executive	Gavin Brown	Place	11 January 2024
	Electric Vehicle Charging Procurement Strategy	Outlining the proposed procurement strategy for Electric Vehicle Charging	Executive	Gavin Brown	Place	11 January 2024
	Annual Air Quality Update	Annual Update	Routine	Daisy Narayanan	Place	11 January 2024
	Improvements at Portobello Junctions	Committee requested an update on actions no later than January 2024 (action from 15.06.2023)	Update	Gavin Brown	Place	11 January 2024

	Kirkliston Junction Reconfiguration	Update on the monitoring of traffic signal changes.	Business Bulletin	Mark Love	Place	11 January 2024
	School Travel Plan Update	Progress Update	Business Bulletin	Gavin Brown	Place	11 January 2024
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	11 January 2024
	City Mobility Plan	First Review	Executive	Daisy Narayanan	Place	1 February 2024
	Circulation Plan	Circulation Plan	Executive	Daisy Narayanan	Place	1 February 2024
	Circulation Plan Action Plans <ul style="list-style-type: none"> • Active Travel • Air Quality • Parking • Public Transport • Road Safety 	Circulation Plan associated action plans for Approval, including the Parking Action Plan (PAP to include update from October 2022 report to include review of parking bands (as requested by Committee on 18.05.2023) and on parking dispensations (as requested by Committee on 15.06.2023)	Executive	Daisy Narayanan	Place	1 February 2024
	Community Requirements for Supported Bus Services	Response to a motion from the Council on 30 June 2022 and following Business Bulletin Update on 18 May 2023	Executive	Daisy Narayanan	Place	1 February 2024
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update	Business Bulletin	Daisy Narayanan	Place	1 February 2024
	Update on Fair Fares Review	Action from Committee on 18 May 2023 to report back to	Update	Hannah Ross	Place	1 February 2024

		Committee when the review has concluded				
	Workplace Parking Levy	Action from Committee on 02.03.2023 to complete the tasks set out in section 5 of the report with a view to public consultation being completed and the finding assessed by the end of February 2024.	Executive	Gareth Dixon	Place	7 March 2024
	Strategic Review of Parking – Abbeyhill Colonies	Action from Committee on 18.08.2022 to monitor and review, with public consultation, not later than 12 months after implementation of new parking restrictions. To report the findings back to Committee.	Executive	Gavin Brown	Place	7 March 2024
	Annual Update on Accessibility for Placemaking and Transport Projects	Annual Update, following report to Committee on 2 March 2023	Routine	Daisy Narayanan	Place	7 March 2024
	Pavement Parking on Leith Walk	Update on pavement parking on Leith Walk following completion of the tram works and the introduction of pavement parking enforcement powers (arising from a motion by Councillor Caldwell on 16.12.2022 and a Business Bulletin update on 18.05.2023).	Business Bulletin	Gavin Brown	Place	7 March 2024
	Mobility Analysis	Business Bulletin update requested on 17.08.2023 on progress with Smart Cities Strategies	Business Bulletin	Gavin Brown	Place	7 March 2024

	Waste and Cleansing Policies	Annual Update	Routine	Andy Williams	Place	23 May 2024
	Update on flooding	Following update in May 2023, a further update will be prepared for Committee in May 2024.	Business Bulletin	Stephen Knox	Place	23 May 2024
	Communal Bin Review	Including update on review of bin hub locations in phases 1, 2 and A to be reported to Committee (Action 18.05.2023)	Routine	Karen Reeves	Place	23 May 2024
	Kirkliston and Queensferry Traffic and Active Travel Study	Annual Update	Business Bulletin	Daisy Narayanan	Place	20 June 2024
	Parking Contract	Action from Committee on 8 December 2022 to ensure that offices engage and brief group transport spokespeople during the process of tender and contract development for the new parking contract	Engagement	Gavin Brown	Place	By September 2024
	Leith Connections Update	Update on monitoring post implementation of ETRO	Routine/ Business Bulletin	Daisy Narayanan	Place	Currently expected by March 2025
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	To be confirmed
	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	To be confirmed
	Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Executive	Gavin Brown	Place	To be confirmed
	Edinburgh Cycle Hire Scheme	Action from Committee on 2	Business	Daisy Narayanan	Place	To be confirmed

	Update	February 2023	Bulletin			
	Response to motion by Councillor McFarlane – Tollcross Clock	Action from the Council on 24 November 2022 and update on 17 August 2023	Routine	Daisy Narayanan	Place	The date will be confirmed following stakeholder engagement
	Neighbourhood Environment Programme	Update on the Council's Neighbourhood Environment Programme (NEPs)	Executive	Gavin Brown	Place	To be confirmed – to follow engagement with Community Councils

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Rolling Actions Log

Transport and Environment Committee

14 September 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
1	18-03-19	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would re-visit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2024		An update on this was included in the Business Bulletin on 15 June 2023 . A Business Bulletin update will be presented in October 2023, with a report to follow engagement with Community Councils.
2	28-03-19	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality (referral from the	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	01.02.2024		This will form part of the development of the Circulation Plan Framework.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		North West Locality Committee)					
3	12-09-19	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed Implementation Strategy	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 daisy.narayanan@edinburgh.gov.uk	01.02.2014		
4	05-12-19	Transport and Environment Committee Business Bulletin	To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		This will form part of the development of the Circulation Plan Framework.
5	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: Daisy Narayanan Daisy.narayanan@edi	Next update expected – June 2024		An update is included in the Business Bulletin on 15 June 2023 . Previous update 14

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				nburgh.gov.uk			October 2021; 31 March 2022.
6	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	Early 2024		<u>Update May 2023</u> This will be reviewed again when the regulations for footway parking come into effect. Previous update - 31 March 2022. Committee agreed to keep this action open for a further update to be provided.
7	28-01-21	Strategic Review of Parking – Results Phase 1 Consultation and General Update	Agrees to introduce garage permits as set out in para 4.30, with monitoring and 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.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	December 2024		This will be incorporated into a future report on the Strategic Review of Parking by December 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
8	19-02-21	City Mobility Plan	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 daisy.narayanan@edinburgh.gov.uk	01.02.2024		Update was provided to Committee in October 2021. Review cycle has review scheduled for Autumn 2023.
9	22-04-21	Business Bulletin – Climate Risk Assessment	To agree to provide a briefing note how on the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	24.10.2023		A number of updates on the Council's approach to Climate Change were reported to Policy and Sustainability Committee on 17 November 2022 . The next report on this is scheduled for Policy and Sustainability Committee in October-2023.
10	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	12.10.2023		This will follow the extension of the tram line extension becoming operational. A Business Bulletin

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				h.gov.uk			update is planned for October 2023. Previous update: 31 March 2022 .
11	17-06-21	City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update	Notes the progress to date on the Walker Street to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		It is proposed to report back to Committee on this project as part of a review of active travel investment.
12	17-06-21	Cammo Road – Trial Vehicle Prohibition (Road Closure)	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: Gavin Brown gavin.brown@edinburgh.gov.uk	Early 2024		Previous Updates 3 November 2022 ; 20 April 2023 .
13	17-06-21	Funding Third Sector Delivery Partner:	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items	Executive Director of Place Lead Officer: Andy	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Changeworks Resources for Life	rather than throwing them out.	Williams andy.williams@edinburgh.gov.uk			
14	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	Early 2024		This will form part of the monitoring strategy for the Travelling Safely measures. Update report - 17.08.2023 .
15	27-01-22	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	To request a further report from the Executive Director of Place on the matter.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Engagement with the school on the travel plan is ongoing. The approach to the School Travel Plan Review will be incorporated into Road Safety update in October 2023 Previous updates: 28 January 2021 ; 17

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		kindergarten zone					June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023
16	27-01-22	Kirkliston Junction Reconfiguration	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 Gavin.brown@edinburgh.gov.uk	11.01.2024		An update on this was included in the Business Bulletin on 15 June 2023 .
17	Council 17-03-22	Motion by Councillor Douglas – Review of Stadium Parking (See agenda)	Extract of the motion: Calls for the next report 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.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	Autumn 2024		<u>Update September 2023</u> Within the update on the Strategic Review of Parking in September 2023, it is proposed to progress this with Phase 2 of the Strategic Review. <u>Update May 2023</u> In progressing this in

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							respect of events in stadiums, it has been identified that this issue also affects other events in the city. Therefore, the report has been delayed until October 2023 to follow up on this.
Page 42 8	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: Gavin Brown gavin.brown@edinburgh.gov.uk	Next expected update – 12.10.2023		The approach to the School Travel Plan Review will be incorporated into Road Safety update in October 2023 Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023
19	31.03.22	Motion by Councillor Neil Ross - Call for	To therefore, approve proceeding with a study to monitor the	Executive Director of Place	Next update		An update is included in the Business

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Action on Zebra Markings for Side Streets	<p>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>Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	expected – 12.10.2023		<p>Bulletin in September 2023.</p> <p>Previous updates: 2 March 2023; 6 October 2022</p>
20	Council 30-06-22	<p>Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes</p> <p>(See agenda)</p>	<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 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</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	01.02.2024		<p>This work will be progressed alongside the development of the final Public Transport Action Plan.</p> <p>Previous Updates: 18 May 2023; and 8 December 2022.</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 44			<p>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 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.</p>				
	21 A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station	To engage with Ward Members regarding the Petition on Station, Ratho Station.	Executive Director of Place Lead officer: Lead Officer: Gavin Brown	Next update expected – 12.10.2023	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		(See Agenda)		gavin.brown@edinburgh.gov.uk			2023 Previous updates:
21 B	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: Gavin Brown gavin.brown@edinburgh.gov.uk	Next update expected – 12.10.2023		28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .
22	18.08.22	Updated Pedestrian Crossing Prioritisation 2022/23	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	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Next update expected – 12.10.2023		The approach to this will be incorporated into Road Safety update in October 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Prioritisation 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	May 2023		Closed May 2023 A Business Bulletin update is included on 18.05.2023.
23	18.08.22	Strategic Review of Parking – Results of Phase 1 Traffic Order	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 within the N6.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	07.03.2024		
24	18.08.22	Evaluation of the 20mph Speed Limit	To agree that Officers would examine how existing research	Executive Director of Place	12.10.2023		This will be incorporated into

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Roll Out – Three Years Pose Implementation	on driver Behavioural Trends to understand why driver's do not adhere to the 20mph speed.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			reporting for the 20mph programme.
25	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 reduce coffee cup usage	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance Update report to Committee on 20.04.2023
			2) Agrees that officers should return to committee before	Executive Director of Place	16.11.2023		<u>Update April 2023</u>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.	Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk			An update on this is included in the Street Cleansing Performance report on 20.04.2023. However, it is anticipated that implementation will be from October 2023 onwards.
			3) Requests a report from 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	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	April 2023	20.04.23	Closed April 2023 An update on this was included in the Street Cleansing Performance report on 20.04.2023.
			4) Includes in the report on possible improvement through additional resource for budget consideration the	Executive Director of Place Lead Officer: Andy Williams	April 2023	April 2023	Closed April 2023 An update on this was included in the Street Cleansing

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments	
Page 49			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 of littering, dumping and inappropriate barbecue use in parks	andy.williams@edinburgh.gov.uk			Performance report on 20.04.2023.	
	26	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	September 2023		This information is currently being prepared for circulation
	27	06.10.22	Risk Based Approach to Road Safety Inspections -	To request a briefing within 3 cycles on how to tighten up the operational guidance	Executive Director of Place Lead Officer: Sean Gilchrist	September 2023		This information is currently being prepared for circulation

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Update		sean.gilchrist@edinburgh.gov.uk			
28	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	16.11.2023		This will be reported to Education, Children and Families Committee and referred to Transport and Environment Committee. A report is expected to be presented to Education, Children and Families Committee on 07.11.2023, with onward referral to Committee.
29	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 Claire.miller@edinburgh.gov.uk			An update is included on the agenda for Committee on 17.08.2023. A date to return to Committee will be added once the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							timeline for stakeholder engagement is confirmed.
30	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: Gavin Brown gavin.brown@edinburgh.gov.uk	Next update expected – 12.10.2023		The approach to this will be incorporated into Road Safety update in October 2023
			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 conducted with a view towards increasing	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Closed June 2023 An update on this is included in the Business Bulletin on 15 June 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			mitigations should evidence indicate that those are needed.				
31	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 speed reduction measures' of appendix 2.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		An update on Road Safety is now expected to be considered by Committee in October 2023.
32	08.12.22	School Travel Plan Review Update	Requests officers to circulate School Travel Plans among Transport and Environment committee members and ward councillors upon completion.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Next update expected – 12.10.2023		Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; and 15 June 2023 .
33	02.02.23	Update on Council Transport Arms	1) To request a presentation to Committee on the timescales of decarbonising the Lothian	Executive Director of Place Lead Officer: Hannah			This is being progressed with Lothian Buses for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Length Companies	Bus fleet.	Ross Hannah.ross@edinburgh.gov.uk			presentation to Committee.
			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	07.03.2024		This will be followed up in preparation for the next annual update to Committee
34	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	14.09.2023		Recommended for closure An update is provided in the Business Bulletin on 14.09.2023. An update was included in the Business Bulletin on 18 May 2023 .
35	02.02.23	Public Transport Action Plan 2023 – Delivering the City	1) Agrees that TEC members should be briefed on the proposed approach within the context of the Draft PTAP	Executive Director of Place Lead Officer: Daisy Narayanan	14.09.2023		Recommended for closure An updated is included

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Mobility Plan	consultation response before the finalised PTAP is tabled for approval.	daisy.narayanan@edinburgh.gov.uk			in the Business Bulletin for Committee on 14.09.2023.
			2) Notes the decision of Full Council on the 30 June 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.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14.09.2023		Recommended for closure An update is provided in the Business Bulletin on 14.09.2023
			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	14.09.2023		Recommended for closure A report was presented in August

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				burgh.gov.uk			2023 and an update is provided in the Business Bulletin on 14.09.2023. An update on this was provided for Committee in May 2023.
36 Page 55	02.02.23	Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling	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;	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<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 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</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>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.</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</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			receiving relevant budget estimates, and further notes this matter should be considered as part of the council's capital budget setting.				
37	02.03.23	Strategic Business Case for an Edinburgh Workplace Parking Levy	1) Agrees to proceed with an integrated impact assessment, an investment plan and engagement and consultation plan to establish views, issues and opportunities relating to a WPL in Edinburgh as set out in 5.1, prioritising engagement with Edinburgh's trade union movement, and agrees that these will be reported back to Committee no later than September.	Executive Director of Place Lead Officer: Gareth Dixon steven.cuthill@edinburgh.gov.uk	14.09.2023		Recommended for closure A report is included on the agenda for Committee on 14.09.2023.
			2) Agrees that the tasks set out in Section 5 of the report should be progressed with a view to a public consultation	Executive Director of Place Lead Officer: Gareth Dixon	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			being completed and the finding assessed by the end of February 2024.	steven.cuthill@edinburgh.gov.uk			
38	02.03.23	Response to motion by Councillor Arthur and Project Update - Electric Vehicle Charging	1) That a further update will be provided to Committee prior to commencing procurement. That this update will provide reassurance that the procurement process will be robust and timescales sufficient to encourage the best possible range of providers to take part.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		Actions 2 and 3 – recommended for closure An update is provided in the Business Bulletin on 14.09.2023
			2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points.		14.09.2023		
			3) Further updates on proactive action on misuse of EV bays including by parking attendants but also investigating the potential to remotely monitor and follow up with those who misuse		14.09.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			bays during periods when attendants are off duty.				
			4) Officers to explore additional areas for inclusion in a concession-type contract, such as lamppost charging where accessible and commercial charging for electric bus operators, and to engage with committee members to shape the contract scope		11.01.2024		
			5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following: • Removal of the time limit for "fast" (AC 7 or 22 kW) charge points overnight, between 8pm - 8am, to allow EV drivers to charge overnight		11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 61			<p>without them having to move their vehicles at unsuitable times.</p> <ul style="list-style-type: none"> • Agrees that the 30-minute period for rapid chargers, is extremely short and extends the limit to 90 minutes. • Notes that most private operators do not set a time limit for rapid chargers but instead only allow a car to be charged to 80% capacity because the rate of charge tails off significantly after 80% to the point where it is no longer rapid anymore – and calls for a further report regarding the implementation of this approach. • Agrees that there should be no time limit on "fast" (7 kW AC Type 2) charge points at park and rides, but that rapid chargers at park and rides 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			should have a time limit of 90-minutes with overstay penalties enforced.				
39	20.04.23	Major Junctions Review Update	1) To include the criteria for the redesign and future proofing of bus shelters when the report comes back to Committee on the design phase; the report to also include information on existing junctions which may be further impacted by population change due to additional housing.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		
			2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		
40	20.04.23	Roads and Infrastructure Investment – Capital	Extract from decision: 1) To agree that updated information is included in all	Executive Director of Place Lead Officer: Sean	14.09.2023		Recommended for closure This report is included

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Delivery Priorities for 2023/24	<p>future Roads and Infrastructure Investment Capital Delivery reports and updates.</p> <p>2) Requests a report within one cycle outlining the current proposed work programme of setted street repair for 2023/24, 2024/25, 2026/27, 2027/28 and 2028/29.</p> <p>3) The report to also include</p> <ul style="list-style-type: none"> • The current setted street policy as an appendix • The metrics used by officers to prioritise work on setted streets • The current annual budget allocation for setted street repair • Suggestions for improving the longevity of setted street repair work and for 	<p>Gilchrist sean.gilchrist@edinburgh.gov.uk</p>			on the agenda on 14.09.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>possible ways to improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.</p> <p>4) To request an updated methodology of prioritisation in line with the most recent strategies and City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.</p> <p>5) Where possible, officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.</p>				
41	20.04.23	Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Extract from motion with actions:</p> <p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus</p>	<p>Executive Director of Place</p> <p>Lead Officer: Gavin Brown</p>			An update is included in the Business Bulletin for Committee on 17.08.2023. A date for reporting back will

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>service to:</p> <ul style="list-style-type: none"> • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area • Improve the road and footway surface if this can be justified within existing policies and budgets. 	gavin.brown@edinburgh.gov.uk			be confirmed as soon as possible.
42	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	<p>Extract of motion with actions:</p> <p>To request as a matter of urgency officers seek options to retain the closure at Canaan Lane for a period up until the results of the school travel survey are finalised and permanent alternatives are proposed and put in place as part of this work in consultation with the Parent Council, local residents and other stakeholders.</p>	<p>Executive Director of Place Lead Officer: Gavin Brown</p> <p>gavin.brown@edinburgh.gov.uk</p>	On-going		These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Further requests that officers meet with Ward Councillors to discuss this work and to set out a timeline for longer term improvements in the area.				
43	18.05.23	Business Bulletin (Leith Walk Planters)	Requests that officers provide the results of the formal monitoring, as listed in section 1, in the committee's August business bulletin.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14.09.2023		Recommended for closure This is included in the Business Bulletin on 14.09.2023
44	18.05.23	Business Bulletin (Powderhall)	Asks the Convener of the Transport and Environment Committee to write to the Chief Executive of Network Rail to ask him to take decisive action to ensure that the Powderhall line can be transformed from a derelict railway to a transformative active travel link as soon as possible.	Convener	Summer 2023		Recommended for closure The Convener wrote to Network Rail on 11.07.2023. A copy of the letter was circulated to Committee members.
45	18.05.23	Business Bulletin (Supported Bus	To request an update on the retendering of supported bus services.	Executive Director of Place Lead Officer: Daisy	17.08.2023		Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Services)		Narayanan Daisy.narayanan@edinburgh.gov.uk			The process for retendering was included in a report to Committee on 17.08.2023 . Monthly updates will be provided in the Committee Business Bulletin, starting from September 2023.
Page 67	18.05.23	Secure On-Street Cycle Parking Project – Progress Report	1) To agree parking bands should be reviewed as part of the October Parking Action Plan report, and consideration is given to setting the lower end at £2 per week.	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	01.02.2024		
			2) Welcomes that once Phase 2 of the scheme is complete it will be significant in scale and income and agrees that in the run-up to contract renewal a report should be brought to Committee which	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	12.10.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>includes the option of bringing the service in-house.</p> <p>3) Report should also provide an update on how residents on low incomes (or registered disabled) could access the scheme at a significant reduction, funded by the income to the scheme whilst protecting the £1 levy for maintenance.</p> <p>4) Report by October 2023 to also provide budget information detailing the costs of the subsidy that would be required to bring cycle hangar charges below car parking charges and how it could potentially be funded, and explore the possibility of lowering charges by insourcing the Secure On-Street Cycle Parking project.</p>				
			5) Requests a report to the	Executive Director of	17 August		Closed August 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>August committee detailing the methodology for the weighted ranking system that is being used to determine prospective sites for secure on-street cycle parking. Requests that there is a strong weighting applied to SIMD decile to ensure that transport inequalities are addressed through this process.</p> <p>5) Furthermore, noting that there is little or no current or proposed provision in high SIMD decile areas in the North West, South West, and East of the city, requests that work is done to establish whether provision can be improved in these areas in the current phase and to ensure that it will be in future phases.</p> <p>6) Requests that the report</p>	<p>Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk</p>	2023		This information is included in the Business Bulletin for Committee on 17.08.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
47	18.05.23	Communal Bin Review Update	brings forward proactive proposals to increase awareness of the future roll-out of additional secure on-street cycle parking locations and the importance of expressions of interest in these being recorded to indicate the presence of demand, especially in areas which are currently distant from existing units. These will include but not be limited to including information being carried on existing units, inclusion in the Tenants' Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels.				
			Agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the	Executive Director of Place Lead officer: Karen	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Transport and Environment committee when available.	Reeves Karen.reeves@edinburgh.gov.uk			
48	18.05.23	Response to motion by Councillor Lang - Flooding in Kirkliston and the wider Almond Catchment	1) Notes the estimated £200,000 cost for a River Almond Flood Study and agrees officers should return within three cycles with options on how that start of such a study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding as set out in report 7.5 (Response to Motion by Councillor Osler – Flooding)	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	14.09.2023		Recommended for closure This report is included on the agenda for Committee on 14.09.2023.
			2) Agrees the Convener should write to the Scottish Government to ask for a review of current national guidelines so the prevention of severe flooding of critical transport infrastructure, such	Convener	July 2023		Recommended for closure The Convener wrote to the Scottish Government on 11.07.2023. A copy of

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			as that seen in Kirkliston, can be better prioritised for government funding.				the letter was circulated to Committee members.
49	18.05.23	Response to Motion by Councillor Osler - Flooding	1) An update to be provided in the Business Bulletin in May 2024	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	23.05.2024		
			2) Briefing requested for Inverleith ward members and other interested members on progress on Craighleith Basin	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	07.08.2023		Recommended for closure Information was circulated to ward Councillors on 07.08.2023.
			3) Notes the decision of committee in relation to report 7.4 on flooding in Kirkliston, and that a further report will come to committee on the option of using £200,000 of the additional £2m for a River Almond	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	14.09.2023		Recommended for closure This report is included on the agenda for Committee on 14.09.2023. Links to action 48 (1)

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Flood Study.				above.
50	18.05.23	Under 22 Concessionary Travel on Trams	Agrees to receive an update once the Fair Fares Review has been concluded.	Executive Director of Place Lead officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	01.02.2024		The Fair Fares Review is expected to conclude by the end of 2023. Officers will update Committee if any initial feedback is received.
51	18.05.23	Waste and Cleansing Service Policy Assurance Statement	1) approves a temporary 3-month extension to the current Litter Bin Siting Policy pending an officer / elected member workshop which should consider: a) whether the existing policy is too restrictive in terms of delivering the Council's policy of reducing littering and, b) options and associated costs for expanding the criteria for the positioning of litter bins.	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	12.10.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) agrees the outcome of this workshop should be reported to a future meeting of the Transport & Environment committee along with the existing or amended litter bin siting policy for approval beyond the temporary extension.	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	12.10.2023		This workshop took place on 25.08.2023, with the outcome due to be reported to Committee in October 2023.
Page 74 52	18.05.23	Motion by Councillor Cowdy - Better Buses for Ratho	Requests the seeking of a meeting with McGills composed of the Ratho Bus Work Group, council officers, Pentland Hills ward councillors, and the Transport and Environment Convener, to discuss the operational difficulties outlined and potential solutions within the framework of the current contract, with a date for the meeting to be sought before the summer recess in July.	Executive Director of Place Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	07.09.2023		Recommended for closure This meeting took place on 07.09.2023. A verbal update can be provided at Committee on 14.09.2023, with a written update in the Business Bulletin for Committee in October 2023.
53	18.05.23	Motion by Councillor Meagher –	1) The June Business Bulletin should provide a concise	Executive Director of Place	June 2023		Closed June 2023 A Business Bulletin

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 75		Accidents in the 'Joppa Triangle'	update on any proposed speed reduction measures in the area, and likely implementation schedule.	Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk			update is provided on 15 June 2023
			2) Notes the decision by the committee at its meeting on 8 December to introduce sinusoidal speed humps and/or chicanes on Coillesdene Avenue. Notes that it remains unclear whether these road safety measures were implemented at the time and asks for this action to be carried out immediately as soon as possible if it has not been completed yet.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	31.12.2023		An update was provided in the Business Bulletin on 15 June 2023 . This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. If more than six objections are received, these will be reported to Licensing Sub-Committee.
54	15.06.23	Rolling Actions Log	1) To agree to circulate the management agreement to committee members and ward councillors in relation to Action 11 – Wardie Bay Beach –	Executive Director of Place Lead officer: Steven Cuthill Steven.cuthill@edinbu	31.12.2023		The legal agreements for each landowner are currently being drafted.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Response to Motion.	rgh.gov.uk			
			2) To note a briefing note to be circulated in relation to Action 57 (Motion by Councillor Cowdy – Better Buses for Ratho) with an update on progress.	Executive Director of Place Lead officer: Daisy Narayanan Daisy.naryanan@edinburgh.gov.uk	23 June 2023		Recommended for closure This action was addressed in a report to Committee on 17.08.2023
55	15.06.23	Business Bulletin	1) To request an update on bike racks at Steads Place.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14.09.2023		Recommended for closure This is included in the Business Bulletin for Committee on 14.09.2023
			2) To confirm whether complaints were still being received regarding the design of the new crossings along the tram extension route	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	14.09.2023		Recommended for closure This is included in the Business Bulletin for Committee on 14.09.2023
			3) To agree to hold a	Executive Director of	Next		This action will be

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No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			members workshop on school travel plans and school street projects, including considerations of whether they could be dealt with in conjunction with each other and to agree that the Education Children and Families Committee be involved in any reviews.	Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	update expected – 12.10.2023		updated in the Road Safety Update being prepared for Committee in October 2023
56	15.06.23	A71 Dalmahoy Junction Improvements – Funding Options	To confirm the dates of correspondence with owners.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14.09.2023		Recommended for closure Initial contact was made around September 2018, with instructions to proceed with the legal process in December 2018. Correspondence with the owners has been on-going since then.
57	15.06.23	Response to motion by Councillor Mowat	1) To consider formalising the process of member	Executive Director of Place	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 78		– West Edinburgh Parking Dispensation	consultation and committee approval for parking dispensation arrangements as part of the parking action plan.	Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk			
			2) To circulate data on the extended parking zones,	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	12.10.2023		
58	15.06.23	George Street and First New Town – Operational Plan and Project Update	1) To note that additional engagement would be undertaken with residents, businesses and stakeholders prior to finalising specific detailed designs and operational changes relating to North Hanover Street, Frederick Street and North Castle Street with final proposals	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			reported to Committee for approval				
			2) To agree that dialogue on licensed taxi access for people with disabilities should continue and that any related decisions should be paused until an update was provided to Committee at its September meeting. Agree discussions should draw on the experiences of disabled people accessing similar streets and areas elsewhere in the UK.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	14.09.2023		
			3) To agree to continue to explore how the plan could deliver genuine priority for pedestrians, wheelers and cyclists while also ensuring accessibility for disabled people and to present results to Committee prior to final approval of the	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			plans.				
59	15.06.23	Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road	1) To agree to progress with Option 3 but to ask that all reasonable steps were taken to reduce the impact of changes at the junction on public transport both within this project and as part of any future 20 Minute Neighbourhood proposals for Portobello (subject to the agreement of the Culture and Communities Committee).	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		
			2) To request that officers investigate potential monitoring and enforcement tools as part of the medium-term junction redesign works.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		
			3) To agree that this additional work (1) should	Executive Director of Place	11.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			not delay the overall progress of the scheme, but officers should work with public transport providers to consider options such as selective vehicle priority, optimising green times and extending bus lanes (2). To agree that an update on (1) & (2) should be provided to Committee no later than January 2024	Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			
60	15.06.23	Maintenance of Footways and Cycleways	1) To request that, as part of the work on the September 2023 report on weed control, officers review, update and enhance: a) the information available online with respect to the Council's approach to weed control; (b) the mechanism by which residents can report street and footway weeds or opt for local	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	12.10.2023		This Integrated Impact Assessment has been prepared and will shortly be uploaded to the Council's website.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			stewardship.				
			2) To note that a review would be undertaken on zoning of HRA land, in particular zones 1 and 2.	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	This will be updated for Committee in October 2023		
			3) To circulate a list of areas where Glyphosate would not be used	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	14.09.2023		Recommended for closure This is included in the Phased Reduction in Use of Glyphosate report on 14.09.2023
61	15.06.23	Response to Motion by Councillor Burgess – Sciennes Primary Playground on Sciennes Road	1) To note a further update would be provided following the conclusion of the public advertising stage of the Traffic Regulation Order process for a permanent closure.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	16.11.2023		Depending on any objections received, an update will follow a report to Licensing Sub-Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To agree that the TRO to close Sciennes Road to motor vehicles outside the school should be progressed as a matter of priority with the aim of having it in place before the end of the October school break.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	31.10.2023		
			3) To agree that council officers shared the current TRO documentation with the parent council and that the Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	30.09.2023		
			4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport, school estate and legal officers, to discuss	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	30.09.2023		A response from the Council's Legal Services team has been provided following examination of the Parent Council's legal advice.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 84			<p>outstanding issues including extension of the playground into the road, closing the whole road to pedestrians and cycles at certain times during the school day and the school street scheme around the road closure.</p> <p>To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.</p>				
	62	15.06.23	Motion by Councillor Lang – Travelling Safely Schemes	1) To agree to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, to agree to set apart from the ETRO process the following	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023	

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 85			<p>schemes which elicited the most negative feedback in the original consultation, namely:</p> <ul style="list-style-type: none"> a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers were asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to Committee. b) Comiston Road; to agree to ask officers to work with local councillors to consider adjustments to the scheme to address 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 86			road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.				
			c) Silverknowes Road North; to request that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.				
			d) Silverknowes Road South, to agree that officers should return to committee with a report on options to:				
			a) amend the current arrangement to address ongoing residents' concerns				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 87			and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.				
			2) To agree that a report on this work should be provided to Committee no later than November 2023.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	16.11.2023		
63	15.06.23	Motion by Councillor Cowdy – HWRC Booking System	To agree that the next Communal Bin Update report (November 2023) should include a concise note on any impact the HWRC Booking System had on recycling and staff wellbeing.	Executive Director of Place Lead officer: Andy Williams	16.11.2023		
64	17.08.23	Petition to the CEC	1) To agree to receive a report	Executive Director of	12.10.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Transport and Environment Committee - East London Street	<p>within two cycles considering the issues raised by the petitioners and Committee, the Lothian Buses response, and the following issues:</p> <ul style="list-style-type: none"> • that East London Street was a residential, setted street on the edge of the World Heritage Site that had for the duration of the Trams to Newhaven works been used as a traffic diversion for the rest of Leith Walk. In practice, this meant years of heavy vehicle usage which led to a severe deterioration of the setts; • that properties in the area were primarily single glazed due to heritage restrictions and therefore the noise from motor vehicle traffic could be excessive, to the extent that residents had 	<p>Place</p> <p>Lead officer: Daisy Narayanan</p> <p>Daisy.narayanan@edinburgh.gov.uk</p>			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>been unable to sleep or use rooms that faced into the street due to the noise disruption;</p> <ul style="list-style-type: none"> that the road condition further exacerbated this issue due to reverberation and bangs caused by the road surface, and that with the pace of works in current CEC Setted Street Policy it was unlikely to be resurfaced for some time, without an intervention of the Council. 				
			<p>2) To request that the report recommended an appropriate course of action, such as:</p> <ul style="list-style-type: none"> an updated traffic volume and speed survey to be undertaken on East London Street to provide an accurate summary of 	<p>Lead officer: Daisy Narayanan</p> <p>Daisy.narayanan@edinburgh.gov.uk</p>	12.10.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 90			<p>daytime and nighttime traffic levels;</p> <ul style="list-style-type: none"> • atmospheric pollution monitoring on East London Street; • Transport and Environment Convener engagement with Lothian Buses to explore options for reducing the number of off-service buses further than the reductions achieved thus far; and • clarification of the Trams to Newhaven Project's responsibility for reinstatements and other possible routes to fund capital works to fix the sets on East London Street, including the estimated costs for work on this street, and the option of matching London Street, 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
65	17.08.23	Petition to the CEC Transport and Environment Committee - Public Toilets	retaining the setts in car parking spaces but tarmacking the central carriageway and the possibility of exploring appropriate traffic calming measures.				
			3) To request Lothian Buses provided the polices and guidance given to drivers on speed limits and how they were circulated.	Lead officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	12.10.2023		
65	17.08.23	Petition to the CEC Transport and Environment Committee - Public Toilets	1) To agree to receive a report within three cycles considering the issues raised by the petitioners and recommending an appropriate course of action, taking into account the following points: <ul style="list-style-type: none"> that to facilitate the development of the Haymarket Yards, the Council sold the land on 	Executive Director of Place Lead officer: Andy Williams Andy.williams@edinburgh.gov.uk	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 92			<p>which the public conveniences at Morrison Street sat to the developer and a burden was put on the title that any development on this land would provide replacement public conveniences; this was not just a contractual agreement but formed a burden registered in the Land Register of Scotland against the land; such a burden would be made known to a prospective purchaser at the time of sale via a property search.</p> <ul style="list-style-type: none"> • that to date this burden had not been enforced and that legal advice should taken to update Committee on potential options as this may provide a means for reintroducing public 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>conveniences in the area; and</p> <ul style="list-style-type: none"> that the Council owned little or no commercial property in the central area of Gorgie-Dalry, where the public toilets previously were on Ardmillan Terrace, other than Gorgie City Farm, and that Edinburgh Voluntary Organisations Council (EVOC) was currently managing a process to find a sustainable community-led future for the Farm. 				
			<p>2) To request that the report recommended an appropriate course of action, such as:</p> <ul style="list-style-type: none"> exploring with EVOC whether provision of publicly available and 	<p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p>	16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 94			<p>accessible toilet facilities could be included in that sustainable future and whether provision of it could form a requirement of a future lease agreement; and</p> <ul style="list-style-type: none"> exploring other potentially suitable sites and identification of any capital funding for a new public toilet building as part of the emerging Gorgie-Dalry 20-minute neighbourhood project. 				
			3) To request the report also included whether the Council could enforce businesses to allow use of their toilet facilities and whether developer contributions could be used for public toilets.	<p>Executive Director of Place</p> <p>Lead officer: Andy Williams</p> <p>Andy.williams@edinburgh.gov.uk</p>	16.11.2023		
66	17.08.23	Response to motion	To request a briefing note on the	Executive Director of	16.11.202		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		by Councillor McFarlane – Tollcross Clock	impact on safe routes to schools.	Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	3		
67	17.08.23	Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road	1) To note an extensive monitoring and evaluation plan was in place as part of the ETRO process for the Travelling Safely programme and that this would include further monitoring of this area.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	N/A		Noted.
			2) To provide an update before the end of 2023 on the likely delivery schedule of the: <ul style="list-style-type: none"> • Waverley/Calton Catalyst Area Project • Waverley Station Masterplan • Waterloo Place tour bus 		16.11.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			trial				
68	17.08.23	Response to motion by Councillor Bandel – Mobility Analysis	To provide a Business Bulletin Update by March 2024 on any progress made in developing new pedestrian, cycle, and bus priority strategies.	Executive Director of Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	07.03.2024		
69	17.08.23	Response to motion by Councillor Cowdy – Better Buses for Ratho	1) To request ongoing concise updates to each Transport and Environment Committee via the Business Bulletin on current arrangements in Ratho and ongoing work to review, improve and retender.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	07.03.2024		The first Business Bulletin update is included in September 2023
			2) To reiterate the direction given in the motion approved as amended at the 18 May 2023 Committee, namely: <ul style="list-style-type: none"> that a PIN notice is issued to explore alternative 		25.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>provision prior to any formal procurement process, including examining whether input from officers with expertise in procurement can be utilised;</p> <ul style="list-style-type: none"> and that officers explore opportunities linking to local businesses and organisations, including RBS, Lost Shore and the Council-owned Edinburgh International Climbing Arena. 				
			<p>3) To further request that full use be made of the large amount of valuable work that had been done by the Ratho Bus Working Group, which includes analysis of all supported bus routes operated by McGills (20, 63 and 68), in producing this procurement process.</p>		25.01.2024		This is included in the information for the review.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			4) To note the review and retendering process for existing and any new supported services was envisaged to be complete by the end of 2023, with an award of new contacts in January 2024; to recognise the importance of adhering to this timeframe given the ongoing concerns over supported services; and to agree that officers should inform the Committee and relevant ward councillors at the earliest possible stage if this timetable would not be achieved.		25.01.2024		Committee will be kept updated through the Committee Business Bulletin and an update will be provided if the proposed timetable is not achievable.
			5) To request monthly Business Bulletin updates at future Committee meetings with the next one outlining delivery milestones.		07.03.2024		The first Business Bulletin update is included in September 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
70	17.08.23	Motion by Councillor Lang - Reducing the Impact of Utility Works	1) Agrees that officers should explore all avenues with Transport Scotland and the Scottish Government, either to maximise the use of existing legal powers or to seek additional powers like those now used elsewhere, to ensure Edinburgh and other councils have the broadest range of mechanisms to reduce the impact of utility works.	Executive Director of Place Lead officer: Gavin Brown – gavin.brown@edinburgh.gov.uk	16.11.2023		
			2) Agrees that the outcome of this investigation work should be reported back to committee through the business bulletin.		16.11.2023		
71	17.08.23	Motion by Councillor O'Neill - Reinforcing the Equal Pavements Pledge	1) To reaffirm the Committee's support for the Equal Pavements Pledge and to inform the Accessible Streets	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	31.12.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 100			Roundtable Discussion Forum of this, requesting it consider including the Pledge in its draft terms of reference and the following points (available here)	burgh.gov.uk			
			2) To request a brief update before the end of 2023 on the 'Equal Pavements Pledge' and 'Street Furniture' motions.	Executive Director of Place Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk	31.12.2023		
72	17.08.23	Motion by Councillor Bandel - Staff Resourcing for the City Mobility Plan	1) To request officers to provide all political groups with information detailing the investment in staffing needed to deliver the City Mobility Plan 2021-2030 on time for consideration as part of the Council's 2024/25 budget setting process by October. This should include information about how roles should be	Executive Director of Place Lead officers: Gareth Barwell – Gareth.barwell@edinburgh.gov.uk Peter Watton – Peter.watton@edinburgh.gov.uk	31.12.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
Page 101			<p>prioritised for investment / recruitment, taking into account the sustainable transport hierarchy.</p> <p>To ask that any such delays were quantified in the briefing. (delays referred to in full decision here)</p>				
			<p>2) To request that the briefing covered staffing in all of the Transport and Environment Committee remit and explained how the profile had changed since 2017.</p>		31.12.2023		

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Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 14 September 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 Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill</p>	<p>Alison Coburn Operations Manager</p> <p>Rachel Gentleman Committee Services</p> <p>Carolanne Eyre Committee Services</p>

Recent news	Contact for further information
<p>Trams to Newhaven Update</p> <p>Outstanding public realm works are ongoing at certain locations and are expected to be completed by early September 2023. Outstanding landscaping works will take place during October / November 2023 in line with the planting season.</p> <p>Transport and Environment Committee asked that the project consider locating smaller planters at certain locations on Leith Walk to deter pavement parking. Planters have been located along the route at appropriate locations as part of the final landscaping design. It has not been possible to secure additional smaller and narrower planting units for deployment in the buffer zone between the carriageway and the cycleway as this has the potential to impact on the opening of vehicle doors and to impinge on cyclists' use of the cycleway.</p> <p>The project team has engaged with colleagues in the parking enforcement team to increase the number of patrols and enforcement activity along the route to reduce the instances of pavement parking. Since 1 June 2023, 24 parking tickets have been issued to vehicles incorrectly parking on the pavement. Where the driver is present, Parking Attendants will always ask them to</p>	<p>Hannah Ross</p> <p>Wards Affected:</p> <ul style="list-style-type: none"> 11 – City Centre 12 – Leith Walk 13 – Leith

remove their vehicle from the footway in the first instance to remove the hazard for pedestrians on the footway and cyclists using the cycleway. Where a driver is not present or refuses to move, then a parking ticket will be issued. In many instances, drivers return to their vehicle and move on before a parking ticket is issued. In addition, since the start of June 2023, there have been four parking attendants dedicated to Leith Walk, which has since been boosted following the introduction of the Controlled Parking Zone (CPZ). At present, the parking enforcement team is averaging approximately 500 visits to Leith Walk a month.

Transport and Environment Committee asked about the provision of bike racks at the newly refurbished Steads Place. Leith Walk is particularly narrow at Steads Place and locating bike parking in this location would not be possible. As part of the final designs, bike parking is available in the vicinity at Manderston Street and at the Kirkgate.

Committee also asked whether complaints were still be received regarding the design of new crossings along the route. There have been four complaints about crossings on the route in the last three months;

- One in respect of cycle crossing on the route and phasing;
- One about cars still turning left onto London Road from Leith Walk;
- One on crossing to the Newhaven tram stop; and
- One on crossing Lindsay Road.

Update on Zebra Markings for Side Streets

On [25 November 2021](#), the City of Edinburgh 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.

On [2 March 2023](#), it was reported to the Committee that Edinburgh Napier University (ENU) were conducting a similar research project. The Council has engaged with the research leads at ENU to identify areas where the Council could seek to supplement the study with further research work.

[Andrew Easson](#)

Wards Affected: All

As a result of this engagement, the Council has recently agreed to work with ENU and their partners (Transform Scotland) to co-host a hybrid event to publicise their study and its outcomes to other Scottish Local Authorities, Regional Transport Authorities and Transport Scotland.

It is also intended to invite representatives from [Transport for Greater Manchester](#) and [Cardiff Council](#) to attend and to present on their recent experiences with on-street trials of low cost zebra crossings.

This will hopefully build a consensus of support for the potential benefits that low-cost zebras could bring and advance the case for taking forward on-street trials in Scotland.

In addition, the Council recently become aware of a newly constructed zebra crossing on a public street in Stirling, where the installation of belisha beacons had been temporarily deferred to accommodate the UCI Cycling World Championships.

Following liaison with Stirling Council, a short video survey was commissioned to record user behaviour at the crossing. A further survey will be undertaken after the beacons are operational and the footage from both surveys will then be analysed to assess whether there were any significant variances in behaviour.

Electric Vehicle (EV) Update

This bulletin provides an update regarding the Council's ongoing progress in expanding EV charging provision across Edinburgh and responds to the motion approved by Committee on 2 March 2023.

Electric Vehicle Charging Points – General Update

The latest phases of new EV charging units have been installed across the city and should be commissioned in the coming weeks. This will add an additional 22 public chargers (44 bays) onto the Council's EV network and will also provide 37 new charging units for the Car Club, allowing the current service provider, Enterprise, to add around 70 new EVs to their fleet in Edinburgh. Further information is available online:

www.edinburgh.gov.uk/electricvehicles.

[Gavin Brown](#)

Wards Affected: All

Enforcement Update

Overstay penalties continue to be applied, to discourage the blocking of the limited number of EV chargers, and parking attendants are also patrolling all the on-street EV charging places every day. Over 500 parking tickets have been issued to non-EV vehicles incorrectly parked in EV parking places in the past 12 months.

Officers are continuing to review the enforcement approach, maximum stay periods and overstay penalties that are in place to ensure that drivers have sufficient time to charge their vehicles, whilst also encouraging an adequate turnover of vehicles in the limited charging places that are available.

It should be noted that the following maximum stay periods are now in effect at all of the Council's public chargers (and will continue to be reviewed by officers):

- 7kW – 12 hour maximum stay (applied 24/7)
- 22kW – 3 hour maximum stay (applied between 8am and 8pm)
- 50kW – 1 hour maximum stay (applied 24/7)

Pathfinder and Procurement

Officers have been working very closely with Transport Scotland and the Scottish Futures Trust to finalise the Council's Pathfinder business case. This will outline the Council's approach to encouraging private sector investment into the EV charging market in Edinburgh.

A copy of the finalised Pathfinder business case will be circulated to the transport spokespersons of each group when it is available.

In the meantime, work continues on the Council's procurement strategy for future EV infrastructure and investment, all of which will be heavily influenced by the final Pathfinder business case. A full report outlining the proposed procurement strategy will be presented for Committee to consider early 2024.

This report will also consider some of the additional points which were raised approved motion (March 2023), such as the possibilities for lamppost charging and the potential need for 150kW and 350kW charging points.

Supported Bus Services

[Daisy Narayanan](#)

Rural West Edinburgh Stakeholder Meeting

Following on from the request of Committee in June 2023, an all stakeholder meeting in respect of bus services in rural west Edinburgh (including Ratho) took place on 7 September 2023. It was challenging to agree a date on which all stakeholders are available to attend, however on 7 September representatives from McGill's, Lothian Buses, community councils for Ratho, Balerno and Kirkliston have all confirmed attendance. The agenda for this meeting will cover existing supported bus service provision, challenges, opportunities, operator input on commercial network and will seek suggestions from local communities for inclusion in the tender options.

Supported Bus Service Review and Procurement

As noted in the [update](#) to Committee on 17 August 2023, a review of supported bus services across the city is now underway. The review will include the current supported services contracts, identify problems and opportunities (including service performance) and will make recommendations for specifications for the Supported Bus Services in the future (including developing tender documentation). These recommendations will form the basis of a procurement exercise.

A summary of the current supported bus services is provided in Appendix 1.

At present, the programme remains on track to report the outcome of the procurement process to Finance and Resources Committee in January 2024. Weekly meetings between officers from both Public Transport and Procurement, with Transport Consultants have been programmed.

Consultation with Bus Users, Residents and Accessibility Groups

In February 2020, immediately prior to the outbreak of COVID-19, Committee noted that consultation with bus user groups, residents and accessibility groups would take place to discuss how to maintain and increase bus accessibility and patronage. As Committee is aware, the pandemic significantly impacted on bus operators and patronage and, for a significant period, the outlook for the commercial bus network looked challenging without Scottish Government funding. This funding has now ended and fortunately patronage levels have recovered to

Wards Affected: All, particularly Ward 1 – Almond and Ward 14 – Craighentiny/Duddingston

a level where the pre-covid commercial network looks like it can be sustained.

This means it is anticipated that the areas that are remote from commercial services and, therefore, will be considered for supported service provision remain largely the same. Provision is prioritised to areas with no, or few, alternative public transport options and focussed on ensuring access to health care, education, employment and retail. It is therefore proposed to focus consultation in areas of existing and previously highlighted need.

Consideration of options to serve both Dumbiedykes and Lady Nairne/Meadowfield are being included in this work. Whether or not services can be delivered to one or both of these areas is dependent on bus operator interest and cost.

Next Steps:

The upcoming milestones on the development of proposals for supported bus services are:

- Monthly Business Bulletin updates for Transport and Environment Committee;
- Community consultation to gather ideas and connectivity demand – this process is now underway;
- Pre-Tender Bus operator consultation to help develop routes that are efficient, reliable and affordable – this process is now underway;
- Additional community consultation on route options (anticipated for October/November);
- Develop tender specifications and associated documents (anticipated for October);
- Tenders – including options for enhanced operating hours and/or frequencies (anticipated for November);
- Tender assessments (anticipated for December);
- Report to Finance and Resources Committee on 25 January 2024; and
- Award contracts, with effect from 1 April 2024.

Tram to Bioquarter

On 9 February 2023, a [report](#) was provided to the Council on the Scottish Government's Strategic Transport Project Review. This confirmed that a Strategic Business Case (SBC) for tram linking Granton Waterfront to the Edinburgh BioQuarter (and beyond) is currently being progressed as a priority.

The SBC continues to make progress and is expected to be completed by Q2 2024. Current activities are focused

[Daisy Narayanan](#)

Wards Affected: All

on the preparation of a public consultation exercise, which is due to commence early next year. In advance of this, Committee will be updated on the consultation and engagement plans.

Stakeholder engagement sessions are underway and are helping inform the consultation material and to support the development of the SBC. Officers have recently hosted workshops with NHS Lothian, The University of Edinburgh, and Network Rail, and are regularly engaging with Transport Scotland, East Lothian Council and Midlothian Council at Project Board and City Region Deal level.

Route appraisal is also being undertaken as part of the development of the business case. Route options, challenges and opportunities will be presented to the public during the consultation exercise.

Appendix 1 – Current Supported Bus Services in Edinburgh

Service	Route	Operator	Contract Award
13	Findlay Gardens to Quarry Retail Park	Edinburgh Coach Lines Limited	Fully subsidised at a maximum cost of £0.219m per annum
20	Chesser to Ratho Village (including Ingliston Park and Ride)	First East Scotland Limited (now McGill's Scotland East Limited)	Fully subsidised at a maximum cost of £0.499m per annum
63	Queensferry to Riccarton (including extension to Balerno Terminus)		Fully subsidised at a maximum cost of £0.370m per annum
68	Gyle Centre to Turnhouse		Fully subsidised at a maximum cost of £0.078m per annum

Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Roseburn to Union Canal Active Travel Route and Green Corridor – Compulsory Purchase Order

Executive/routine
Wards

Executive
6 – Corstorphine/Murrayfield; 7 – Sighthill Gorgie; and
11 – City Centre

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Agree to pursue a Compulsory Purchase Order (CPO) for the area of land shown in Appendix 3;
 - 1.1.2 Note that it is intended to submit a draft CPO to the next appropriate meeting of the Council for authority to exercise compulsory purchase powers; and
 - 1.1.3 Note that the Council will continue to seek a negotiated purchase or servitude access to the land noted in Appendix 3 in parallel with the CPO process.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Roseburn to Union Canal Active Travel Route and Green Corridor – Compulsory Purchase Order

2. Executive Summary

- 2.1 This report seeks approval to serve a Compulsory Purchase Order (CPO) in respect of the plot of privately-owned land shown on the plan provided in Appendix 3. The acquisition of this plot by the Council is required to enable the construction of a link onto the main Roseburn to Union Canal route at Duff Street Lane, which will be of value to local residents for accessing the main active travel route and greenspace.

3. Background

- 3.1 The Roseburn to Union Canal project is a multi-million pound scheme that will provide a high quality green corridor and improved public open space by transforming the quality of walking and cycling connections from the North Edinburgh Path Network (NEPN) and Quiet Routes 8 and 9 (West Edinburgh) to the Union Canal, and onwards to the Meadows and Southside, as well as southwest Edinburgh and National Cycle Network route 75 (NCN75). A plan showing the extent of the route is provided in Appendix 1.
- 3.2 On 8 September 2022, the Finance and Resources Committee delegated authority to the Executive Director of Place to award a contract to Balfour Beatty Civil Engineering Limited to undertake construction of the Roseburn to Union Canal project.
- 3.3 Preparatory tree felling commenced on 6 February 2023, with the main contract awarded on 5 May 2023 and completion scheduled for June 2024.
- 3.4 In addition to the main walking and cycling network, access points onto the main route have been designed at various locations along its length. These will provide steps and ramps for people walking, wheeling and cycling to access the route. Access points are proposed at Russell Road, Duff Street Lane and the Lidl car park on Dalry Road.
- 3.5 Access onto the main route at Duff Street Lane was identified as an aspiration of local residents during an extensive public and key stakeholder consultation, undertaken over a seven-week period when the project was originally

conceptualised in late 2016 and was subsequently incorporated into the project design. A plan showing the current design for the Duff Street Lane link is provided in Appendix 2.

4. Main report

- 4.1 While the successful delivery of the main route is not dependent on the Duff Street Lane link, in order to construct it there is a requirement to acquire an area of land not currently in the ownership of the Council. This area of land is shown in the plan provided in Appendix 3.
- 4.2 The section of ground is currently fenced off, and in a disused state characterised by overgrown vegetation. Research has established that it is owned pro indiviso by the owners of adjacent residential development.
- 4.3 The property management factor representing the property owners has been contacted by the Council to express the Council's interest in acquiring the land. The factor subsequently advised that there was an unwillingness among some of the owners to sell the ground. Consequently, a CPO will be required to acquire the land.
- 4.4 The Council will, however, continue to engage with the property factor with a view to negotiating an acquisition or servitude right of access to the land required for the project works.
- 4.5 Although the use of the area as an active travel link was not formally stipulated as a planning condition, nor is it detailed within the adopted Edinburgh Local Development Plan, it is noted within report seeking Planning Permission. Specific reference was made in Planning Permission ref [03/04721/FUL](#), which shows the area of adjacent ground designated as a future link to cycle pathways to the south of the site. The section of ground is also identified as such on the approved site layout plan for the development. A copy of this plan is provided in Appendix 4.
- 4.6 It is intended that Balfour Beatty would construct the link as part of the main construction work if the CPO process can be completed in time. If the process cannot be completed within this timescale, then the delivery of the access could be progressed later and, in this event, the main construction works will incorporate measures to ensure the link could be added with minimal need for changes.
- 4.7 The CPO process requires to be commenced now, to ensure that the land can be timeously acquired to ensure the best possible chance of delivering the Duff Street Lane link as part of the main construction contract. The CPO will only be implemented if title or access has not been able to be acquired by agreement.

5. Next Steps

- 5.1 The procedure for making and, where appropriate, confirming most CPOs is contained in The Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 (the “1947 Act”). Specific Acts of Parliament provide the Council with powers to acquire land by CPO in specific circumstances.
- 5.2 Acquiring title by CPO is a complex process, with the 1947 Act putting mechanisms in place to ensure an objecting affected party has a right to be heard and that all affected parties are fairly compensated.
- 5.3 Where a CPO is not objected to, it may be confirmed by Scottish Ministers within months, however if there are valid objections it may take significantly longer.
- 5.4 If negotiations were to fail in respect of the required acquisition, without a CPO being commenced now, there is a risk to the delivery of the Duff Street Lane link as part of the main construction works to be undertaken by Balfour Beatty.
- 5.5 The Council has CPO powers to enable delivery of this redevelopment project in terms of Section 189 (1) of the Town and Country Planning (Scotland) Act 1997. Section 189 (1) allows a Local Authority, on being authorised by Scottish Ministers, the power to acquire compulsorily any land in their area which is:
 - 5.5.1 Suitable for and is required in order to secure the carrying out of development, redevelopment or improvement; and
 - 5.5.2 Required for a purpose which it is necessary to achieve in the interests of the proper planning of an area in which the land is situated.
- 5.6 If approved by Committee, a draft CPO will be prepared. The draft CPO and this report will be referred to the Council for approval. If approved, the Order will be advertised with an opportunity for any objections to be made. If any valid objections cannot be resolved, Scottish Ministers will appoint a Reporter and arrange for a Hearing or Inquiry in respect of the CPO. Subject to the Ministers’ satisfaction the Order will be confirmed, modified or rejected.
- 5.7 If the CPO is confirmed by Scottish Ministers, it will be for the Council to determine whether it is necessary to implement it.
- 5.8 The Council will continue to seek a negotiated purchase of or a servitude access across the land, in parallel with the CPO process.

6. Financial impact

- 6.1 The estimated overall project cost for the whole route is £17.25 million with the contract value of the main construction works amounting to £12.5 million.
- 6.2 The Places for Everyone grant scheme provides for all pre-construction costs to be met by Sustrans, up to the value of 10% of the total construction cost. Construction costs are match funded, 70% through Sustrans and 30% through Council capital expenditure.

- 6.3 The revised Active Travel Investment Programme 2021-26 has been agreed with Sustrans.
- 6.4 An estimated valuation for this area of land has been prepared by Council officers, based on the ground being classed as amenity space. As the area involved is small, measuring approximately 30 square metres, it is expected that the cost of acquiring the land itself will be nominal and somewhere within the range of £10k to £20k.
- 6.5 The cost of the CPO process is estimated at between £0.015m and £0.025m, depending on whether a Hearing/Inquiry is required.
- 6.6 The source of the funding for the CPO will depend on when the process can be finalised. Balfour Beatty remain under contract until June 2024 and if the link to Duff Street Lane can be constructed under the current contract, then the work would benefit from 70% Sustrans funding. If this work needs to be undertaken following completion of the main contract, the work might require to be fully funded by the Council's capital budget.

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment has been prepared for the project and is updated periodically 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 cycling and walking infrastructure, and making it more attractive, safer and accessible for less confident cyclists and people on foot and wheeling, including children and older people. It will also improve access to local services, including schools, by active travel modes.
- 7.3 There will be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling, and through promoting healthier forms of travel and development of landscaping and place.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions, and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 The overall project will:
- 8.3.1 Deliver a significant net increase in the number of trees along the route, as well as a higher quality, more diverse and better managed woodland;
 - 8.3.2 Increase the biodiversity of the route through planting native trees and shrubs and creating areas of wildflower meadow; and
 - 8.3.3 Through enabling modal shift from car use to walking and cycling, help contribute to reduced carbon emissions, noise pollution and congestion and will help improve local air quality.

9. Risk, policy, compliance, governance and community impact

- 9.1 The access onto the main route at Duff Street Lane was identified as an aspiration of local residents during an extensive public and key stakeholder consultation, undertaken over a seven-week period when the project was originally conceptualised in late 2016 and was subsequently incorporated into the project design. It will enable local residents of Duff Street Lane more direct access to the new active travel route and green spaces.
- 9.2 Failure to deliver the link could therefore have a reputational impact on the Council and would reduce the ability of residents of the surrounding area to easily access the active travel route and greenspace that the project will deliver. The contractor will future proof the delivery of the link to Duff Street Lane in order to facilitate its future delivery should the works not be deliverable under the main contract.
- 9.3 The overall scheme will:
- 9.3.1 Reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh;
 - 9.3.2 Increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure; and
 - 9.3.3 Help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.
- 9.4 The reputational risk of not proceeding with purchasing this section of ground and delivering the Duff Street Lane link is contained in the project's risk register and is therefore being managed at a project level.

10. Background reading/external references

10.1 [City of Edinburgh Council Active Travel Action Plan 2016](#)

11. Appendices

11.1 Appendix 1 – Plan showing extent of Roseburn to Union Canal route

11.2 Appendix 2 – Plan showing Duff Street Link

11.3 Appendix 3 – Plan showing area of land to be acquired.

11.4 Appendix 4 – Plan associated with Planning Permission ref 03/04721/FUL

- NOTES:
1. This drawing is to be read in conjunction with all other drawings and specifications.
 2. Do not scale off this drawing. Written dimensions to be taken only.
 3. Any discrepancies found between this drawing and other drawings, specifications or other associated documents must be referred to the Landscape Architect prior to work commencing.
 4. This drawing must not be copied in whole or in part without prior written consent of HarrisonStevens Limited
 5. Survey information is based upon the Topographical Survey and OS data where referenced.



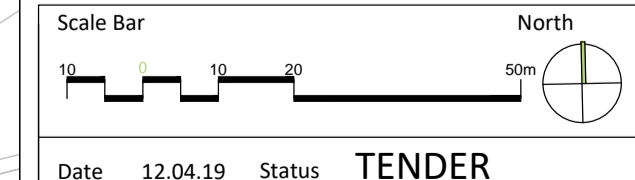
Issue	Revision	By	Date
H07	Tree grilles removed	dm	15.12.21
H06	Updated planting key	nb	13.12.21
H05	Fourth issue for TENDER	dm	29.11.21
H04	Updated play equipment	nb	08.09.21
H03	Fourth issue for TENDER	dm	tbc
H02	Third issue for TENDER	el	17.08.20
H01	Second issue for TENDER	dm	07.07.20
H00	First issue for TENDER	dm	15.05.20
E00	First issue for PLANNING	dm	03.12.19

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Client:
CEC

Project:
Roseburn to Union Canal Pathlink

Drawing Title
General Arrangement Key Location



Date 12.04.19 Status TENDER

Drawn dm Checked mh Scale 1:1000@A1

Dwg. No. 14067_L_200 Rev. H07



- NOTES**
- The drawing is to be used in conjunction with all other drawings and specifications.
 - Do not scale off this drawing. Within dimensions to be determined.
 - For dimensions to be determined, the drawing and other drawings, specifications or other documents must be referred to the Landmark website prior to work commencing.
 - The drawing must be approved in whole or in part without prior written consent of HarrisonStevens Limited.
 - Survey information is based upon the Topographic Survey and OS data when referenced.
- Hardworks**
- Project Application Boundary
 - Extent of Earthworks
 - Paving Type 1A - Asphalt (to engineer's specification)
 - Paving Type 1B - Marking / Coloured Asphalt - to conflict areas (to engineer's specification)
 - Paving Type 2 - FCC Steps
 - Paving Type 3 - Pink EPDM Play Surface
 - Paving Type 4 - Orange EPDM Play Surface
 - Paving Type 5 - Red EPDM Play Surface
 - Paving Type 6 - Yellow EPDM Play Surface - to rubber spheres
 - Paving Type 7 - 100% Concrete - to 3D climbing structures
 - Softwood Chip - To Play Areas
 - Bridge Deck Path - To elevated cycle routes (to engineer's specification)
 - Rubber Matting - Grass protection to play areas

Issue	Revision	By	Date
H05	Updated planting key	nb	13.12.21
H04	Updated play equipment	nb	08.09.21
H02	Third issue for TENDER	el	17.08.20
E01	First issue for costing	dm	10.07.19
E00	First issue for team comment	dm	25.04.19

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Client: **CEC**
Project: **Roseburn to Union Canal Pathlink**
Drawing Title: **General Arrangement 2 of 5**

Date: 12.04.19 Status: TENDER
 Drawn: dm Checked: mh Scale: 1:250@A1
 Dwg. No.: 14067_L_202 Rev: H05

EXISTING TREE (To be retained)

PLANTING SYMBOLS

- Tree Type 1 - New Woodland and Parkland
- Tree Type 2 - New Woodland and Parkland
- Tree Type 3 - New Woodland and Parkland
- Tree Type 4 - Fruit producing (includes trees)
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PLANTING GENERAL

PLANTING SPECIFICATIONS

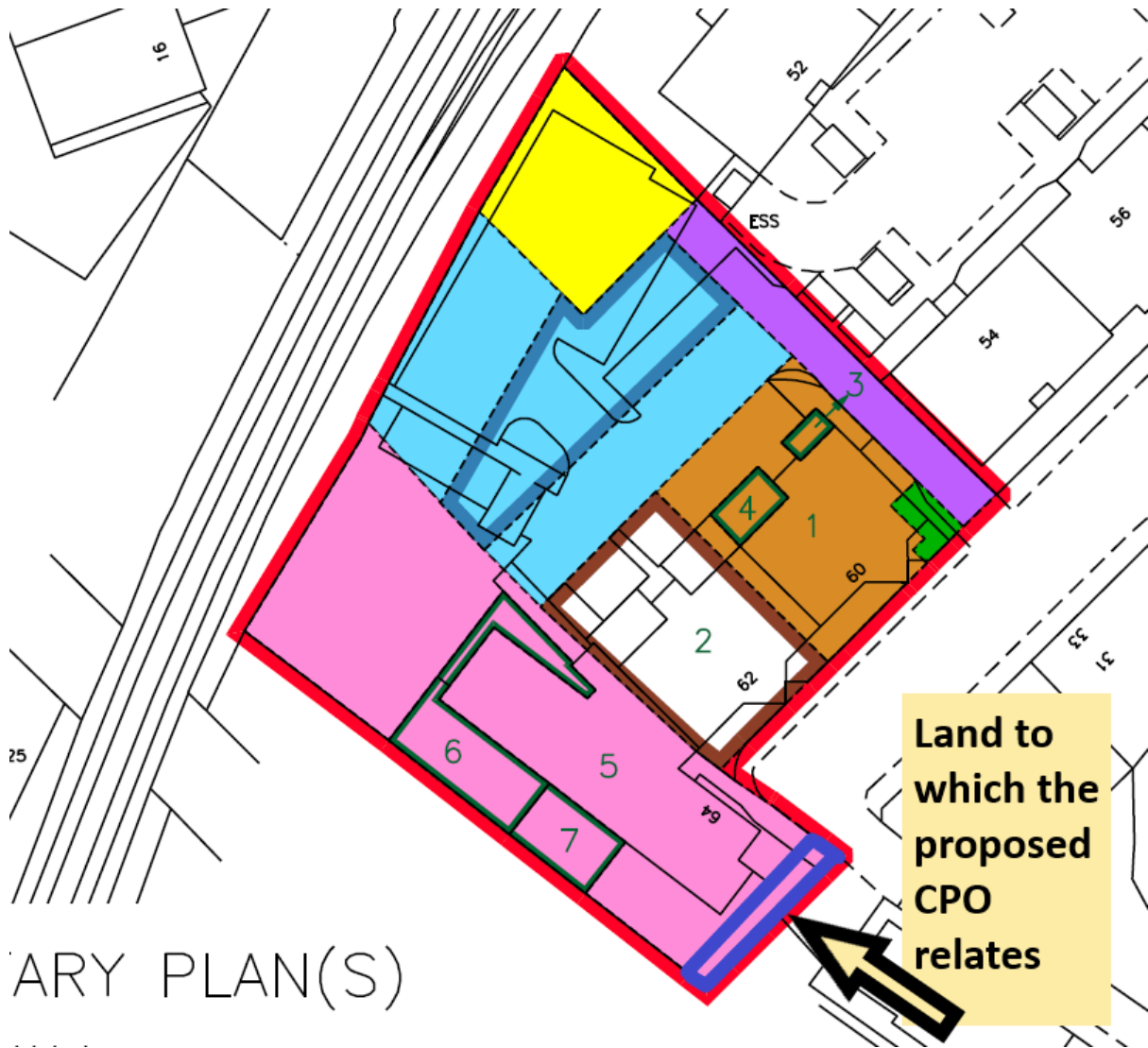
PLANTING MATERIALS

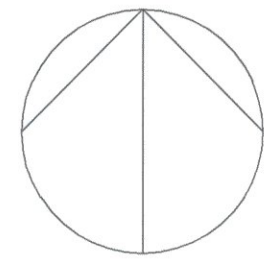
PLANTING METHODS

PLANTING MAINTENANCE

PLANTING NOTES

Appendix 3 – Plan showing area of land to be acquired





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REVISIONS	
REV A	UPDATED FOLLOWING CLIENT COMMENTS 14.12.03 EM SB
REV B	UPDATED FOR PLANNING APPLICATION 19.12.03 SB
REV C	REDUCED TO 36 UNITS, UPDATED ACCORDINGLY 22.03.04 EM SB
REV D	FLOOR PLANS UPDATED 17.04.04 EM SB
REV E	FLOOR PLANS UPDATED 19.05.04 EM SB
REV F	FLOOR PLANS UPDATED 20.05.04 EM SB
REV G	SITE LAYOUT UPDATED 13.12.04 EM RM
REV H	UPDATED FOR PLANNING SUBSTITUTION 23.12.04 EM RM
REV J	REVISED TO CLIENTS COMMENTS 08.02.05 MC
REV K	UPDATED FOR PLANNING RESUBMISSION 14.02.05 EM RM

ACCOMMODATION NUMBERS
 FOR DETAILED INFORMATION REFER TO ACCOMMODATION SCHEDULE DOCUMENT.

STAIR A:
 5 STOREY, 20 UNITS,
 15 NO. 2 BED FLATS &
 5 NO. 3 BED FLATS.

STAIR B:
 5 STOREY, 5 UNITS,
 5 NO. 2 BED FLATS.

STAIR C:
 5 STOREY, 10 UNITS,
 5 NO. 1 BED FLATS,
 5 NO. 2 BED FLATS.

TOTAL: 35 UNITS

**PARKING: 35 SPACES - 100 %
 CYCLE PROVISION: 40 - 114 %**

CLIENT
J SMART & Co.

PROJECT
**60-64 DUFF ST
 EDINBURGH**

DRAWING TITLE
**SITE LAYOUT
 AS PROPOSED**

SCALE
 1:200 @ A1

DATE
 11.12.03

CAD FILE
 0235-Site-Layout-Current

DRAWN BY
 EM SB

STATUS
 DWG NO
0235/ D-30 REV K

SMITH | SCOTT | MULLAN | ASSOCIATES

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378
 LEITH WALK
 EDINBURGH
 EH7 4PF

PLANNING & STRATEGY

DRAWING No. 03/04721/PA

DO REF

18 FEB 2005

MEETING	AGENDA ITEM	DECISION

SITE LAYOUT AS PROPOSED

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Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Edinburgh Workplace Parking Levy

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 Committee is asked to note the interim integrated impact assessment report and progression with the agreed milestones for the Edinburgh Workplace Parking Levy.

Paul Lawrence

Executive Director of Place

Contact: Gareth Dixon, Senior Policy and Insight Officer

E-mail: Gareth.dixon@edinburgh.gov.uk

Edinburgh Workplace Parking Levy

2. Executive Summary

- 2.1 As requested by Committee on 2 March 2023, this report provides an update on an integrated impact assessment for an Edinburgh Workplace Parking Levy (WPL) and agreed plans for future engagement and a public consultation. Committee is asked to note the progression of these milestones.

3. Background

- 3.1 The [Strategic Business Case](#) for the Edinburgh workplace parking levy was presented to Transport and Environment Committee on 2 March 2023.
- 3.2 This report provides an update on the tasks set out in Section 5 of the (2 March) report.

4. Main report

- 4.1 The Transport (Scotland) Act 2019 gives Councils in Scotland the ability to introduce a workplace parking licensing and levy charge. 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](#).
- 4.2 The intent of the new powers was for Scottish local authorities to design schemes to suit their local objectives. Local authorities can make decisions around key elements such as the amount of the WPL charge, the licensing area, local exemptions, the periodic review of schemes and the decision on the raised revenue.
- 4.3 “WPL has the potential to encourage the use of more sustainable travel modes, reducing congestion and tackling climate/air emissions. As the net revenue generated by WPL schemes must be committed to support policies in local transport strategies, this policy is also intended to raise revenue that could be used to improve public or active transport, making it more attractive and thus encouraging individuals to use public transport instead of driving.” [Workplace parking Licensing Guidance for Local Authorities – Transport Scotland](#).

- 4.4 To date there has been no decision taken by the Council on the proposed boundary area, size of charge and any local exemptions on types of workplaces or users. These decisions, including whether to proceed with consideration of introducing a WPL in Edinburgh, will be made by the Council after findings from engagement and the public consultation are reported to Committee, and any subsequent further impact assessment work are considered.

Interim Integrated Impact Assessment (IIA) of an Edinburgh Workplace Parking Levy

- 4.5 An Edinburgh WPL has the potential to support the Council in achieving a reduction in transport emissions by supporting an increase in the proportion of trips made by sustainable travel modes and improving travel choices, by ensuring that many other travel options are made more inclusive and affordable.
- 4.6 Funds raised from an Edinburgh WPL have the potential to provide people within and outside of the city with better access to direct public transport links and park and ride sites. It could also give workers, who can use alternative means of travelling to work, the encouragement to do so by investment in active travel and public transport systems.
- 4.7 The process of the IIA raised a number of themes that could be explored further in future engagement. These include but are not limited to:
- 4.7.1 Better workplace parking management by employers to encourage access to car parking options and employee travel to work, with benefits for recruitment, retention and efficient site usage;
 - 4.7.2 Improvement in the health and stress levels for people where they especially struggle to find suitable parking due to high demand or benefits from improvements in public transport or active travel to their workplace;
 - 4.7.3 Impact on neighbouring residential areas from displaced parking by drivers seeking to avoid paying the charge moving to areas nearby or close to public transport terminals; and
 - 4.7.4 Impact on businesses and employees who may already face continued cost pressure post 2025, workers in part time roles or low pay sectors, or where the employer has a heavy dependence on providing free parking as part of their business activity to their employees.
- 4.8 The IIA summary report in Appendix 1 identifies some potential mitigating actions in response to some of these anticipated impacts and includes using the additional funding from a WPL on new services (such as a displaced parking taskforce or enhanced travel planning activities and employee discount for public transport).

Engagement

- 4.9 The Council has committed to investigate a WPL for Edinburgh in both the Council's latest Transport and Climate Strategies. Both of these support that consultation and engagement be used to inform the development of an Edinburgh WPL.

- 4.10 As this is the first public engagement on the Edinburgh WPL, survey questions and engagement workshops with stakeholders will focus on the general principles of a Workplace Parking Levy. Appendix 2 provides an outline of the next stages of activity that will, subject to agreement, proceed after the results of the public engagement are reported to the Transport and Environment Committee.
- 4.11 Appendix 2 provides that further impact assessment on Edinburgh's workplace parking levy proposal could be prepared. This is likely to include a review of the Edinburgh workplace parking data that accounts for the change in travel behaviour post pandemic. A summary briefing on Edinburgh Workplace Parking Survey results in 2020 was reported to the Transport and Environment Committee Meeting on [21 November 2020](#).

5. Next Steps

- 5.1 As previously agreed, the next step is to progress the Edinburgh WPL engagement with a view to assessing and presenting the findings by the end of February 2024.

Financial impact

- 6.1 As previously reported in March 2023, the initial estimate of the operational costs of the scheme to the Council could be approximately £500,000 per annum. These estimates remain provisional.
- 6.2 The proposal has the potential to generate additional income for the Council which could be reinvested in sustainable transport and support the delivery of the Council's City Mobility Plan.
- 6.3 If approved, additional stages of development of the WPL will require project management resource to ensure delivery within the timescales set out in Appendix 2. At this stage it is proposed that this could be funded through the invest to save fund. Approval from Finance and Resources Committee will be sought at the appropriate time.

7. Equality and Poverty Impact

- 7.1 A summary of findings from the interim integrated impact assessment is included in Appendix 1. This will be updated as more information becomes available and decision making on Edinburgh proposed position becomes more certain.

8. Climate and Nature Emergency Implications

- 8.1 It is not possible quantify the impact of any WPL until there is a design of the scheme and the package of new transport related measures are identified. A

summary of findings from the interim integrated impact assessment is included in Appendix 1. This will be updated as more information becomes available and decision making on Edinburgh proposed position becomes more certain.

Environmental Impacts

- 8.2 It is not yet possible to define the environmental impacts until a decision has been made by the Council on an Edinburgh WPL. Some of the potential impacts, not yet measured, are noted in Appendix 1.
- 8.3 A Strategic Environmental Assessment (SEA) has been completed for the City Mobility Plan on which this stage of the WPL was based. It is considered that due to the WPL being in such an early stage of development, with no proposal developed, any consideration of a SEA being required is premature. Further impact assessment work is expected to only proceed if there is agreement, and will be subject to any decisions after initial engagement findings are reported to Committee in early 2024, See Appendix 2 for the current outline for delivery.

9. Risk, policy, compliance, governance and community impact

- 9.1 Further Community impact will be obtained through initial public engagement on the Edinburgh WPL and reported to the Transport and Environment Committee in February 2024.

10. Background reading/external references

- 10.1 [Minute](#) of the Transport and Environment Committee meeting 2 March 2023.
- 10.2 Transport and Environment Committee, [City Mobility Plan](#), 19 February 2021.

11. Appendices

- 11.1 Appendix 1: Interim Integrated Impact Assessment on an Edinburgh Workplace Parking Levy – Summary Report
- 11.2 Appendix 2: Timeline

Appendix 1: Interim IIA on an Edinburgh WPL – summary findings

This is an interim report and is not a final assessment. This will be revisited at appropriate intervals as more evidence is developed in this area.

Interim Integrated Impact Assessment – Summary Report

1. Title of proposal:

To consider the development and options for an Edinburgh Workplace Parking Levy (WPL).

2. What will change as a result of this proposal?

The decision to introduce a workplace parking licensing and levy charge was conferred from the Transport (Scotland) Act 2019 to local authorities in Scotland.

A WPL is the potential annual charge on employers for providing a parking place for their staff, person attending training including students, supplier, business or customer visitor.

No decision on the boundary area, size of charge and any local exemptions on types of workplaces or users have been made by Edinburgh. These decisions, including whether to proceed with its consideration of introducing a Workplace Parking Levy in Edinburgh, will be made by the Council and informed by findings from this IIA, findings from a public consultation, and future impact assessment of the proposed scheme if undertaken.

A WPL, should it be decided and implemented at a later date in Edinburgh, will support the Council in achieving a reduction in transport emissions by supporting an increase in the proportion of trips made by sustainable travel models and improve travel choices by ensuring that many more travel options are made more inclusive and affordable. The Employer is liable to pay the annual charge but, on occasion, this could be passed on to

the employee. This could be paid by the employee either in full or in part on a pro-rata basis or based on ability to pay designed by the employer.

An Edinburgh WPL may also, through raised revenue of potentially over £12 million per year, provide people inside and outside of the city better access to direct public transport links to work and for park and ride sites; and could give 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. To date Edinburgh has not yet outlined what the revenue raised will pay for, however proceeds of a WPL scheme must facilitate the achievement of policies in the authority's local transport strategy.

The Council's City Mobility Plan reports that, subject to approval, the proceeds raised from a workplace parking levy will support in broad terms the delivery of public transport improvements, focused on quality, innovation and affordability for those in greatest need.

3. Briefly describe public involvement in this proposal to date and planned

This will be the first open engagement on the subject of a Workplace Parking Levy within Edinburgh. The Public were previously consulted about future transport related options during the development of the City Mobility Plan and WPL was amongst the many options raised as part of that conversation but was never contemplated in such detail.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

No

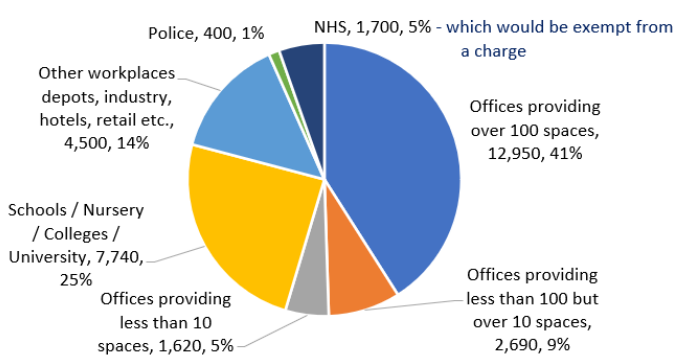
5. Date of IIA

Scoping meeting held on 25 and 26 April 2023

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g., Council, NHS)

Name	Job Title	Date of IIA training
Ruth Baxendale (Facilitator)	Senior Policy and Insight Officer	IAA trainer
Elin Williamson	Head of Business Growth and Inclusion	
Judith Cowie	Transport Officer	
Stuart Lowrie	Public Transport Manager	
Greg McDougall	Transport Officer	
Michelle McMillan	Operations Manager Communities and Families	
Gareth Dixon (Lead Officer/ report writer)	Senior Policy and Insight Officer	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal																								
Data on populations in need (Defined as those businesses who could be liable for WPL in Edinburgh)		<p>No decision on the boundary area, size of charge and any local exemptions on types of workplaces or users have been made by Edinburgh. These decisions will be informed by available evidence, including this IIA, and findings from a public engagement and consultation on the scope of the Edinburgh WPL.</p> <p>There are a maximum of 35,000 parking spaces that could be liable within the local authority area boundary of Edinburgh. When considering the impact, it should be noted on the type of workplace premises that are likely to be affected – See Chart.</p> <p>Parking spaces provided for disabled users are exempt from a WPL charge and were not included in the chart, NHS premises and hospices are also exempt from a charge.</p> <p>The total to be charged at the time of any implementation date will likely be lower than figures presented above because of changes in employer provision of parking to avoid liability or from changes to home-work patterns observed since 2020.</p> <p style="text-align: center;">Maximum liable parking places in Edinburgh by premise type (estimated from 2020)</p>  <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Maximum liable parking places in Edinburgh by premise type (estimated from 2020)</caption> <thead> <tr> <th>Premise Type</th> <th>Number of Spaces</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Offices providing over 100 spaces</td> <td>12,950</td> <td>41%</td> </tr> <tr> <td>Offices providing less than 100 but over 10 spaces</td> <td>2,690</td> <td>9%</td> </tr> <tr> <td>Schools / Nursery / Colleges / University</td> <td>7,740</td> <td>25%</td> </tr> <tr> <td>Other workplaces depots, industry, hotels, retail etc.</td> <td>4,500</td> <td>14%</td> </tr> <tr> <td>Offices providing less than 10 spaces</td> <td>1,620</td> <td>5%</td> </tr> <tr> <td>Police</td> <td>400</td> <td>1%</td> </tr> <tr> <td>NHS</td> <td>1,700</td> <td>5% (exempt from a charge)</td> </tr> </tbody> </table>	Premise Type	Number of Spaces	Percentage	Offices providing over 100 spaces	12,950	41%	Offices providing less than 100 but over 10 spaces	2,690	9%	Schools / Nursery / Colleges / University	7,740	25%	Other workplaces depots, industry, hotels, retail etc.	4,500	14%	Offices providing less than 10 spaces	1,620	5%	Police	400	1%	NHS	1,700	5% (exempt from a charge)
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Data on service uptake/access		n/a																								
Data on socio-economic disadvantage e.g., low income, low wealth, material		<p>WPL is a charge on employers for providing a parking place for their staff, person attending training including students, supplier, business or customer visitor.</p> <p>The decision to pass on this charge to the employee is at the discretion of the employer, full or partial charge,</p>																								

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
deprivation, area deprivation.	<p>Cost of WPL – Nottingham City Council</p> <p>ONS - Annual Survey of Hours and Earnings</p> <p>SPICe, The proposed Workplace Parking Levy, 2019</p> <p>Scottish Census 2011</p>	<p>subsidise it, proportion by salary are amongst the options available for employers to make.</p> <p>No decision has been made on the charge level for an Edinburgh WPL. Councillors have previously stated that it should be no less than the current annual cost for public transport.</p> <p>The cheapest annual bus pass in Edinburgh as from April 2023 was £650 for the Ridacard.</p> <p>Therefore a £650 per annum fee is equivalent to a daily fee of around £2.71 (from 240 weekdays in a year or £3.25 accounting for actual in work days removing 40 days not in work due to leave and public holidays).</p> <p>Nottingham currently charge £522 per year for their WPL as from April 2023.</p> <p>Nottingham workers full time annual wage in 2022 was £29,155 compared to Edinburgh workers of £34,782. Meaning the average worker in Edinburgh is paid 19% more than in Nottingham.</p> <p>Reducing motorised vehicle traffic disproportionately benefits those living in deprived communities, because those living in deprived communities are both more likely to experience higher levels of local air pollution from vehicles and are more susceptible to the effects of that pollution.</p> <p>It is also likely that the majority of people who drive to work and park in dedicated workplace car parks will be from middle and higher income household.</p> <p>Those workers in Edinburgh from the top two high Socio-economic classifications (NS-Sec) represent 40% of the workforce and 51% of those that travel to work by car, compared to the lowest two groups of Socio-economic classifications, who represent 16% of the workforce and 15% of those that travel to work by car.</p>
Data on equality outcomes	<p>Travel Survey 2015-2019 (England)</p> <p>ONS – BRES 2022</p>	<p>Travel Survey data for England show that over time 2015-19, more white ethnic groups drive car or van, with 42% White; 31% Asian; 25% Black; 19% Mixed; and 28% Other.</p> <p>Women are more likely to be employed in education and part time work. (11% of employed men in Edinburgh work part-time and 31% of women</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<p>Scottish Census 2011</p>	<p>employed in Edinburgh work part-time; and 56% of the Teaching and Educational Professionals in Edinburgh are women). The school sector has a relatively higher dependency on car use to work, and part time workers have a relatively higher income impact if the full cost of WPL was passed on.</p> <p>From the Scottish Census 2011, of those that travel to place of work or study by car 45% are women and 55% are men in Edinburgh.</p> <p>Aged 50+ years (21% of people employed in Edinburgh) more if more likely to travel to work by car (31%) would be impacted more by a WPL provided this was passed on to the employee.</p> <p>Aged under 25 years (11% of people employed in Edinburgh) are less likely to travel to work by car (6%) and more likely to travel by public transport (13% by bus) so would benefit directly more from improved investment but see less of the direct cost.</p> <p>Aged 25-50 years make up the majority of the workforce (70% of people employed in Edinburgh) and are marginally less likely to drive by car (64%), but many of this group use bus and bicycle to work or study so would benefit improvement investment.</p>
<p>Research / literature evidence</p>	<p>Dale et al, The Impact of the Nottingham Workplace Parking Levy on Travel to Work Mode Share, 2019</p> <p>OECD, The Environmental and Welfare Implications of Parking Policy – Environment Working Paper No. 145, 2019</p>	<p>WPL was introduced in 2012 in Nottingham and in its first 5 years of operation generated over £44m revenue. This was invested in local transport initiatives, including expanding the city’s tram network, redeveloping Nottingham’s mainline railway station and investing in local bus services.</p> <p>The research also found that public transport developments funded by WPL revenue had a positive impact in attracting inward investment to the city.</p> <p>Allocated car parking space encourages commuters to drive to work instead of using more environmentally friendly transport modes (e.g., public transport), increasing, greenhouse gas emissions, air pollution, noise and congestion.</p> <p>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.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
	<p>Transport Policy Research, 2017</p> <p>Transport and Environment Committee Reports on WPL – (November 2022 and March 2023).</p> <p>Transport Scotland – health Inequalities Impact Assessment NTS Delivery Plan, 5 Dec 2022</p> <p>Strategic Business Case for the Edinburgh WPL Transport and Environment Committee 2 March 2023.</p>	<p>Employer-paid or free parking not only encourages commuting by car; it also discourages car-pooling for the benefit of single-occupant driving.</p> <p>Independent academic research into the impact of the Nottingham WPL on traffic congestion concluded that there is “...a statistically validated link between the introduction of a WPL and a reduction in congestion.”</p> <p>Research using the 2020 workplace parking survey estimates that the revenue raised from an Edinburgh WPL depends on many factors under the control of the Council, including the boundary to which a WPL could apply, the extent of any further local exemptions made.</p> <p>If assuming an annual charge of £650 is used they could range from: around £3 million if it was to apply to a city centre area of Edinburgh or around £13 million per year if a scheme similar to Nottingham was selected with a small business discount applied to workplaces less than 10 spaces in Edinburgh.</p> <p>Estimates have also been made to account for a scenario representative of substantial change in travel to work behaviours. A £650 per liable place charge is estimated to generate an average of £6.5 million per year over ten years, while accounting for an initial 70% reduction in number of liable workplace parking places from 2020 and an annual decline of 3% per year.</p> <p>Some groups are more likely to rely on public transport such as young people, older people, women and people from certain ethnic groups.</p> <p>Disabled adults are more likely to use the bus than non-disabled adults (11% of journeys vs 7%).</p>
Public/ patient/ client experience information	<p>Transport for London WPL Advice note – Nottingham city Council’s WPL: Description and impacts of the scheme, 2019</p>	<p>WPL affects travel demand and mode choice in the following ways:</p> <ul style="list-style-type: none"> • If the employer pays the levy, they have an incentive to reduce the number of parking spaces they provide. Nottingham has found that liable parking numbers reduced by 25% initially and then levelled out. • If the employee pays the levy, they have a financial disincentive to drive to work. Nottingham has a relatively low level of charge and it is not thought that this on its own has a significant effect. 8 out of the 10 largest

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<p>employers now pass the levy charge on to employees – covering 53% of liable spaces.</p> <ul style="list-style-type: none"> • The public transport improvements paid for by the levy create better alternatives to the car. This is known to be the most significant impact on mode choice, with traffic in Nottingham City having declined 9% since 2004. 1,270 workplaces are served by the tram (about 40%) and 55,000 employees use it to commute to work. • Reducing car parking demand leads to redevelopment potential on brownfield sites, which reduces demand on greenfield sites which are normally more difficult to serve by sustainable modes and was very important for some large employers such as the two universities in Nottingham.
Evidence of inclusive engagement of people who use the service and involvement findings.		The plan is for an Edinburgh WPL engagement to begin in September 2023 and conclude by the end of the year with findings reported to the City of Edinburgh Council’s transport and environment Committee in February 2024. This will generate further evidence on the views of workers, businesses and residents.
Evidence of unmet need		n/a
Good practice guidelines	Employer handbook for WPL Nottingham city	<p>There is potential for a level misunderstanding on the extent of liability for a WPL. Many businesses may assume to have higher a liability to a levy than they may actually have. Nottingham City Council published an employer handbook or guide showing that one liable parking place charge does not necessarily apply to one employer. A liable parking place may be utilised by more than one person, shift workers, part time worker/student etc under something called maximum vehicle occupancy.</p> <p>For example, you may have a total of 50 vehicles (used by employees, pupils, students or regular business visitors) parked on your premises at different times of the day, but only 30 vehicles are ever parked at any one time. Therefore, the maximum vehicle occupancy is 30. For these premises the employer will only need to get a licence for 30 workplace parking places.</p> <p>In Nottingham’s WPL there is a distinction between regular business visitor – exempt from charge and an occasional business visitor – liable for charge. The term ‘regular’ meaning parked for more than 4 days</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<p>over a 14 day period. Those that fall under that threshold are occasional business visitors.</p> <p>No such distinction between a regular and occasional business visitor is made in the Transport (Scotland) act 2019 or in the Regulations and Guidance for local authorities. However, the Council could add a definition in their draft proposal. Alternatively, the Council could decide to exempt business visitors, suppliers and only charge workers and students, which would be broadly similar to the WPL in Nottingham.</p>
Carbon emissions generated / reduced data		Tbc from further analysis.
Environmental data		Tbc from further analysis.
Risk from cumulative impacts		n/a
Other (please specify)		<p>When assessing the Edinburgh WPL impact it is essential that some consideration is given to the impacts that would arise from the proposals and projects that could be funded from the revenue raised from a WPL.</p> <p>From a £550 annual total levy amount applied to the full local authority boundary area and no further local exemptions applied other than the national exemptions, an Edinburgh Workplace Parking Levy will raise £12.5 million per year.</p> <p>A £650 annual total applied to the full local authority boundary with a small business exemption (removing up to 90% of all businesses from a charge) and including the national exemption of no charge for NHS and blue badge holders would raise around £13 million per year. There are therefore different options for the design that could generate the same level of revenue.</p> <p>No decision on the proposals that would be funded by the revenue has been made, but could include:</p> <ul style="list-style-type: none"> • Enhancing the quality of bus services (e.g., accessible bus stop, electric buses, more express services to key employment sites). • Reduced fares (e.g., better multi-use discount for workers, free annual passes for public transport in Edinburgh etc.) • Better cycle routes and storage at places of work and in and around the city. • Electric City Bikes for hire,

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<ul style="list-style-type: none"> • Additional match funding support for businesses to improve their sustainable travel to work investment and promotion. • An expansion of current public transport in Edinburgh.
Additional evidence required		

8. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>Advances equality of opportunity by improving access and quality of public transport if proceeds raised from WPL supports improving access to transport.</p> <p>Reduces differences in status between different groups of people as WPL encourages more people into public transport, which is more representative of equal status between different people compared to solo private vehicle use.</p> <p>Builds family support networks, resilience and community capacity, as the WPL could encourage people into using more public and active transport which builds life skills like reading timetables, or confidence in riding a bike if supported by parallel campaigns on safe use of roads access to facilities, bike storage and bike hire.</p>	<p>Young people, older people, women and ethnic groups (more likely to rely on public transport)</p> <p>Young people, older people, women and ethnic groups (more likely to rely on public transport)</p> <p>Disabled adults</p> <p>Young people, older people, women and ethnic groups (those less likely to have access to a car).</p>
<p>Negative</p> <p>Impact on crime and fear of crime including hate crime as WPL could encourage more people into public transport may create more opportunities for hate crime to occur.</p> <p>Mitigating actions including education campaigns and measures have been undertaken to address these in public transport.</p>	<p>Women, LGBT (more likely to encounter hate crime while using public transport)</p>

Environment and Sustainability including climate change emissions and impacts.	Affected populations
<p>Positive</p> <p>Responds to the climate crisis and reduces greenhouse gas (GHS) emissions because a WPL could incentivise employers to better manage car parking spaces at work leading potentially to maximise green space.</p> <p>Responds to the climate crisis and reduces greenhouse gas (GHS) emissions because a WPL could encourage modal shift from solo car use towards more sustainable travel options.</p> <p>These impacts will help address the uneven impact of climate and society. People that suffer the most from negative environmental factors are those from socially disadvantaged areas.</p> <p>A WPL could support the city in adapting to the unavoidable impacts of climate change (e.g., hotter and drier summers, milder and wetter winters) by encouraging responsible use and management of car parking spaces, which are impermeable pieces of land at risk surface water flooding or creating heat islands.</p> <p>Increase the protection and enhancement of biodiversity as a WPL could encourage car parking management and better land use from the removal or greening of land not required for parking that was disrupting green corridors and the opportunity to sustain and improve biodiversity.</p> <p>WPL and the contribution from the package of programmes funded by the proceeds of a WPL could reduce carbon emissions, improve health and Air Quality and manage congestion. A WPL could incentivise a change in behaviour and reduction in private car use and supporting the growth of more sustainable forms of transport. Improving air quality leads to longer healthy life expectancy and improved respiratory, digestive and birth outcomes.</p> <p>Improve resource efficiency by encouraging employers to promote car sharing schemes over solo private car journeys made by their staff to work.</p>	<p>Larger Employers in Edinburgh who provide parking place for their staff.</p> <p>All</p> <p>Socio-economically disadvantaged groups</p> <p>Business and property owners in Edinburgh with parking spaces / SEPA - Scotland flood risk management authority.</p> <p>Business and property owners in Edinburgh with parking spaces.</p> <p>(Protection of) rare species, habitats and wildlife</p> <p>All</p> <p>Older people, people with underlying health conditions.</p> <p>Businesses and owners who provide car parking to their staff.</p>

Environment and Sustainability including climate change emissions and impacts.	Affected populations
<p>A WPL could consider exempting EV charging parking as a temporary measure to encourage a faster uptake in EV vehicles as a low-carbon alternative to petrol and diesel vehicles.</p> <p>A WPL could reduce the need to travel by car and promote sustainable forms of transport if the proceeds raised from the WPL are spent on promoting or enhancing the infrastructure or affordability of fares.</p>	<p>Workers who regularly drive to work and consider switching to an electric vehicle or existing EV drivers.</p> <p>Young people, older people, women and ethnic groups (those less likely to have access to a car).</p>
<p>Negative</p> <p>Impact on the physical environment of housing quality and public space if a WPL creates displaced parking to residential areas or places located near existing parking terminals as drivers commuting to work attempt to avoid paying for the levy, or from employer action such as removal of parking places.</p>	<p>Residents of Edinburgh in peripheral areas of the city living in areas with no parking controls and close to large workplaces or public transport terminals.</p>

Economic	Affected populations
<p>Positive</p> <p>Improving the access and quality of labour markets as a WPL could increase employment catchment area for workers through faster, more accessible and affordable public transport networks that are supported by the proceeds raised by the WPL.</p> <p>Improve the cost of living situation could arise if the proceeds raised from the WPL supports more affordable fares for public transports potentially benefiting more workers, residents and visitors.</p> <p>Improves working conditions of those who do not benefit from free parking at work, a levy fee if passed on to the employee addresses the unfairness of some in employment benefiting from free parking. The addition of the levy may lead to better work parking management giving some the access to a space where previously this was unregulated.</p>	<p>Businesses in locations well served by public transport networks.</p> <p>Young persons (more likely to travel by public transport and active travel).</p> <p>Workers not using the car as a means to go travel all the way into their place of work.</p> <p>Workers travelling by car to work without parking management or controls in place.</p>

Economic	Affected populations
<p>A WPL could nudge more people into home working – this may encourage workers to better work-life balance by avoiding time for commuting, however, the extent of impact could be relatively small given the already significant behaviour change on travel to work patterns post covid-19 work.</p>	<p>Workers who have the option to work from home. Business owners considering estate management plans.</p>
<p>Negative</p> <p>Impact on the cost of living as a WPL could represent an additional cost to business which could eventually be passed on to customers and consumers in the form of higher transport fares or higher goods and services, depending on the business.</p> <p>Impact on cost of living if the levy is passed on to workers, increasing the cost of driving to work. This could, if past in full, impact more on some sectors who have a high dependency on the car for their journey between home and work in certain sectors, or those in part time employment and shift workers.</p> <p>Furthermore, in the absence of high-quality alternatives, a WPL could reduce private car use, and that may lead to disproportionate impacts on lower income groups experiencing forced car ownership.</p> <p>Impact on supporting local businesses in remaining or establishing a site as a WPL could represent an additional cost to their business activity and may impact on local employment activities such as staff retention and recruitment.</p> <p>A WPL could nudge more people into home working – reduce spend in work area like the city centre, however, the extent of impact could be relatively small given the already significant behaviour change on travel to work patterns post Covid-19.</p>	<p>Transport providers in Edinburgh where employee drive to work, workplaces in Edinburgh with heavy dependence on providing free parking as part of their business activity.</p> <p>Women (over-represented in sector specific employment with car reliance, over-represented as part time workers in city)</p> <p>Low-income groups</p> <p>Businesses and employers working in peripheral areas of the city.</p> <p>Workers who have the option to work from home. / Businesses located in city centre or clustered at employment sites. / Transport operators dependent on peak journey business travel.</p>

9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so, how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

No part of the WPL is planned thus far to be carried out by contractors.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

A draft Communication plan has been prepared and the outputs include the creation of additional material that will be more accessible, this could include:

- a Standardised short 150 word blurb on the WPL and its role in delivering our objectives from the city mobility plan and our commitments on net zero 2030.
- 1-2 sentences summarising previous committee reports and WPL material from the Transport Scotland.
- Case studies defining for example: what is a WPL; who is liable to pay for a WPL.

11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.

A Strategic Environmental Assessment (SEA) was already completed for the City Mobility Plan to which this stage of the WPL was based on. It is considered that due to the WPL being in such an early stage of development, with no proposal developed, any consideration of a SEA being required is premature. Further impact assessment work is expected to only proceed if there is agreement, and will be subject to any decisions following after initial engagement findings are reported to Committee in early 2024.

12. Additional Information and Evidence Required

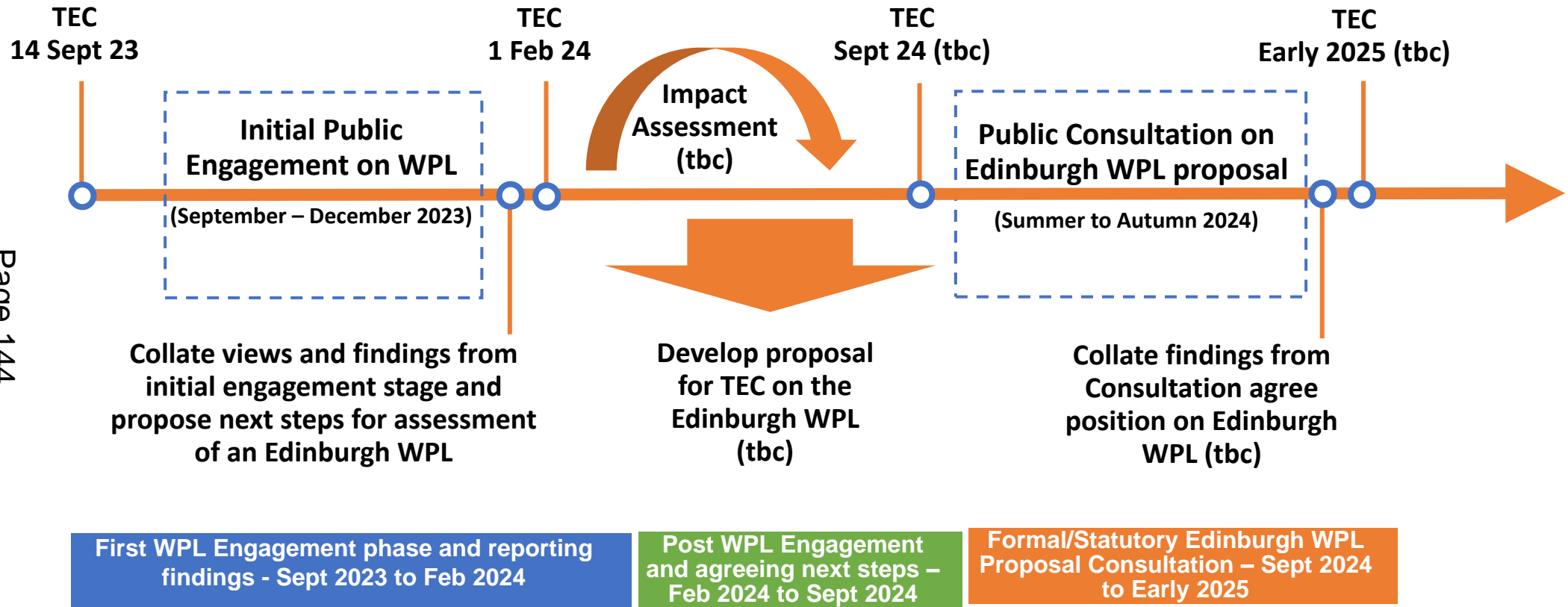
If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

Findings on the Edinburgh Workplace Parking Levy development will be gathered through engagement and consultation activity completed towards the end of the year, a survey will be created and reported to the Transport and Environment Committee in early 2024. It is also likely that further impact assessment on Edinburgh's workplace parking levy proposal will be prepared, and this is likely to include a review of how much travel behaviour specific to Edinburgh businesses has changed in the last 3 years.

Produce and promote advice or develop a Good Employer Guidance, on how they could fairly pass on the cost or undertake payment options relating to a WPL, if the employer is liable for the charge. Highlight best practice and encourage responsible business practice.

Appendix 2: Delivery timeline – phased approach to delivery

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Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Roads and Transport Infrastructure Investment

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Notes the options for investment, as detailed in section 4 of the report and in Appendix 5; and
 - 1.1.2 Notes the strategy for setted streets, as detailed in section 4 of the report and Appendix 6.

Paul Lawrence

Executive Director of Place

Contact: Sean Gilchrist, Transport Manager – Asset and Performance

E-mail: sean.gilchrist@edinburgh.gov.uk | Tel: 0131 529 3765

Roads and Transport Infrastructure Investment

2. Executive Summary

- 2.1 This report updates Committee on the current strategies for roads and infrastructure investment. This includes the current condition status, future condition estimates and funding options for future investment and provides details of the setted streets strategy.

3. Background

- 3.1 On [20 April 2023](#), Committee requested a report on the current status of roads and infrastructure investment and the future options that should be considered for funding.
- 3.2 A workshop was held with Committee members on 7 August 2023 detailing the capital investment and maintenance strategies.
- 3.3 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance. A methodology of prioritisation, approved by Transport and Environment Committee in [January 2016](#), is used to identify which projects should be included in the programme.
- 3.4 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future. Roads in the Amber condition require further investigation to establish if preventative treatment is required.
- 3.5 As part of the modelling work for the Transport Asset Management Plan (TAMP), alternative scenarios for capital investment were developed. These scenarios were predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads require less expensive treatments (e.g. surface dressing, micro asphalts), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the lower cost of the

treatments required on Amber condition roads, more roads can be treated each year.

- 3.6 The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.
- 3.7 The UKPMS is used for systematic collection and analysis of condition data (e.g. SRMCS). The UKPMS analyses specific types of defects (e.g. cracking, texture, profile and rutting) to select which roads should be considered for preventative, resurfacing or strengthening treatments
- 3.8 Based on current capital budget strategy and existing condition, analysis of the UKPMS forecasts deterioration of the carriageway network in future financial years. Several options have been developed to demonstrate the level of investment required to achieve a Steady State condition and an improvement to the overall network condition.
- 3.9 A one-off investment of £11m for roads and infrastructure was approved in the Council budget for 2023/24. This has been allocated using the existing prioritisation procedures for carriageway and footway investment. It is forecast that this additional investment will achieve a short-term improvement in the overall condition of Edinburgh's road network.
- 3.10 The current and projected capital allocation for Infrastructure for 2022 to 2024 is shown in Appendix 1. This outlines how the budget was allocated across the six elements of the programme in 2023/24.

4. Main report

- 4.1 Edinburgh's current Road Condition Index is 35.1%. This is an improvement compared with the previous year (36.2%). A breakdown of the RCI across the road network is shown in Appendix 2. Analysis of the defect data contained within the road condition data is carried out to determine the appropriate treatment that should be carried out in order to achieve both best value and the best return in condition for investment. Appendix 3 details the threshold applied to determine the appropriate treatment.
- 4.2 Edinburgh has shown an improvement in the overall condition of the carriageway network in the past few years. However, based on the current funding allocations within the capital strategy 2020-2030, future condition projections show a deterioration in the carriageway network. The graph in Appendix 4 shows the current condition forecast. This is based on the current investment forecast, existing construction rates, existing condition and investment strategies. This will result in deterioration across all road classifications and an increase in all Red, Amber 1 and Amber 2 roads. The forecast accounts for a presumed improvement in condition in 2023/24 as a result of the additional £11m investment.

- 4.3 The Society of Chief Engineers of Transportation in Scotland (SCOTS) provide each local authority with their “steady state” figure. This is the level of investment that is required to maintain the local road network in its current condition. The current steady state for Edinburgh’s road network is £10.98m for carriageways only.
- 4.4 Edinburgh currently applies the Street Design Guidance to carriageway and footway renewals. This has resulted in major enhancements for streetscape and active travel in conjunction with capital renewals schemes. Schemes that have benefited from applying this strategy include Ponton Street, Holyrood Road, Portobello Road, Gilmerton Road and Lothian Road.
- 4.5 While the Street Design Guidance has been a welcome addition to the capital investment strategy, it has resulted in a large increase in cost, design time and scheme delivery time. On major schemes, it costs three to four times more to apply the guidance than a like-for-like renewal. It also takes three times longer to design and deliver the scheme.
- 4.6 To maximise delivery the additional one-off investment in 2023/24, the full Street Design Guidance is not being applied to all carriageway schemes. It is forecast that focusing on like-for-like carriageway renewals will double the number of schemes completed in 2023/24.
- 4.7 If the Street Design Guidance continues to be applied in future financial years’, then, based on the current recurring capital budget, a deterioration of the carriageway network will occur across all road classifications. This means that:
- 4.7.1 To maintain a steady state in condition and continue to apply the guidance, it is estimated that an additional £8m - £10m will be required in each financial year. Additional in-house resources will also be required to deliver schemes due to the increased design time; or
- 4.7.2 If the like-for-like carriageway investment strategy, as applied in 2023/24, was to continue there would be an increase in the number of resurfacing and strengthening schemes that could be carried out. However, due to the increase in delivery costs (plant, labour, fuel), an additional £2m - £4m would still be required each financial year to achieve a steady state in carriageway condition. To achieve an improvement in the road condition in future years, applying a like-for-like carriageway investment approach, an additional £3m - £5m would be required in each financial year.
- 4.8 Appendix 5 shows four scenarios for future investment and the associated carriageway condition. The additional investment would continue to be allocated between carriageway and footway investment on a 70:30 ratio. Therefore, footway investment would also increase with any additional capital funding. The scenarios are based on the current capital budget strategy and do not include £11m additional funding in future years.
- 4.9 In order to achieve a steady state or improvement in carriageway condition additional funding will be required for all scenarios.

- 4.10 It should be noted that carriageway condition is only one indicator for network improvement. Active Travel, streetscape and mobility improvements should also be considered.

Footway Investment

- 4.11 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and footfall weightings to determine which projects should be prioritised for investment. The methodology is detailed in Appendix 6.
- 4.12 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the City Mobility Plan and the Active Travel Action Plan.
- 4.13 Footway schemes will continue to implement the Street Design Guidance proposals as part of the main footway renewal schemes. This will result in both condition and streetscape improvements for footway users. Common footway improvements that are implemented include the introduction of dropped kerbs, the tightening of junction radii, raising table levels and widening footway widths where required.
- 4.14 The Footway Capital Programme also supports public realm and active travel projects.

Setted Streets

- 4.15 Setted streets do not form part of the carriageway investment strategy as they cannot be scanned to determine their condition. The condition of setted streets is determined by a visual inspection, based on the criteria set out in the current prioritisation procedures and detailed in Appendix 6.
- 4.16 The current funding allocated for setted streets is £1m per financial year. This funding results in one setted street renewal in each financial year. This is due to the significantly higher costs associated with sett renewals. It can cost five times more to renew a setted street compared with a carriageway resurfacing.
- 4.17 Approximately 4.6% of Edinburgh's streets are setted and the Council's Setted Street policy states that setts should be retained in the World Heritage Site and conservation areas.

5. Next Steps

- 5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.
- 5.2 The assessment of the condition of the city's roads is measured annually by the SRCMS.
- 5.3 A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Council's road maintenance policies. Additional funding in 2023/24 has been targeted at improving Edinburgh's RCI.

- 5.4 An updated TAMP will be presented to Committee in October 2023.
- 5.5 The 2024/25 programme of works will be presented to Committee following approval of the Council budget in February 2024.

6. Financial impact

- 6.1 The cost of roads and infrastructure investment is funded by the existing capital investment strategy.
- 6.2 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third-Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.
- 6.3 A deterioration in carriageway and footway condition will put a significant pressure on the road's revenue budget due to an increase in the number of defects on the network.

7. Equality and Poverty Impact

- 7.1 An integrated Impact Assessment is prepared annually on presentation of the Infrastructure Investment Programme
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 The Capital Resurfacing programme is committed to using warm mix asphalts in order to reduce the carbon footprint associated with carriageway resurfacing.
- 8.4 The Council will continue to look at all surfacing methods available and have recently established a product innovation group. This group will focus on trialling new material with an emphasis on carbon reducing materials. This will include expanding the road recycling programme.

9. Risk, policy, compliance, governance and community impact

- 9.1 There are no significant compliance, governance or regulatory implications expected as a result of noting the recommendations in this report.
- 9.2 A deterioration in the Edinburgh's carriageway and footway network will increase the number of defects on the network and could potentially lead to an increase in public liability claims.

10. Background reading/external references

- 10.1 [Carriageway and Footway Investment Strategy 2016](#)
- 10.2 [Capital Investment Programme 2023/24](#)
- 10.3 [Setted Street Policy](#)

11. Appendices

- 11.1 Appendix 1 Capital Budget Allocation
- 11.2 Appendix 2 Road Condition Index
- 11.3 Appendix 3 Road Defect Criteria
- 11.4 Appendix 4 Road Condition Forecast
- 11.5 Appendix 5 Future Investment Scenarios
- 11.6 Appendix 6 Prioritisation Procedures

Capital Budget Allocation

Current and Predicted Capital Allocation

	2022/23	2023/24	2023/24
£m	13.178	21.781	12.585

Proposed Budget Allocation for 2023/24

<u>Carriageways & Footways</u>	<u>£m</u>	
Budget for Carriageway Works	8.436	
Budget for Carriageway Surface treatments	2.000	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	3.000	
Budget for Local Footways	0.500	
TOTAL		-14.936
<u>Street Lighting & Traffic Signals</u>	<u>£m</u>	
Street Lighting	1.120	
Traffic Signals	0.100	
TOTAL		-1.220
<u>Road Structures</u>	<u>£m</u>	
TOTAL	0.845	-0.845
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement ¹	0.300	
TOTAL		-0.300
<u>Road Operations</u>	<u>£m</u>	
Drop crossings	0.080	
Drainage improvements	0.300	
Bus Stop Maintenance	0.500	
In Year Priorities	0.500	
Surface Enhancements	0.800	
TOTAL		-2.180
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.800	
Local Environment Projects	0.500	
TOTAL		-2.300
TOTAL SPEND		-21.781

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

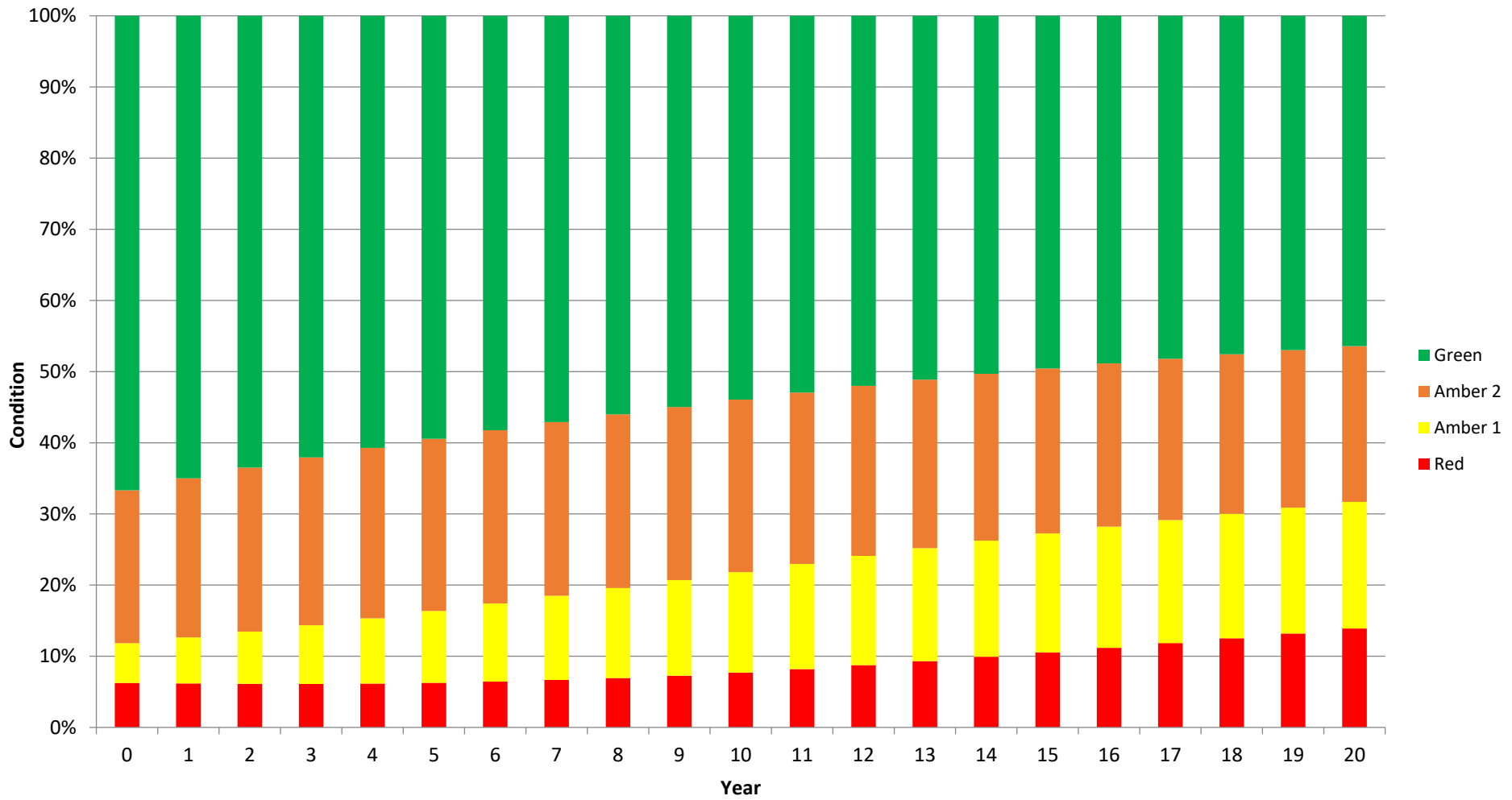
Road Condition Index

					Red		Amber 1		Amber 2		Green	
Category	U-R	Length (m)	Width (m)	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)
Principal (A) Roads	Urban	129000	10.6	1367400	4.22	57704	6.77	92573	18.52	253242	70.48	963744
	Rural	44000	9.6	422400	1.52	6420	3.35	14150	13.79	58249	81.34	343580
Classified (B) Roads	Urban	41000	9.9	405900	2.36	9579	5.14	20863	14.35	58247	78.16	317251
	Rural	12000	8.8	105600	1.82	1922	2.16	2281	8.83	9324	87.19	92073
Classified (C) Roads	Urban	75000	9.7	727500	5.27	38339	5.91	42995	22.46	163397	66.36	482769
	Rural	45000	6.6	297000	2.86	8494	3.13	9296	18.00	53460	76.01	225750
Unclassified Roads	Urban	1110000	7.2	7992000	7.00	559440	7.68	613786	24.07	1923674	61.25	4895100
	Rural	55000	4.7	258500	11.31	29236	8.72	22541	28.75	74319	51.22	132404

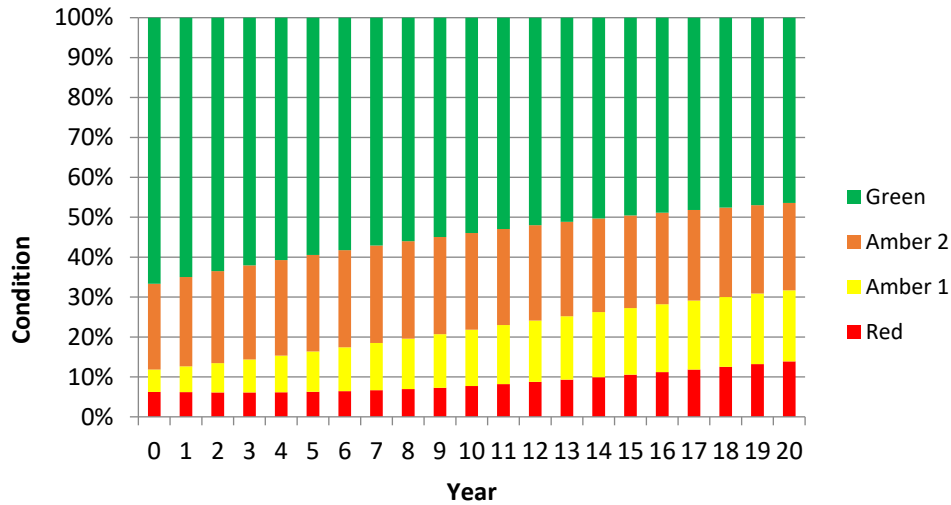
Road Defect Criteria

	Strengthening	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	Max	8	Max	10	NA	NA	NA	NA
2	Rut Depth %>10mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	Max	10	Max	10	NA	NA	NA	NA
4	LPV (3m) (mm ²) (>10mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	100%	30%	100%	40%	NA	NA	NA	NA
	Resurfacing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	8	4	10	7	NA	NA	NA	NA
2	Rut Depth %>8mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	10	6	10	8	NA	NA	NA	NA
4	LPV (3m) (mm ²) (>8mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	30%	10%	40%	20%	100%	40%	100%	40%
	Surface Treatment	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Texture Depth (mm)	0.5	0	0.5	0	0.5	0	0.3	0
2	High Texture (mm)		1.5		1.5		1.5		1.5
3	Rutting / LPV (3m)	NA	NA	NA	NA	NA	NA	25%	0%
4	Cracking (>1)	100%	50%	100%	50%	100%	20%	100%	20%

Road Condition Forecast

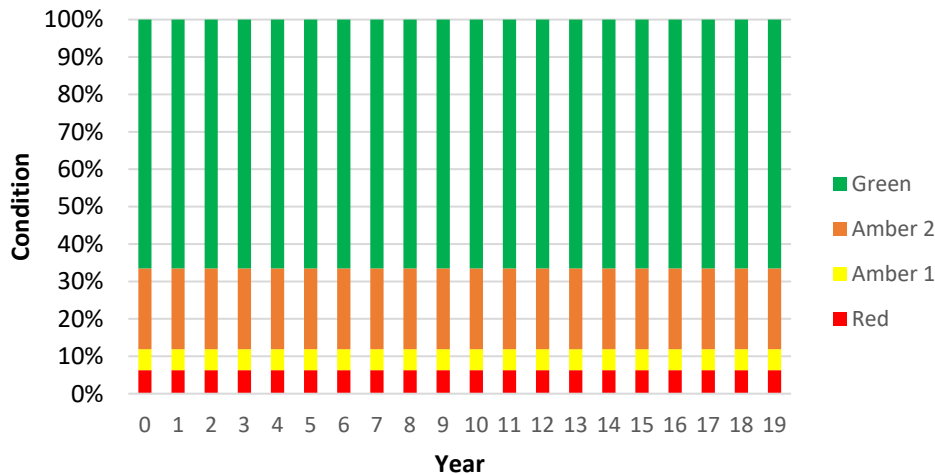


Future Investment Scenarios



Scenario 1 - Current Strategy

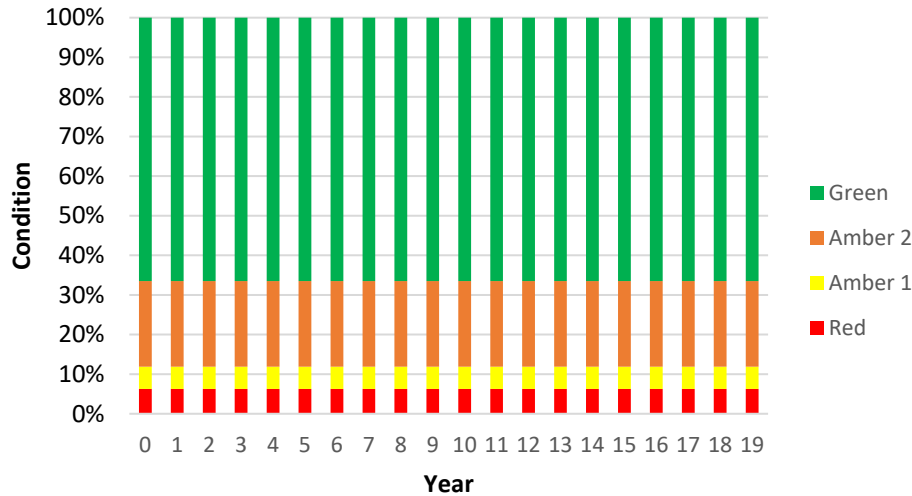
- Continues to deliver streetscape and active travel improvements in conjunction with renewals.
- Uses existing budget forecasts.
- Deterioration across the network
- Significant pressure on revenue budget.



Scenario 2 - Steady State 1

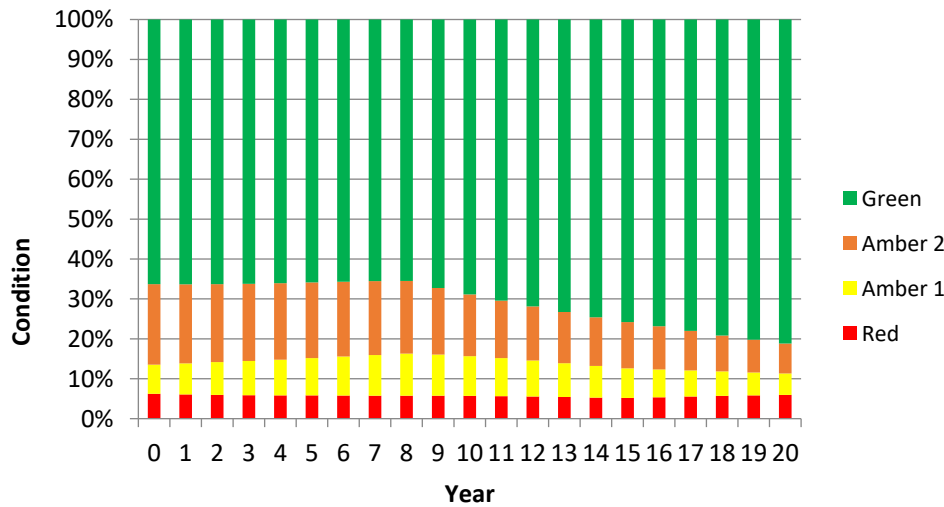
- Continues to deliver streetscape and active travel improvements in conjunction with renewals.
- Will require an additional £8-£10m per financial year.

Future Investment Scenarios



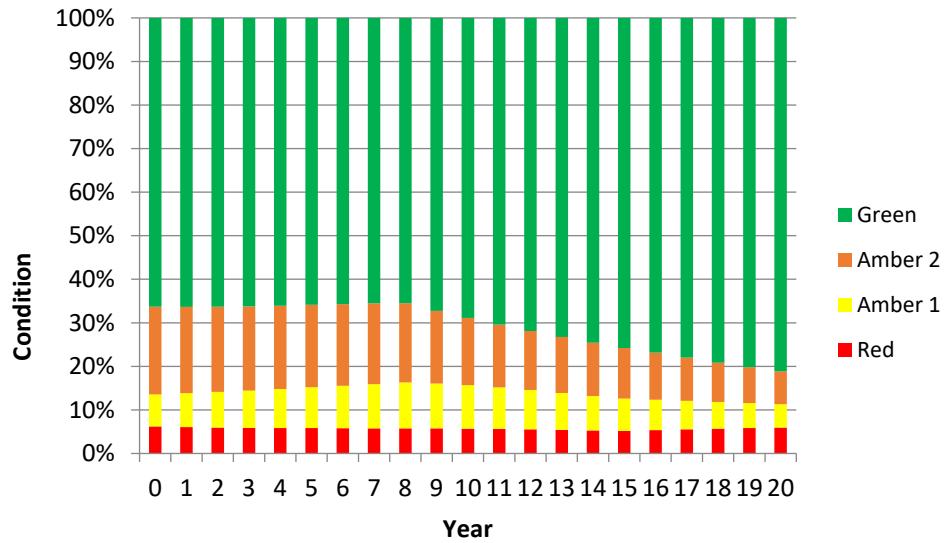
Scenario 3 - Steady State 2

- Focus on like-for-like carriageway renewals.
- Will require an additional £2-£4m per financial year.



Scenario 4 – Improvement 1

- Focus on like-for-like carriageway renewals.
- Will require an additional £3-£5m per financial year.



Scenario 5 – Improvement 2

- Continues to deliver streetscape and active travel improvements in conjunction with renewals.
- Will require an additional £10-£15m per financial year.

Appendix 6 - PRIORITISATION OF MAINTENANCE SCHEMES

CARRIAGEWAY EVALUATION

The assessment of the condition of the city's roads is measured annually by the Scottish Road Maintenance Condition Survey (SRMCS). The survey provides each authority with its Roads Condition Index (RCI). This is the percentage of roads that should be considered for investment.

The RCI consists of three levels of deterioration: Red, Amber 1 and Amber 2, with Red classed roads being in the worst condition. The majority of carriageways currently selected for investment fall within the Red condition category.

The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.

The UKPMS is used for systematic collection and analysis of condition data, i.e. Scottish Road Maintenance Condition Survey. This analysis is then used to recommend the type of resurfacing method that should be used on specific defects on a particular category of road.

The UKMPS is configured to ensure that the recommended maintenance is in line with the full investment strategy and within the parameters set out in the Roads Asset Management Plan.

The defect criteria used to select the appropriate treatment is shown in Table 1.

Criteria to be used when selecting the appropriate treatment type on Edinburgh Carriageway Network:

Table 1

	Strengthening	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	Max	8	Max	10	NA	NA	NA	NA
2	Rut Depth %>10mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	Max	10	Max	10	NA	NA	NA	NA
4	LPV (3m) (mm ²) (%>10mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	100%	30%	100%	40%	NA	NA	NA	NA

	Resurfacing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	8	4	10	7	NA	NA	NA	NA
2	Rut Depth %>8mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm ²)	10	6	10	8	NA	NA	NA	NA
4	LPV (3m) (mm ²) (%>8mm ²)	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	30%	10%	40%	20%	100%	40%	100%	40%

	Surface Dressing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Texture Depth (mm)	0.5	0	0.5	0	0.5	0	0.3	0
2	High Texture (mm)		1.5		1.5		1.5		1.5
3	Rutting / LPV (3m)	NA	NA	NA	NA	NA	NA	25%	0%
4	Cracking (>1)	100%	50%	100%	50%	100%	20%	100%	20%

Carriageway Prioritisation

The table below shows the value of the priority rating, which is applied to the UKPMS condition score:

Table 2

Road Category (As shown in Table 1 above)	Weighting Roads not on Bus Route	Low Bus Use Roads with less than 15 Buses per hour	Medium Bus Use Roads with 15 to 50 Buses per hour	High Bus Use Roads with more than 50 Buses per hour	Cycle Use Carriageways that are on the Family Friendly Network
Special	2.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 1	1.8	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 2	1.6	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 3	1.3	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%
Type 4	1.0	Increase the score by 10%	Increase the score by 25%	Increase the score by 50%	Increase the score by 5%

Table 3 below shows how the Type of the carriageway is determined:

Table 3

Type	MSA
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

Traffic count data is measured in Million Standard Axels (MSA). It takes into account number of vehicles passing per day with all direction combined. Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

SETTED CARRIAGEWAY EVALUATION

The evaluation of the Setted Carriageways is not suitable for the SRMCS. Therefore a visual assessment is carried out in order to produce a condition score. This involves a visual condition assessment of the road surface by qualified staff, together with a potential risk assessment.

The criteria used for the assessment are as follows:

- Drainage Condition
- Surface irregularity/Deformation
- Whole Carriageway Deterioration
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Risk

Condition Scoring

1. Drainage Condition

Ideally in purely drainage schemes this rating should be given after a period of bad weather. This will obviously not always be possible, so the existence of any gullies, grips, piped grips and ditches should be taken into account.

Rating 0 = Sufficient drainage facilities, no standing water after rainfall.

Rating 1 = Carriageway surface allowing minor standing water, although most of the water is draining away.

Rating 2 = Drainage facilities severely lacking, causing standing water over large proportion of the carriageway.

Rating 3 = Severe flooding, lasting long after rain has dried in surrounding area, causing major disruption to vehicle movements.

2. Surface Irregularity/Deformation

Here the ratings relate to the overall continuity of the surface of the carriageway, i.e. wheel track rutting, pushing, general shape, etc.

Rating 0 = Completely uniform surface.

Rating 1 = Slight undulation of surface.

Rating 2 = Minor rutting or pushing of surface.

Rating 3 = Rutting noticeable to drivers, giving uncomfortable journey.

Rating 4 = Surface shape giving indications of deeper structural damage.

Rating 5 = Severe undulations indicating major deep structural damage.

3. Whole Carriageway Deterioration

The rating should indicate the actual condition of the surface material of the carriageway.

- Rating 0 = New looking surface, no material loss
- Rating 1 = Slight crazing of the main running surface
- Rating 2 = Start of wheel track cracks and some patches already exist.
- Rating 3 = Cracking both horizontally and vertically Existing patches starting to break up.
- Rating 4 = Serious wheel track cracking and crazing of surface, existing patches failure.
- Rating 5 = Surface breaking up and liable to cause injury.

4. Has Section deteriorated beyond Cyclic Maintenance levels?

This section has been provided to allow the assessors to rate the overall scheme condition. The rating is given between 0 and 5.

- Rating 0 = Very good condition, probably more than 10 years residual life
- Rating 1 = Good condition, probably 5-10 years residual life
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.
- Rating 3 = Reasonable condition, wear and tear starting to show, probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

5. Will exclusion increase risk?

Here, the assessor should be thinking "If this Scheme is not included in this year's maintenance list, would risk be increased before next year's assessment?"

- Rating 0 = Definitely no increase in risk.
- Rating 1 = No increase in risk levels should be expected
- Rating 2 = Slight possibility of rise in minor damage to vehicles
- Rating 3 = Possibility of rise in more serious damage to vehicles
- Rating 4 = High risk of injury to pedestrians / damage to vehicles
- Rating 5 = Very high risk if excluded from the maintenance list this year.

The same prioritisation weightings for carriageways are applied to setted carriageways. Setted carriageways are prioritised against each other and not against other carriageways.

FOOTWAY EVALUATION

Schemes are prioritised based on a condition assessment carried out by a Roads Inspector. The condition score is then multiplied by a prioritisation weighting to give the priority score.

A condition assessment will be carried out to identify potential footway schemes that require capital investment. A condition assessment is initiated by one or more of the following methods:

Footway Network Survey (FNS): Carried out by 1 inspector on the carriageway over an 18 month period. It highlights areas that require a condition assessment.

Neighbourhood Inspectors walkabout inspection: Neighbourhood inspectors rate the carriageways on a scale from 1 to 5. Anything that scores a 5 will be given a condition assessment.

The evaluation of the Footway involves a visual condition assessment of the surface by qualified staff together with a potential risk assessment.

The criteria used for the assessment are as follows:

- Kerb Upstand
- Kerb Deterioration/Alignment
- Footpath/Footway Deformation
- Footpath/Footway Deterioration
- Surface Water
- Deterioration beyond Cyclic Maintenance Levels
- Will Exclusion Cause Risk

A needs assessment form is completed and numerical values given to each of the 7 criteria within the bands given on the sheet.

Condition Scoring

1. Kerb Upstand:-

This element should be evaluated giving a rating between zero and three e.g. where a kerb upstand should be 110 mm. the rating applied shall be as follows:-

Rating 0 =	Upstand	110 - 100 mm.
Rating 1 =	Upstand	100 - 70 mm.
Rating 2 =	Upstand	70 - 40 mm.
Rating 3 =	Upstand	40 - 0 mm.

2. Kerb Deterioration/Alignment

The rating of this element should reflect the actual appearance of the kerb with respect to the condition and the continuity of the level.

- Rating 0 = New looking kerbs, no unnecessary rise and fall, no trips.
- Rating 1 = Slightly chipped edges/missing corners, slight rising of few kerbs, occasional trips.
- Rating 2 = Some kerbs may be cracked/spalling, rising of kerbs causing major trips.
- Rating 3 = Missing kerbs/major deterioration, rising of kerbs liable to cause injury.

3. Footpath/Footway Deformation

Here the ratings relate to the overall continuity of the surface of the footpath/footway, i.e. sunken flags, raising of sand carpet by tree roots etc.

- Rating 0 = Completely flat.
- Rating 1 = Slight undulation of surface.
- Rating 2 = More serious movement in the surface.
- Rating 3 = Undulation severe, causing difficulty walking.

4. Footpath/Footway Deterioration

The rating should indicate the actual condition of the surface material of the footpath/footway.

- Rating 0 = New looking surface, no material loss.
- Rating 1 = Slight material loss or damage to flags.
- Rating 2 = Approx. 25% material loss, broken flags.
- Rating 3 = Serious material loss, missing flags, etc. liable to cause injury.

5. Surface Water

This section allows the assessor to indicate the extent of the problem caused by the footpath/footway surface allowing surface water to stand after the rest of the area has dried.

- Rating 0 = No standing surface water.
- Rating 1 = 0-10% of surface covered with shallow pools of standing water.
- Rating 2 = 10-40% of surface covered with shallow pools of standing water.
- Rating 3 = Greater than 40% of surface with major water problems.

6 Has section deteriorated beyond Cyclic Maintenance Levels?

This section has been provided to allow the assessor to rate the overall scheme condition. The rating is given between zero and five.

- Rating 0 = Very good condition, probably more than 10 years residual life.
- Rating 1 = Good condition, probably 5-10 years residual life.
- Rating 2 = Still in good condition, starting to wear in areas but still probably 5-7 years residual life.

- Rating 3 = Reasonable condition, wear and tear starting to show probably 2-5 years residual life.
- Rating 4 = Poor condition, giving pedestrians difficulties, requires maintenance in the next 2 years.
- Rating 5 = Requires maintenance urgently.

7 Will exclusion cause risk?
 Here, the assessor should be thinking “If this scheme is not included in this year’s maintenance list, would risk be increased before next year’s assessment?”

- Rating 0 = Definitely no increase in risk
- Rating 1 = No increase in risk levels should be expected
- Rating 2 = Slight possibility of rise in minor injuries to pedestrians
- Rating 3 = Possibility of rise in more serious injuries to pedestrians
- Rating 4 = High risk of injury to pedestrians
- Rating 5 = Very high risk to be excluded from the maintenance list for this year

Prioritisation

Table 3 below shows the value of the priority rating, which is applied to the condition score:

Table 4					
Usage Category	Super High Use	High Use	Medium Use	Low Use	Ultra Low Use
Weighting Multiplier	2.5	2.0	1.6	1.2	1.0

Once the condition score is multiplied by the prioritisation score a list of schemes can be sorted. The list shows highest priority to lowest priority.

These schemes are then passed to the Design Team to allocate costs to give an estimate of repair depending on the extent of reconstruction required.

Once these estimates are placed on the priority list and the annual budget allocation has been determined the list of schemes which can be carried out can be determined.

The priority list keeps the Footway and Carriageway schemes separated.

Off-Road Cycleways

Off-Road cycleways are treated as part of the Footways allocation but are ranked separately depending on their usage.

Table 4 below shows the value of the priority rating, which is applied to the condition score:

Table 5			
Usage Category	High	Medium	Low
Weighting Multiplier	2.0	1.5	1.0

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Transport and Environment Committee

10.00am, Thursday, 11 September 2023

Phased Reduction in Glyphosate Use

Executive/routine Wards	Executive All
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1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Introduce a ban from April 2024 on all use of glyphosate-based herbicide for the control of weeds and unwanted vegetation in greenspaces across the Council’s estate, with the exception of invasive weeds (see recommendation 1.1.2);
 - 1.1.2 Approve the continued use of glyphosate-based herbicide for the control of invasive weeds i.e. Giant Hogweed, Himalayan Balsam and Japanese Knotweed;
 - 1.1.3 Introduce a phased reduction of the use of glyphosate-based herbicide, with the aim of not using these by 2026 for the control of weeds on our roads, carriageways, pavements and hardstanding areas; and
 - 1.1.4 Note that a weeds policy will be included as part of the next Neighbourhood Environmental Services Policy Assurance review in Spring 2024.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Head of Neighbourhood Environmental Services

E-mail: andy.williams@edinburgh.gov.uk



Phased Reduction in Use of Glyphosate

2. Executive Summary

- 2.1 This report seeks approval for the phased reduction of the use of glyphosate-based chemicals for the treatment of weeds, with the exception of use to control invasive weeds.

3. Background

Impact of chemical treatment of weeds

- 3.1 The chemical treatment of weeds is generally planned to be undertaken twice per year but is subject to weather. In some areas spraying is undertaken using quad bikes and in other areas, such as those within controlled parking zones, it is generally applied by an operative using a knapsack and lance.
- 3.2 Glyphosate-based herbicide is a broad-spectrum herbicide widely used in agriculture, landscaping, and public spaces. It is primarily used to control weeds and unwanted vegetation. However, concerns have been raised regarding its potential adverse effects on human health and the environment.
- 3.3 Numerous studies have linked glyphosate exposure to various health risks, including cancer, reproductive disorders, and endocrine disruption. The International Agency for Research on Cancer (IARC) classified glyphosate as a probable human carcinogen in 2015. Additionally, studies have shown that glyphosate residues can persist in soil, water, and food, leading to potential long-term exposure for individuals frequenting public spaces.
- 3.4 However, the veracity of this finding has been called into question by regulatory bodies such as the European Food Safety Authority, who argue that glyphosate is safe to use. In short, there is insufficient, conflicting and uncertain information for local authorities that undertake weed control operations in public spaces to make scientifically reasoned policy decisions.
- 3.5 Although there is some conflicting evidence relating to the health impact when using glyphosate-based herbicide, there is substantial evidence related to the impact on the environment and wildlife. It has been found to have detrimental effects on biodiversity and ecosystems. It can contaminate water bodies, leading to the

disruption of aquatic ecosystems and harming aquatic organisms. Moreover, glyphosate can negatively impact pollinators, such as bees, which are crucial for maintaining biodiversity and food production.

Glyphosate use in Edinburgh in 2023

- 3.6 Current figures for 2023 show 1,760 litres of glyphosate-based herbicide will be used. This compares to 3,860 litres in 2022, 2,780 litres in 2021. The increased application in 2022 was largely attributed to catching up on reduced activity during the Coronavirus pandemic peak.

Scottish Government strategy

- 3.7 The Scottish Government's 'Pollinator Strategy for Scotland 2017–2027' supports the use and development of pollinator-friendly pest control measures in urban areas and encourages local authorities to apply the principles of Integrated Pest Management in ground maintenance and management.

Trialling new approaches

- 3.8 Each year since has seen the introduction of new approaches to weed management and the trialling of alternatives, including replacing the use of glyphosate-based herbicides in parks and green spaces with more frequent mulching of planting beds and mechanically controlling grass growth along footpath edges with mechanical strimming, edging tools and sweeper mounted "weed rippers".
- 3.9 During 2021 a trial of the use of Foamstream was initiated in the Balerno Area. The "Foamstream" system works by combining hot water and biodegradable foam, made from renewable plant oils and sugars. When applied, the foam creates a layer of insulation over the hot water to stop the heat escaping to the atmosphere. This holds the heat on the vegetation or surface for longer, producing a more effective treatment than hot water or steam alone.
- 3.10 Evidence from this initial trial highlights the Foamstream equipment would not be a financially viable operational alternative to current herbicide application methods on a city-wide scale. However, technology used for alternative methods is continuing to be developed and other more efficient methods may become available.
- 3.11 This evidence has also been confirmed by other studies carried out on behalf of local authorities when looking at alternative methods of control.
- 3.12 In addition to the Pesticide Free Balerno community-weeding initiative, Council officers continue to receive regular enquiries from residents wishing to cease glyphosate applications in their street or area. However, it should also be noted that requests are also received from residents in these areas for chemical weed treatment.
- 3.13 If given sufficient notice by residents of community weeding activities, no glyphosate applications were made in that street or area. We now have a number of locations where this has been actioned – a list of locations is included within Appendix 1.

4. Main report

- 4.1 As highlighted in previous reports to Committee, if glyphosate-based herbicide volumes are to be reduced on a city-wide scale the most efficient long term solution to weed growth requires an integrated approach. The successful application of chemical weed treatment is highly weather dependant and can only be undertaken when not raining or rain is not forecast for six - eight hours so is essentially focused on Spring and Summer months. This coincides with the busiest season for grass cutting.
- 4.2 One of the main reasons for the control of weeds in amenity or grassed areas is aesthetic – so areas look neat and tidy. In certain areas and circumstances, weeds can cause trip hazards or lead to gradual damage of hard surfaces (such as paving slabs or kerb stones). These only become a problem if weeds are left to grow to an advanced stage. Normal maintenance levels usually remove or kill weeds before they get to this stage.
- 4.3 When managing any amenity area, the level of toleration needs to be identified and this should depend on the function, use, and location of an area. Consideration also needs to be given to the demands of the customer / user. It must be recognised that it is impossible to keep areas wholly weed free and that weeds often have a positive impact on biodiversity and natural habitats.
- 4.4 It must also be recognised the tolerance levels to weeds can be very polarising in opinion. Many people may agree with the banning of chemical use and the greater emphasis on biodiversity but do not necessary want to see weeds growing in their street or on other hard surfaces.
- 4.5 Currently, Neighbourhood Environment Services staff continue to use glyphosate-based herbicide in open spaces, and on hard surfaces, for the control of weeds and unwanted vegetation.

Proposal to reduce the use of glyphosate-based chemicals from April 2024

- 4.6 It is proposed to include greenspaces across the Council estate in a city-wide ban on the use of glyphosate-based chemicals from April 2024.
- 4.7 This will mean the city's parks and greenspaces will become glyphosate free with a clear vision, linked to projects like Living Landscapes, Thriving Greenspaces, Nature Network and directly to biodiversity plans, nature and climate emergency and sustainability targets.
- 4.8 This change can be achieved within existing resources, by reviewing the approach to grass maintenance (which will be required to ensure biodiversity, nature and climate emergency targets are met). Some capital investment, estimated to be £100,000, will also be required for machinery and tools and it is anticipated that this can be funded through external funding in the first instance.

Treatment of invasive weeds

- 4.9 The use of glyphosate-based herbicide will still be required for the treatment of invasive weeds. The Council has a duty under the Wildlife and Countryside Act 1981 (as amended by the Wildlife and Natural Environment (Scotland) Act 2012) to control the spread of invasive non-native species, such as Japanese Knotweed, Giant Hogweed, and Himalayan Balsam. The spread of these species in Edinburgh can currently only realistically be controlled by the continued use of glyphosate-based herbicide.

Treatment on roads and pavements

- 4.10 In recent years greater emphasis has been put on mechanical sweeping and hand scraping of unwanted weeds on our roads and pavements. Recent service improvements and use of new small hako sweepers in appropriate areas has shown regular sweeping to remove detritus can have a positive impact on unwanted weed growth.
- 4.11 As already highlighted, without a viable alternative method for the control of weeds on a city-wide basis, it would be a significant risk for the Council to move to ban the full use of glyphosate-based herbicide immediately. Time is required to increase further use of mechanical sweepers and to investigate further some of the alternative methods available for the effective treatment of street weeds in particular areas.
- 4.12 It is anticipated that this approach will lead to a full ban on the use of glyphosate-based chemicals on carriageways and footways by 2026.

Street care

- 4.13 The management of weeds on the city's streets will become the responsibility of the Street Care Service (formally Street Cleansing) from 2024 and plans to integrate this responsibility into existing and new plans for street cleaning is underway.
- 4.14 As part of the planned changes, the service will move to a more proactive, scheduled clean and the frequency of this will be led by data from historical LEAMS results, COPLAR zoning, type of waste collection provided and the Scottish Indices of Multiple Deprivation. The detail of the approach will be set out in the forthcoming Cleansing Performance Report.
- 4.15 Increased regularity of cleaning to COPLAR Grade A standard will significantly assist in helping manage weed growth on hard surfaces. This will be supported by a renewed inspection regime to ensure crews are focused towards areas of most need. Alongside the proposed proactive regime, the service will continue to maintain reactive capacity to deal with specific complaints about street weeds where deemed necessary.
- 4.16 Members of the public can still report any issues around litter or weeds online and any complaints received will continue to be followed up in the normal way.

5. Next Steps

- 5.1 If Committee approve the recommendations of this report, officers will:
 - 5.1.1 Identify funding sources for the purchase of additional hand and vehicle mounted tools;
 - 5.1.2 Facilitate the transition to reduce chemical use across the greenspace estate from April 2024. This means that Winter 2023/24 work will focus on mulching of shrub beds, re-edging of path lines and hard sweeping of path edges;
 - 5.1.3 Complete the routing work relevant for proactive cleansing teams with a focus towards more data driven scheduling. The outcome and approach will be reported to Committee in the next Cleansing Performance Report; and
 - 5.1.4 Update existing information on the Council’s website to reflect the revised approach and proposed reduction in chemical usage alongside the anticipated benefits.
- 5.2 A policy on weeds will be included in the next Neighbourhood Environmental Services policy assurance review in May 2024.

6. Financial impact

- 6.1 As indicated in Paragraph 4.8, it is estimated that approximately £100,000 would initially be required for the purchase of weed brush attachments and additional hand tools. It is hoped that this can be funded through third party funding.
- 6.2 As alternative weed control technologies further develop further investment may be sought. Further trials of alternative technologies will continue over the 2024/25 period.
- 6.3 Any investment in alternative technology can be partially offset by the reduction in chemical purchase and associated equipment. This is estimated to be in the region of £25,000 per annum once the reduction, as set out in the recommendations, is achieved.

7. Equality and Poverty Impact

- 7.1 There are no equality or poverty impacts arising from the recommendations in this report..

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions, and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 There are numerous research studies which have shown the adverse effect glyphosate-based herbicide can have on the natural environment. Research has indicated that glyphosate is harmful to fish, frogs and tadpoles, mice, rats, earthworms, amphibians, birds and bees. Farm animals and pets can also be adversely affected.
- 8.4 It was found that glyphosates also lead to the elimination of specific plant growth essential for butterflies and insects.
- 8.5 Studies on rivers found that glyphosate leads to an increase in algal bloom. It damages the fertility of soil, and the demise of earthworms further affects soil quality.
- 8.6 Glyphosate has been also found in wind-blown material which adds to the negative impact on the ecosystem. It has led to the formation of glyphosate-resistant super weeds.
- 8.7 Any reduction in the use of these chemicals will have a positive impact on the biodiversity and environment within Edinburgh. It will directly influence the development of principals which will be required to develop Edinburgh’s Nature Network project, it’s targets for nature and climate emergencies. and meet specific requirements in the council’s biodiversity action plans.

9. Risk, policy, compliance, governance and community impact

- 9.1 Community Consultation has not taken place in developing this proposed reduction in chemical usage. It meets, and complements, Council priorities in respect of climate emergency and biodiversity plans linked to nature networks and living landscapes.
- 9.2 The main risk associated with a reduction in chemical usage is public opinion and a potential increase in complaints. It is proposed to mitigate this by reviewing and refreshing the information on the Council’s website to better outline the wider environmental benefits of the proposed change.

10. Background reading/external references

- 10.1 [Report](#) to Transport and Environment Committee, 1 November 2016; and
- 10.2 [Report](#) to Transport and Environment Committee, 5 October 2017.

11. Appendices

- 11.1 Appendix 1 – Locations where chemical treatment is not undertaken, at the request of a street or resident association.

Areas - requests NOT to use pesticides.

North West

Eileon Street
Saunders Street
24 Barntongate Avenue
Hillpark Drive
Glenogle Road [The Colonies]

South West

Balerno Area

North East

Meadowfield/ Jocks Lodge Area

Lismore Crescent
Lismore Avenue
Scone Gardens
Wilfred Terrace
Abercorn Rd
Meadowfield Dr

Portobello/ Joppa Area

Kings Rd
Bellfield Lane
Woodside Terr

New Town Area

Abercrombie Road

Leith Area

Rosevale place
Somerset place
cochrane pl
elm pl
Fingzie pl
Parkvale pl

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Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Flooding in Kirkliston and the wider Almond catchment

Executive/routine Wards	Routine Almond
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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 That it is not possible to fund a River Almond Flood Study from the £2 million capital funding allocated for flooding, and that no alternative options have been identified to meet the cost of this study in advance of the planned programme (as part of Cycle 3 of the Plan for the Forth Estuary Local Plan District (2028 - 2034); and
 - 1.1.2 That officers will progress the [programmes of work](#) identified as part of the £2 million and the actions identified for the Council within the current Cycle 2 of the Local Flood Risk Plan

Paul Lawrence

Executive Director of Place

Contact: Stephen Knox, Services Manager – Structures and Flood Management

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Flooding in Kirkliston and the wider Almond catchment

2. Executive Summary

- 2.1 This report outlines options on how the start of a River Almond study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding.

3. Background

30 December 2022

- 3.1 Substantial flooding occurred in Kirkliston on 30 December 2022, resulting in significant damage to three residential homes and outbuildings, a local business, a local children's nursery and the scout hut next to the Niddry Burn. Whilst flood gates substantially protected properties from the Niddry Burn, most flooding occurred from the River Almond.
- 3.2 It was reported that the flooding resulted in three of the four main roads in and out of Kirkliston becoming impassable for a number of hours, cutting off homes in the Gateside estate.
- 3.3 It was also reported that flooding occurred to Edinburgh Airport main runway, the airport taxi drop-off area, and several local roads around the west of Edinburgh, including the access road into the airport. In the same event, Harvest Road and Cliftonhall Road in Newbridge were also impassable due to road flooding.
- 3.4 SEPA advised that the 30 December 2023 event was the second highest on record for the River Almond, recorded at the Craigiehall gauge (downstream from Edinburgh Airport), 6mm lower than the highest level on record from 27 April 2000.
- 3.5 On 18 May 2023, Committee considered a [report](#) in response to a motion on flooding in Kirkliston and the wider Almond catchment. The report outlined short term mitigations and long-term solutions which could address flooding in the area and noted that a flood study on the river Almond would not be considered until the next cycle of the Local Flood Risk Management Plan (expected 2028-2034).
- 3.6 The [actions](#) agreed by Committee included a request to report back with options on how the start of such a study could be funded in this financial year, including whether money could be utilised from the additional £2 million allocated for flooding in financial year 2023/24.

4. Main report

- 4.1 As a Local Authority, under the Flood Risk Management (Scotland) Act 2009, the Council collaborates with all councils within the Forth Estuary to produce a Local Flood Risk Management Plan). The Plan for the Forth Estuary Local Plan District (2022-2028) was developed in conjunction with Scottish Water and SEPA, who also have actions within the Plan. The draft Plan was published for consultation in two stages between December 2020 and October 2021, and the [final Plan](#) was published by the Lead Local Authority (Falkirk Council) in March 2023.
- 4.2 Under Action ID 26406, the published Plan states that “a flood study for River Almond is to be carried out as part of future activities” with an indicative delivery of Cycle 3 (expected 2028-2034). A flood study for the River Almond is likely to take three to five years to develop and will involve cross boundary analysis with West Lothian Council.
- 4.3 In developing the Plan, it was assessed that flood studies for the Gogar Burn and the Braid Burn (including the more sensitive Jordan Burn study) should be included within the current Cycle as they have been assessed as higher priority than the River Almond.
- 4.4 Whilst the Council can undertake additional actions not within the Plan, there are currently insufficient resources to do so, and any additional work would be to the detriment of the actions agreed in the Plan.
- 4.5 The £2m additional funding allocated for flooding is capital funding. With the current Scotland-wide pressures on the Scottish Government’s Flood Risk Management funding (£1bn of Schemes are currently proposed within Cycle 2 and there is less than £40m funding available), there is no likelihood of funding for construction of a River Almond flood scheme in the near future, and as such, any flood study for the River Almond would need to be funded by the Council’s revenue budget. Therefore, it would not be possible to use any funding from the £2m Capital allocation for this purpose, given that this funding allocation would not cover the costs of the major interventions expected to be required to mitigate flooding from the River Almond.
- 4.6 Council Officers are currently focused on delivery of the [programmes of work](#) identified as part of the £2 million.
- 4.7 The Council has committed to undertaking a mini flood study to identify possible alleviation measures to address road flooding in extreme rainfall events. This mini flood study has commenced and is scheduled for completion within this financial year. Whilst this will not address flooding from the River Almond, it will consider measures to address the issues with impassible roads within the village as a result of surface water flooding. The recent road flooding was not due to the River Almond, but rather surface water during an extreme rainfall event, and no internal property flooding was caused by the surface water during that event.

5. Next Steps

- 5.1 Officers will continue to progress the programmes of work identified as part of the £2 million and the actions identified for the Council within Cycle 2 of the Plan.

6. Financial impact

- 6.1 There is no financial impact resulting from this report.

7. Equality and Poverty Impact

- 7.1 No decision is required by Committee.

8. Climate and Nature Emergency Implications

- 8.1 There are no Climate or Nature Emergency implications resulting from this report.

9. Risk, policy, compliance, governance and community impact

- 9.1 Public consultation on the Plan was undertaken in two stages between December 2020 and October 2021, and conducted by SEPA.
- 9.2 As the Plan was produced in accordance with the Flood Risk Management (Scotland) Act 2009 and in conjunction with all relevant parties, there is negligible risk associated with this report.
- 9.3 No existing Council Policies are affected.
- 9.4 There are no health and safety, governance, compliance or regulatory implications that elected members need to take into account when reaching their decision.

10. Background reading/external references

- 10.1 None.

11. Appendices

- 11.1 None.

Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Strategic Review of Parking: Progress update

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Notes the update provided on the implementation of the Strategic Review of Parking;
 - 1.1.2 Approves the methodology and approach, set out in Appendix 1, for assessing the monitoring results for the western extent of Zone S6;
 - 1.1.3 Notes the information provided in Appendix 2 in response to an approved Council motion on Controlled Parking Zone anomalies;
 - 1.1.4 Approves the approach detailed in Appendix 5 with regard to permit eligibility for new developments; and
 - 1.1.5 Approves the approach outlined in Appendix 6 with regard to the Stadiums Review, aligning this with consideration of Phase 2 of the Review of Parking.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

E-mail: gavin.brown@edinburgh.gov.uk

Strategic Review of Parking: Progress update

2. Executive Summary

- 2.1 This report provides an update on progress with the Strategic Review of Parking and responds to a motion approved by the Council on 22 June 2023 in respect of anomalies in the Controlled Parking Zone N6 Abbeyhill. Finally, the report also provides an update on the interdependencies between the Strategic Review and the Stadiums Review, with a timeline for next steps.

3. Background

- 3.1 On 18 August 2022 (reconvened on 1 September 2022), Committee [approved](#) the implementation of Phase 1 of the Strategic Review of Parking. Implementation works commenced in March 2023 and are expected to continue throughout the remainder of this year. This report provides an update on progress made.
- 3.2 On 8 December 2022, Committee [approved](#) proceeding with the legal process for some of the Phase 3 and Phase 4 areas.
- 3.3 On 22 June 2023, the Council approved an [adjusted motion](#) by Councillor Whyte on Controlled Parking Zone Anomalies – N6 Abbeyhill.

4. Main report

- 4.1 Following the decisions of Committee in late 2022, the following changes to the city's Controlled Parking Zone (CPZ) have been progressed (full details of progress can be found in Appendix 1):
- 4.1.1 Zone N7 (Leith Walk and Pilrig) is complete and in operation;
 - 4.1.2 Zone N8 (Leith and North Leith) is complete and in operation;
 - 4.1.3 Zone N6 (Abbeyhill) was completed by mid-August, with controls coming into effect on 4 September 2023;
 - 4.1.4 Zone S6 (Eastern part) (Gorgie and Gorgie North) is currently being implemented. It is expected that this part of S6 will come into operation on 23 October 2023;

- 4.1.5 Zones S5 and S7 are expected to be implemented from mid-September 2023;
- 4.1.6 Zone S6 (Western part) (Gorgie and Gorgie North) is currently being monitored prior to the commencement of implementation works; and
- 4.1.7 Preparatory works on Phases 3 and 4 are under way, with design amendments to reflect consultation responses to be carried out prior to advertising a revised proposal.

Questions arising from the recent implementation of the Review

Adding restrictions and permit entitlement to new development roads

- 4.2 There may be instances where a newly constructed, or newly adopted road, might be located within the boundary of an existing CPZ zone. As noted in paragraph 3.3, the Council recently approved an adjusted motion by Councillor Whyte in respect of this issue within zone N6 (Abbeyhill). A summary of the motion and response is provided in Appendix 2, together with an explanation of the processes involved and proposals to address both existing and future instances of this issue.
- 4.3 Adding newly adopted roads to the CPZ requires additional work in each case and there is no quick route by which restrictions and permit entitlement can be extended in such cases. Officers will streamline the processes for this wherever possible.

Public Roads and Private Ownership

- 4.4 The implementation of the new Zones covered by Phase 1 of the Strategic Review has highlighted situations where roads that have been adopted by the Council are also detailed in property owners title deeds. Appendix 3 highlights examples within the new zones where this situation has been identified and explains the legal position with regard to ownership and road adoption.
- 4.5 In summary, being classified as a road (whether adopted or privately maintained) has no impact on who owns an area of land, but being classified as a road does have the effect that the legal right to manage or control the use of that road sits solely with the Roads Authority. The City of Edinburgh Council is the Roads Authority for the Edinburgh authority area.

Private Roads within the CPZ

- 4.6 In common with many of the individual zones of the CPZ, there are roads within the new zones that are not adopted for maintenance purposes by the Council (in its role as Roads Authority). With new zones becoming operational, there are privately maintained roads where residents have found that they are not entitled to permits.
- 4.7 Appendix 4 explains the Council's position in such cases, and the Private Roads Protocol (which was previously approved as part of the Parking Action Plan) can be viewed online [here](#). The protocol sets out the criteria that the Council applies when considering applications from residents of privately maintained roads. The criteria requires that it is possible to evidence an availability of space within the zone and immediate area around the privately maintained road. If it can be shown that there

is space to accommodate additional demand, then a legal process is required to make the necessary changes to the traffic order. As with the addition of new roads to the CPZ, there is no quick route to providing permits in such cases.

Permit Restrictions

- 4.8 Linking with the updates on Public Roads and Private Ownership and Private Roads within the CPZ, Permit Restrictions limit the number of permits that can be purchased. This is an approach that is generally applied to new developments or to significant alterations (such as sub-division) of existing properties.
- 4.9 However, the current approach requires to be amended to fully support wider policy objectives within the planning process, particularly regarding the aims of, and the application of, the Council's Parking Standards. Currently, a development with 100% off-road residential parking would also be eligible for one permit per household. Such scenarios have significant implications in terms of meeting the aims of the City Mobility Plan and the Parking Action Plan.
- 4.10 This is, however, a complex issue that requires further consideration. A future report will propose changes to the current Permit Restrictions to take account of this issue. In the interim, it is proposed to apply restrictions to known developments within the new zones of the CPZ.
- 4.11 Appendix 5 provides more detail on these issues and provides details of the developments where permit restriction is proposed.

Stadiums Review

- 4.12 A Stadiums Review was initiated separately to the wider parking Review. However, the key locations involved (Murrayfield, Tynecastle, Easter Road and Meadowbank) are also key locations where controls either already operate or are within areas covered by different Phases of the wider parking review.
- 4.13 Phase 2 of that wider review includes both Murrayfield and Easter Road stadiums, and with both the Strategic Review and the Stadiums Review potentially considering different forms of parking controls for the same areas, there is merit in considering these two elements together.
- 4.14 Appendix 6 explains the current position on the Stadiums Review and proposes aligning this with consideration of Phase 2 of the Review of Parking.

5. Next Steps

- 5.1 Implementation will continue across Phase 1 of the Review, with all new zones expected to be operational (with the exception of the western extent of S6) by the end of 2023.
- 5.2 Monitoring of all areas adjacent to Phase 1 will continue, with the results to be reported to a future Committee. The outcome of this monitoring will inform a future decision on Phase 2 of the Review.

- 5.3 A legal process is currently under way to make amendments to the Order covering the operation of the CPZ. That Order includes adding newly adopted roads within the N6 zone. This process will continue and, if necessary (where more than six objections are received), these will be reported to a future meeting of the Licensing Sub-Committee for consideration.
- 5.4 If Committee approves the recommendations in this report:
- 5.4.1 Amendments will be made to the permit eligibility of new developments across the new zones of the CPZ (as set out in Appendix 5). Further amendments to permit eligibility may be made as future new developments are added to the CPZ;
- 5.4.2 Monitoring of the western extent of S6 will be completed, and a decision will be taken in conjunction with Ward Councillors on the implementation of controls in that area; and
- 5.4.3 The Stadiums Review will be integrated into Phase 2 (as outlined in Appendix 6) and the outcome will be reported as part of this Phase.
- 5.5 Preparatory work on Phases 3 and 4 of the Review will continue, in expectation that the legal process to introduce parking controls in the approved areas will commence in Q3/Q4 of 2023.
- 5.6 A future report will provide details of proposed changes to Permit Restrictions that apply across the CPZ.

6. Financial impact

- 6.1 There are no direct financial implications linked to the content of this report. Any implications that might arise from planned actions referenced in this report will be reported and detailed in future reports where required.

7. Equality and Poverty Impact

- 7.1 All of the Integrated Impact Assessments relating to the Council's Parking Action Plan and associated projects can be found on the Council's [website](#).

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 The proposals within this report will have a positive impact on the climate and are fully supportive of the Council's City Mobility Plan objectives and Net Zero ambitions.

9. Risk, policy, compliance, governance and community impact

- 9.1 The Council has engaged and consulted with residents and businesses at all stages of this project and community engagement will continue throughout the project lifecycle.
- 9.2 Key risks will continue to be reported to Committee as and when they are identified.

10. Background reading/external references

- 10.1 None.

11. Appendices

- 11.1 Appendix 1 - Strategic Review of Parking – Progress Update
- 11.2 Appendix 2 - Extending CPZ Controls to new development roads
- 11.3 Appendix 3 - Public Roads and Private Ownership
- 11.4 Appendix 4 - Private Roads within the CPZ
- 11.5 Appendix 5 - Permit Restrictions
- 11.6 Appendix 6 - Stadiums Review – Update

Appendix 1: Update

This Appendix outlines the progress made on the different phases of the Strategic Review of Parking.

It is split into three parts:

- A. Progress on Phase 1 Implementation
- B. Update on Phase 2
- C. Update on Phases 3 and 4
- D. Map of current phases

Part A – Progress on Phase 1 Implementation

General

- 1.1 As the implementation of Phase 1 progresses, regular updates are being provided directly to Ward Councillors whose wards cover areas included in this phase. Those updates are also shared with Community Councils and with MSPs whose constituencies also cover those areas.
- 1.2 These updates will continue not only through the Phase 1 implementation, but also for the remaining Phases.
- 1.3 Regular updates are also being posted on the Council website, with anyone interested in the new zones being directed to the relevant pages when emails and leaflets are being sent out during implementation.

Zones N7 and N8

- 1.4 Implementation work in Zones N7 (Leith Walk/Pilrig) and N8 (Leith/North Leith) was carried out between March and June 2023. With work to provide the required road markings and signs having been completed, these two zones came into operation in early July 2023.
- 1.5 At the time of writing just over 1,700 resident parking permits have been issued to residents of N7, with just over 1,300 having been issued to residents of N8.
- 1.6 Monitoring of the areas immediately adjacent to these new zones started in advance of implementation, with both “before” and “during” surveys now complete. A further “after” survey will be undertaken in the coming months, at which time it will be possible to determine to what extent the new controls have had an impact on neighbouring areas.
- 1.7 The areas being monitored are as follows:
 - Bonnington*
 - Easter Road*
 - Lochend* (previously called “West Leith”)
 - Newhaven South
 - Newhaven North
 - Restalrig North (previously called “East Leith”)

*denotes an area covered by Phase 2 proposals.

- 1.8 The results of the monitoring process will be used to determine whether further action is required to mitigate against migration of parking pressures or indiscriminate or unsafe parking practices. With Phase 2 areas being covered by the monitoring process, reference should also be made to the section of this Appendix that covers Phase 2.

Zone N6

- 1.9 Implementation work in Zone N6 (Abbeyhill) was carried out over July and August 2023. With work now complete, N6 is, at the time of writing, due to come into effect on 4 September 2023, with permits having been made available to residents as of 14 August 2023.
- 1.10 As with Zones N7 and N8, monitoring of adjacent areas commenced in advance of implementation, with “before” and “during” surveys now complete. A further “after” survey will be undertaken in the coming months, at which time it will be possible to determine to what extent the new controls have had an impact on neighbouring areas.
- 1.11 The areas being monitored are as follows:
- Easter Road*
 - Restalrig
 - Willowbrae North*
 - Piershill
- *denotes an area covered by Phase 2 proposals.

- 1.12 The results of the monitoring process will be used to determine whether further action is required to mitigate against migration of parking pressures or indiscriminate or unsafe parking practices. With Phase 2 areas being covered by the monitoring process, reference should also be made to the section of this Appendix that covers Phase 2.

Zone S6

- 1.13 Implementation commenced in the eastern part of S6 (Gorgie/Gorgie North) in early August 2023, and is expected to continue through until mid to late September 2023.
- 1.14 By the time Committee considers this report, further detail will be available on the proposed “go live” date for this area, as well as when permits will be made available for purchase. A further update will be provided directly to ward Councillors and details of the dates circulated via a leaflet delivery direct to addresses within the affected area.
- 1.15 The western extent of S6 is temporarily on hold as further work is carried out to determine the level of migration from S6(E), S5 and S7 into S6(W).
- 1.16 Monitoring work, in the form of “before” surveys, has commenced in S6(W) and in the adjacent areas of:
- Roseburn*
 - Saughtonhall*
 - Stenhouse

- Chesser
- Craiglockhart North

*denotes an area covered by Phase 2 proposals.

1.17 That monitoring work will continue with “during” surveys being carried out in all of the above areas as implementation work progresses in S6(E), S5 and S7.

Zone S6(W) – Implementation

1.18 In September 2022, Committee approved the completion of the legal process for the entirety of Phase 1, with officers subsequently formally “making” the traffic order in early 2023. That decision also enabled the Council to move towards implementation, with (as described in this Appendix) work commencing in March 2023. This does mean that the standing decision is to implement all of Phase 1, including S6(W).

1.19 Following further discussion with elected members, officers agreed to conduct additional monitoring in S6(W) in advance of implementation in that area.

1.20 This further monitoring work will help understand the actual levels of migration into S6(W), and the impact that this migration has on parking availability before any further implementation work takes place.

1.21 It is proposed that the current monitoring process be used to determine when S6(W) should proceed to implementation, based on an assessment of changes in parking pressure. It is further proposed, should the monitoring results reveal that a significant deterioration in parking availability and/or standard of parking be shown to have taken place once the other “S” zones have been implemented, that implementation should proceed without the need for further consideration by Committee.

1.22 The ward Councillors for both Sighthill/Gorgie and Fountainbridge/Craiglockhart Wards will be fully briefed on the monitoring results prior to any instruction to proceed with implementation.

Zones S5 (Shandon) and S7 (Priority Parking Area B8)

1.23 Work is expected to commence in S5 and S7 in mid-September 2023, and will likely continue until November 2023.

1.24 By the time this report is considered, leaflets will have been delivered to both of these areas advising of the anticipated commencement of implementation work.

1.25 It is worth noting that, while S5 is a new zone, the changes being made also include an amendment to the boundary of S4, where part of Harrison Road and part of West Bryson Road will move from S4 into S5. This change was included in the traffic order as advertised and made, and implementation will formalise this change on-street. This may mean that some permit holders will require a new S5 permit to replace their existing S4 permit. We will contact all affected permit

holders to advise them of this change, with full details of how to change their permits from one zone to another.

Part B – Phase 2 Update

- 2.1 At its meeting of 19 August 2021, Committee took the decision to place Phase 2 of the Review on hold, pending the completion of post-implementation monitoring of Phase 1 and further consultation with Community Councils.
- 2.2 With the northern extent of Phase 1 now in place and operational, monitoring of neighbouring areas has already commenced with “before implementation” and “during implementation” surveys having already been completed. A further “after implementation” survey is planned for the coming months, giving time for the parking situation in those adjacent areas to settle.
- 2.3 Not every area covered by Phase 2 will see monitoring surveys carried out, with only those areas that are adjacent to Phase 1 areas currently programmed for survey work. The following table highlights the survey status of each area within Phase 2:

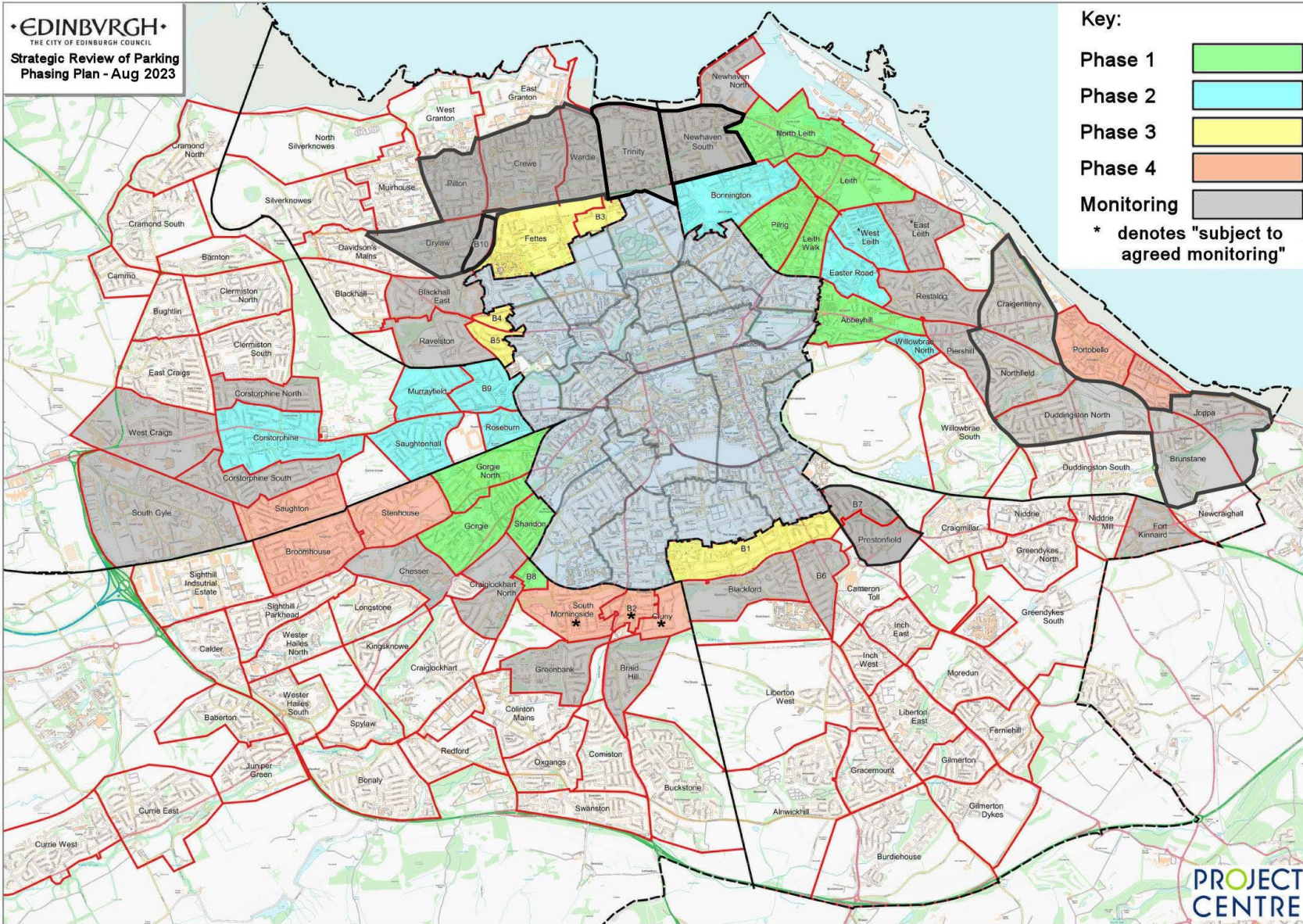
Review Area	Monitoring Status	Comments
Bonnington	Monitoring Ongoing	Adjacent to Zone N7 & N8
Easter Road	Monitoring Ongoing	Adjacent to Zone N6 & N7
Lochend (West Leith)	Monitoring Ongoing	Adjacent to Zone N7 & N8
Willowbrae North	Monitoring Ongoing	Adjacent to Zone N6
Roseburn	Monitoring Ongoing	Adjacent to Zone S6
B9 Priority Parking Area	No current monitoring	No adjacent zones
Murrayfield	No current monitoring	No adjacent zones
Saughtonhall	Monitoring Ongoing	Adjacent to Zone S6
Corstorphine	No current monitoring	No adjacent zones

- 2.4 Once the final set of Phase 1-related surveys have been completed, the analysis of the gathered data will allow a comparison to be made between the original heat maps generated at the beginning of the Review in 2018/19 and the situation before, during and after the implementation of Phase 1 parking controls.
- 2.5 Contact will be made at this time with Community Councils, as per the August 2021 Committee decision, to discuss concerns relating to the Phase 2 proposals. A further Committee report will follow, seeking a decision on the next steps for Phase 2.

Part C - Phase 3 and Phase 4 Update

- 3.1 On 5 December 2022, Committee approved the commencement of the legal process to introduce parking controls into some of the initially identified Phase 3 and Phase 4 areas. The areas to be included are as follows:
- B1
 - B3
 - B4
 - B5
 - Fettes
 - Portobello
- 3.2 The remaining Phase 3 and Phase 4 areas (B10, Newhaven South, Trinity, B7 and Prestonfield) were added to the list of areas to be subject to further monitoring.
- 3.3 This report explained that further work was required to take account of the comments and suggestions made by respondents to the initial, informal consultations for these areas.
- 3.4 With work continuing, it is anticipated that the legal process to introduce parking controls to the areas listed in 3.1 above will start in late Q3 or early Q4 of 2023. Further reports will be submitted to this Committee or to the Licensing Sub-Committee as required as the legal process is taken forward.

Part D – Map of current Phasing



Appendix 2: Extending CPZ controls to new development roads

This Appendix responds to the Motion approved by the Council on 22 June 2023.

It is split into three parts:

- A. Approved motion
- B. Responses to the individual questions/action points.

Part A – Approved motion

- 1) Council notes that the N6 Abbeyhill CPZ is listed to have “implementation starting 12 June 2023” on the Council website and that a “go live” date is likely to be approximately two months later.
- 2) Council expresses concern that streets that were under development and were still “potentially adoptable” at the time of the initial design and legal process to implement the CPZ remain out with the controls and that work by Council officers to bring these within the CPZ is still in progress with a further legal process still to be undertaken.
- 3) Council recognises that this will create an uncontrolled island area within the CPZ and that residents in those streets will likely be plagued with overspill parking and commuter parking that previously used the surrounding areas. Further, should these streets be full any resident returning home to park for a period that includes controlled hours would be unable to do so and would have to find a space outside the zone – a minimum of 800m and a ten-minute walk from their home.
- 4) Council agrees that a report should be provided to the August Transport and Environment Committee updating the status of the process to include affected streets within the zone N6 controls.
- 5) Council further agrees that the report should explore the possibility of allowing residents in these streets access to an N6 permit prior to that legal process to allow them to park nearer to home while the anomaly is resolved and in line with the policy aims of the CPZ to prioritise resident parking over commuters.
- 6) Notes that the process is already underway to address the issues in N6 which the motion refers to.
- 7) Recognises that growth in the city means that it is inevitable that new roads will be constructed in areas where there are existing CPZs.
- 8) Agrees that it is not fair that residents in these new developments should be concerned that they will be under disproportionate pressure from neighbouring streets if they are not included in the CPZ.
- 9) Asks that the report coming to Committee (4) sets out a process to ensure that any new roads within the boundary of existing CPZ areas are included in the CPZ as soon as is legally possible. This report should set out the legal implications for both adopted and unadopted roads.
- 10) Agrees that consideration should be given to finding a mechanism to ensure traffic orders are in place prior to occupancy, to ensure that residents are moving into their properties with a better understanding of how parking is managed. This would also require developers to be clear on vehicle/parking numbers as part of their sales materials”

Part B – Responses to individual questions and action points

1.1 The following paragraphs answer the questions raised by the Motion and its addendum.

Point 1 – Start Date

1.2 With implementation work in Zone N6 now complete, N6 came into operation as of 4 September 2023. Permits were made available to qualifying residents and businesses as of 14 August 2023.

Point 2 – Potentially adoptable roads and further legal processes

1.3 Point 7 of the Motion confirms that continuing development will lead to situations where new roads are constructed within existing and new CPZs. This situation is not peculiar to the Zones now being implemented as part of the Strategic Review of Parking, with a number of new roads having been added at various times to the traffic order which governs both the operation of the CPZ and the issuing of permits.

1.4 It is important to explain the meanings behind the adoption status of roads before explaining the approach that the Council takes in instances like the one prompting the Motion. For the purposes of this paper, there are three different adoption states:

- Adopted Roads are roads where the Council bears the responsibility for maintaining the fabric of the road, and in most cases, street lighting and surface drainage;
- Private Roads are unadopted roads where the responsibility for maintaining the fabric of the road rests with others. This can be an individual person or business but can equally be a responsibility that is shared among a group of individuals or businesses; and
- Prospectively Adoptable Roads are unadopted, privately maintained roads, where there is an expectation that those could be adopted by the Council for maintenance. This status is not a guarantee of adoption.

1.5 It is equally important to understand that the Council is not the Public Roads Authority, but the Roads Authority, which simply means that the powers and responsibilities that the Council has in that role extend to Adopted, Private and Prospectively Adoptable Roads.

1.6 In 2017, as part of a suite of protocols linked to the Parking Action Plan, Transport and Environment Committee approved the *Residents Permits on Private Roads Protocol*. This protocol set out the Council's approach to dealing with requests from residents of private roads, with restrictions applying in terms of the circumstances under which residents would be eligible for permits. It also recognises that private roads do not typically form part of the CPZ, unless their addition has been specifically requested by those responsible for maintaining that road.

- 1.7 The primary criteria set out within that protocol is that there must be sufficient space within the surrounding zone to accommodate the likely permit demand from the residents of the private road. In situations where we have not yet implemented the zone, this requirement becomes impossible to apply, requiring additional work post-implementation to determine whether permits can, or cannot, be accommodated.
- 1.8 Adoption resolves this scenario, as adopted roads would be expected to be added to the CPZ that they sit within. This is the case with the locations in N6, where the recent adoption of those roads has allowed the Council to commence the legal process to include the roads in question, both in terms of applying controls and extending permit eligibility to residents of those roads.
- 1.9 The legal process has, as point 2 sets out, already commenced. Full details of the current position of that process can be found in the answer to Point 4.
- 1.10 For situations within an existing CPZ where residents of a private road are seeking access to permits, and if it has been established that there is sufficient capacity within the surrounding zone to accommodate the expected demand, a legal process must still be completed before permits can be offered to those residents. The legal process includes the opportunity for any person who might be affected by the proposal to object, and the Council is legally required to consider any such objection before deciding on the future of the proposal. It would not be appropriate to circumvent the right of affected parties to object to a change to the traffic order.

Point 3 – Consequences of uncontrolled roads in the CPZ

- 1.11 It is entirely understood that there are significant implications for the eventuality where we have uncontrolled, adopted roads within the boundary of the CPZ. That understanding is one of the primary reasons why the legal process to resolve the situation in N6 has been given priority. Similar instances will also be progressed as quickly as possible through the legal process as they are identified.
- 1.12 As is explained in the answer to Point 2, there were reasons why it would not have been possible to include such roads prior to adoption, but the Council is now in a position where the process to resolve this particular situation is already well-advanced.
- 1.13 It should also be noted that there may be situations where inclusion in the CPZ is not welcomed by all residents and that objections to such proposals do have the potential to stall the process.

Point 4 – Update on progress of legal process

- 1.14 A Business Bulletin was submitted to Committee in August, explaining that the legal process was underway. This report provides the full response sought by this point.
- 1.15 The initial stage of the legal process, Statutory Consultation, took place in June 2023. The details of the Order were then prepared for advertising.

- 1.16 The formal advertising period for the traffic order started on 25 August 2023. That advertising allows a three-week period during which objections can be submitted. If no objections are received, then the Order will be formally completed, and the changes brought into effect as soon as it is possible to do so.
- 1.17 In the event that six or more objections are received, then a report will be prepared for Licensing Sub-Committee. Having considered the objections and formally decided on a course of action, the potential outcomes for the traffic order are that it will then be:
- Made (the legal terminology for completion);
 - Made in part (where only some of the changes are brought into effect); or
 - Abandoned (none of the changes are brought into effect).

Point 5 – Early access to permits

- 1.18 All restrictions on parking and/or vehicle movement are governed by various traffic orders. In the case of the operation of all zones of the CPZ, there is a single Order that determines how the zones operate and also how permits may be issued.
- 1.19 For an individual to be eligible for a resident permit, that individual must reside at an address in a road specified within the Order. A traffic order is a legal document created under powers granted by primary and secondary legislation. The Order creates a legal basis for the issuing of permits and the Council cannot issue a permit to any individual if their address is not contained within the Order.
- 1.20 There is another strand to this, however, and this is that, until the legal process to introduce parking restrictions is complete, there is no guarantee that said legal process will result in the affected roads being added to the traffic order. Until the legal process concludes, with the outcome being that the roads in question both become subject to CPZ control and are added to the list of addresses entitled to permits, it remains entirely possible for the conclusion of the process to be to not make these changes.
- 1.21 With the legal process expected to conclude before the end of the current calendar year, and sooner if legally possible, the period during which there will be no control of non-residential parking (in the roads to which the Motion relates in Zone N6) will be kept to a minimum.

Point 6 – Process

- 1.22 Point 6 notes that the process is underway to resolve the highlighted issues. Refer to the responses to Points 4 and 5 for further detail.

Point 7 – Ongoing Development

- 1.23 Change has always been a fundamental part of the operation of the CPZ. Since the CPZ was originally introduced in 1974, the restrictions, times and days have been adapted to meet changing situations. There are ongoing legal processes each year, including the incorporation of new developments as well as the

removal of restrictions on roads that are being replaced or realigned as a result of development or transport projects.

- 1.24 That process will undoubtedly continue as further changes are made, including the addition of roads created under new development.

Point 8 - Impact of parking pressure

- 1.25 In any instance where recently constructed roads within the CPZ are adopted for maintenance by the Council, the aim must be to ensure that those roads are subject to the same restrictions as those in surrounding streets.
- 1.26 While part of the reasoning behind that aim is certainly to ensure that residents of those roads are not disadvantaged by an absence of parking control, it is also because the underlying premise of CPZ is that all roads should be included and subject to the same restrictions. In terms of delivering upon parking and transport policy, this approach ensures that the applied restrictions provide the desired management of kerbside space in a consistent way across areas where it has been determined that there is a need for such control.
- 1.27 That approach also helps to remove the potential for islands of free parking within the CPZ.

Point 9 – Process of inclusion

- 1.28 In each case where parking controls and permit eligibility need to be extended to a newly adopted road, there will need to be a legal process to make the necessary changes to the governing traffic order. This, however, is essentially the final part of a much longer process to create a new road.
- 1.29 All new roads are subject to the requirements of the Roads (Scotland) Act 1984 in terms of requiring Road Construction Consent (RCC) and in terms of the Council adopting said road for maintenance purposes. There is a dedicated team who manage both RCC and adoption processes.
- 1.30 The process to include newly adopted roads within the CPZ requires officers to ensure that instances where roads within the CPZ are progressing through the adoption process can also be taken through the legal process to add them to the CPZ as soon as the adoption process is complete.
- 1.31 In terms of legal implications, it is not considered that there are any legal impediments to the broad process outlined above.
- 1.32 As is described in the response to point 2, the inclusion process (whereby access to permits might be extended to) a private, or unadopted, road is dependent on additional factors that would include an assessment of existing parking demand. That assessment process provides protection to existing CPZ residents in areas where there is already parking pressure and would preclude the inclusion of any private road until an assessment could be made.

Point 10 – Inclusion prior to occupancy

- 1.33 As has been explained in the response to Point 2, the process of allowing residents of private roads to obtain permits includes an assessment of parking demand. In a long-standing zone, it is possible that such an assessment could be made prior to habitation, but it must also be considered that, if developments are being permitted with limited on-site parking availability, while inclusion within the CPZ might be a requirement, access to permits might not be automatic.
- 1.34 Permit entitlement for new-build development is already capped across parts of the CPZ at one permit per household, but further consideration should be given to whether new builds with onsite parking should be entitled to permits at the current level of one per household, as such an approach would undermine the aims of the Council's parking standards.
- 1.35 The Council's approach to permit restrictions sets permit eligibility level for new development, but also explains that further restrictions on eligibility could be set by the Planning process. This equally applies to the traffic order process, where a decision could be taken for a particular development to curtail the level of permits to which residents are entitled.
- 1.36 Further consideration of the issues arising from permit entitlement for new developments subject to a maximum parking provision can be found in Appendix 5 to the main report.
- 1.37 It must be considered, however, that further discussion between officers is required to ensure that it is made clear that developments within the CPZ may in the future be subject to limitations on permit issue beyond one permit per household. A further report is proposed to seek changes to permit restrictions.
- 1.38 It is also the case that there is no legal mechanism by which new developments can simply have permit eligibility extended to them without the need for a legal process to amend the provisions of the existing traffic order. As previously discussed, and particularly in situations where such addition involves adding parking controls to roads created by the development, permit eligibility and the introduction of parking places and other parking restrictions are considered a package of measures. Without the addition of parking controls, permit entitlement would not be offered to residents of any road, as such action could be seen to not only pre-empt the outcome of a legal process but would also apply pressure on the wider zone without adding to the space legally available to permit holders.
- 1.39 It is agreed that residents, and prospective residents, should be provided with accurate information regarding access to permits, potential inclusion in a CPZ and the level of parking availability provided. Information packs are already provided to developers, and the proposed discussions with Planning will explore options for improving the level of information given to developers.

Appendix 3: Public Roads and Private Ownership

This Appendix explains the legal situation with regards to publicly maintained roads where said roads are also described in the title deeds of residents and/or businesses.

It takes the form of a briefing note that was circulated to Ward Councillors in the Leith Walk Ward in June 2023 because of concerns raised in that area.

The conclusions apply equally to all other parts of the city.

Adopted Roads Status and Private Ownership

Briefing Note

1. Introduction

- 1.1 Through the process of introducing the new zones of the CPZ, as part of the ongoing [Strategic Review of Parking](#), there have been a small number of locations where residents or businesses have indicated that their deeds show that they own parts of the road network where parking controls have been proposed.
- 1.2 The primary issue that has been raised is that it is considered by those residents or businesses that the Council has no legal right to introduce parking controls in such instances.
- 1.3 This note sets out the Council's position in these situations. In preparing this note, officers have sought legal advice from the Council's legal team. This note therefore represents the Council's legal understanding of the status of adopted roads where said roads may be owned by another party.

2. Background

- 2.1 Both the new zones and the existing zones of the Council's CPZ apply mainly, but not exclusively, to roads that have been adopted and which are maintained by the Council as Roads Authority. In all instances, however, parking controls apply only to roads, as per the definition of such within the Roads (Scotland) Act 1984 (hereafter referred to as the RSA).
- 2.2 The process of adoption, as well as the status of Roads Authority, are also covered within the RSA, and the powers that Roads Authorities have in terms of roads in general are governed by several pieces of legislation, but most notably the Roads (Scotland) Act 1984, the Road Traffic Regulation Act 1984 (RTRA) and the Road Traffic Act 1991.
- 2.3 For the newly introduced zones (N7 and N8), and for the other zones included within the Strategic Review of Parking, the approach that has been taken is consistent with other parts of the CPZ, including only those areas that are "Roads" in terms of the RSA, but also where those roads have been adopted for maintenance purposes by the Council.

3. Main Points

- 3.1 Every piece of land that a road sits upon is owned by someone and in many cases, this isn't the Council. There is no general position on who owns the land on which a road rests, and this position can vary greatly even along a single section of road. In some cases, it may rest with the owner of adjacent land; however, it could equally be the case that it belongs to a historic / untraceable owner.

- 3.2 In the case of more modern developments, the ownership of the land (e.g. landscaping, parking and roads) may be retained by the developer or shared equally among the owners of properties within that development.
- 3.3 However, it is also the case that while preparing to build a new development, the developer will have engaged with the Council to both obtain the required consents (planning permission, road construction consent) and to have parts of the development added to the list of publicly maintained roads (road adoption).
- 3.4 Legally, the general position is that when a road is added to the list of public roads it vests in the Council for the purposes of their functions as a Roads Authority. This gives the Council rights and control over the road in order to maintain it and to regulate it if needed. It does not give the Council any heritable interest, which remains with the owner of the land, even if the practical effect of ownership becomes limited at that point.
- 3.5 If the road has been added to the list of public roads as a result of the Road Construction Consent (RCC) process, it becomes adopted for our purposes and the Council can make Traffic Regulation Orders (TROs) with provisions covering that road. There is no provision in which ownership overrides the adoption of the road and the application of the RSA or the RTRA.
- 3.6 If the Roads Authority make a TRO, it would be enforceable even where an area of the road is owned by an individual or if they have been told by a developer that they have a right to park there.

Examples

- 3.7 The two most notable examples of the situation outlined above are the case of Springfield and that of Pilrig Heights. While these developments were constructed at different times, they illustrate a situation where land ownership and road adoption appear to be in conflict.
- 3.8 However, as described above, it will always be the case that someone owns the road and, as explained, the right of ownership does not usually, when considering roads law, mean that the owner of the land on which the road sits has a right to control how it is used.
- 3.9 In each of these cases, the developer will have transferred ownership to either individuals or collectively to all those who own property within the development, whilst also requesting that the road be adopted by the Council.
- 3.10 In each of these cases, the Council's records show a process where adoption has been requested by the developer and, in line with legislative requirements, the Council has added those roads to the list of roads that they maintain, i.e. they became "public roads". These records have been reviewed and found to confirm that the roads and locations in question have been adopted.

Conclusion

- 3.11 Legally, when a road is adopted and added to the list of public roads it vests in the Council for the purposes of their functions as Roads Authority. This gives the

Council rights and control over the road to maintain it and to regulate it as they consider necessary. Although the heritable interest of the adopted road remains with the owner of the land, the practical effect of ownership becomes limited.

- 3.12 Where we have established that a road has been adopted, and the Council's records confirm that this is the case, then legally the Council as Roads Authority can include these Roads within any wider CPZ controls regardless of whether residents, or businesses title deeds include part of the adopted road.
- 3.13 The Council considers that these roads, or parts of roads, should be included within any wider CPZ controls to ensure a consistent approach across all adopted roads, assisting the Council in achieving the policy aims behind parking controls and supporting the City Mobility Plan.
- 3.14 The Council's position therefore follows that the parking controls, as provided for by the Traffic Order completed for Phase 1 of the Strategic Review of Parking, should be introduced as per the Order, on all parts of the adopted public road network.

Appendix 4: Private Roads within the CPZ

This appendix explains the Council's position in respect of privately maintained roads located within the boundaries of the CPZ.

It is split into 4 parts:

- A. Background
- B. Residents Permits on Private Roads Protocol
- C. Example scenarios
- D. Current position

Part A – Background

- 1.1 Within many of the zones of the CPZ are roads that are not adopted for maintenance purposes by the Council.
- 1.2 As outlined in Appendix 2, there are:
 - Adopted Roads, where the Council bears the responsibility for maintaining the fabric of the road, and in most cases, street lighting and surface drainage.
 - Privately Maintained Roads (unadopted roads) where the responsibility for maintaining the fabric of the road rests with others. This can be an individual person or business but can equally be a responsibility that is shared among a group of individuals or businesses.
 - Prospectively Adoptable Roads (a sub-class of private roads), where there is an expectation that those could be adopted by the Council for maintenance. This status is not a guarantee of adoption.
- 1.3 While there are benefits to roads being adopted by the Council, not every road becomes adopted and there are historic examples of privately maintained roads across the city. While some of these are related to relatively recent development, there are other examples where much older parts of the road network remain privately maintained.
- 1.4 Legally, there are few differences between a road that has been adopted and a road that is privately maintained. The provisions of primary legislation relating to roads (including the Roads (Scotland) Act 1984 and the Road Traffic Regulation Act 1984) make little distinction between adopted and private status as far as the application of the law is concerned.
- 1.5 This means that the Council has the same powers of management and control over a road maintained by others as it does over a road maintained by the Council. Importantly, these powers cannot be exercised by others.
- 1.6 Historically, the Council has not extended CPZ controls to privately maintained roads, unless those who are responsible for that maintenance have expressly requested its inclusion. This does leave these private roads, particularly within the CPZ, potentially uncontrolled. As touched on in paragraph 1.5, the power to manage how a road is used is exercisable only by the Council in its role as Roads Authority. The powers of the Roads Authority extend to determining how a road may be used (managing access, managing use etc) or controlling parking (yellow lines, parking places etc). No one but the Roads Authority may exercise any of these powers, even on a privately maintained road.
- 1.7 Exclusion from CPZ control will also mean that residents of these roads are also precluded from having access to permits to park in the CPZ.

Part B – Residents Permits on Private Roads Protocol

- 2.1 Occasionally, residents of privately maintained roads seek to apply for permits. The response from the Council, based on the governing traffic order which sets out to whom permits may be issued, is that only properties on roads that form part of the CPZ are entitled to apply. As privately maintained roads have no parking controls, they are effectively not “in the CPZ”. These approaches led to the need for a formal position on permit issue in such cases, to ensure consistency of approach and to clearly set out the Council’s position.
- 2.2 In 2017, the Council adopted a protocol on this scenario, with this Committee approving the *Residents Permits on Private Roads Protocol* as part of a suite of protocols linked to the Parking Action Plan. This protocol set out the Council’s approach to dealing with requests from residents of private roads, with restrictions applying in terms of the circumstances under which residents would be eligible for permits.
- 2.3 In any case where the resident of a privately maintained road seeks access to permits for the zone within which their road lies, access to permits is not automatic. The primary criteria require there to be sufficient space to accommodate demand not just from the applying resident, but also from the potential demand from the privately maintained road. It must be possible to show that there is sufficient space within the Zone that the road would be added to, as well as within the immediately surrounding streets.
- 2.4 Only if it could be shown that the ratio of existing permits to spaces available was less than 1:1 would the Council agree to commence the legal process to add the street to the traffic order. Access to permits would rely on the successful completion of that process, with no permits being issued until the legal process was complete.
- 2.5 The protocol further explains that residents would also be offered the opportunity to have their road adopted by the Council, and to have CPZ controls introduced, in which case residents would be entitled to two permits per household, as is generally the case across the CPZ.
- 2.6 However, if residents simply wanted access to permits without adding controls to their road, and the demand criteria was met, then they would be entitled to only one permit per household.
- 2.7 The criteria is applied to all instances where applications have been made by residents of privately maintained roads.

Part C – Example Scenarios

3.1 Since CPZ began to be rolled-out to the new Zones (N6, N7 and N8 in the north-east of the city and S6, S7 and S8 in the south-west), there have been situations where residents of privately maintained roads have approached the Council seeking access to permits.

3.2 The following are examples of the different situations that have been brought to our attention:

Shaw's Terrace, Shaw's Place and Shaw's Street, Pilrig

3.3 A group of properties accessed via two privately maintained lanes and a privately maintained footpath. Parking space within these privately maintained roads is limited, with capacity for fewer than 20 vehicles. Signs at the entrance to the two access lanes clearly state that these lanes are private, and that parking is for residents only.

3.4 Being privately maintained, and not subject to any form of parking controls, these properties are not within the CPZ and are not entitled to permits. This scenario invokes the provisions of the aforementioned protocol, where the options available to residents rely on an assessment of parking demand in the surrounding streets and zone showing that there is sufficient space to accommodate the additional demand.

3.5 With Zone N7 having been brought into effect in July of this year, an assessment will now be made to establish whether permit eligibility can be extended to these properties. Should that assessment show that there is parking availability, then the legal process will be commenced to make the necessary provisions in the traffic order. Depending on whether the two access lanes were to be adopted and added to the CPZ, residents could be entitled to either one or two permits, but only if capacity exists within the N7 Zone.

Shrubhill Walk

3.6 Shrubhill Walk is part of a larger development at Shrubhill on Leith Walk. The wider development consists of a mixture of retail, residential and student accommodation. Shrubhill Walk itself is a residential development consisting of almost 350 units.

3.7 Shrubhill Walk is currently a privately maintained road, on which basis it is currently excluded from any entitlement to permits. However, the Council records also show that it is prospectively adoptable, which means that there is a possibility that it could be adopted for maintenance purposes by the Council in the future.

3.8 According to information on the Council's Planning Portal, Planning Permission was granted for a development served by a total of 423 onsite parking spaces, 408 of which were intended for residents. There is no on-road parking provision associated with this development, with all onsite parking being provided via parking garages.

- 3.9 Shrubhill Walk is currently controlled by yellow lines under a TTRO intended to keep the access road clear to enable access by construction traffic. Consideration will need to be given to whether a traffic order should be promoted to permanently restrict parking and/or loading on this road. Consideration also needs to be given to whether this road should be added to the CPZ.
- 3.10 The Council has previously determined that permit issue should be limited to new development within the CPZ, with restrictions varying depending on the development type and development location (city centre restrictions are more onerous). These restrictions tend to be applied in situations where the development in question is either served by no onsite parking provision, or limited parking provision.
- 3.11 Given the level of parking provision provided onsite as part of this development, and the significant impact on parking availability that allowing residents of Shrubhill Walk access permits could have on the surrounding area, further consideration should be given to further restricting permit access to this and other similar developments. This consideration, and a proposed conclusion, is covered in greater detail in Appendix 5.

Ropemaker's Development

- 3.12 Located in the area to the north of Leith Links, the Ropemaker's Development is a large, mixed-use development consisting primarily of residential units. This development comprises 780 units, of which 25% were designated as affordable homes. In terms of parking provision, the development provided 100% parking for all but the affordable homes, where a 25% parking allocation was to be provided. All of the resident parking was to be provided in basement parking garages, located off-road. The on-road parking was identified as being for visitors, at 10% of the overall number of units in the development.
- 3.13 The roads with this development remain privately maintained, but as with Shrubhill Walk are shown as being prospectively adoptable, which means that there is a possibility that the roads within this development could be adopted for maintenance purposes by the Council in the future.
- 3.14 Given the level of parking provision provided as part of this development it is also proposed that further consideration needs to be given to the level of permit access that properties in this development might have should they become adopted. Again, Appendix 5 contains that consideration and a proposed conclusion.

Part D – Current Situation

- 3.15 For established roads within the CPZ that are under private maintenance, the continuing situation is that, in order to be considered for access to permits, an assessment of parking availability will be required. Only if it can be shown that the surrounding zone has the capacity to contain the additional pressure will the legal process be started to add the affected roads or addresses to the Order.
- 3.16 The legal process is subject to objections, however, and it is entirely possible that objections could be received from those who might be impacted by additional pressure on existing space. Any such objections will be considered via the normal process, either via a report under delegated powers or by the submission of a report to a Council Committee.
- 3.17 For newly or recently constructed roads, it remains the case that eligibility for permits will rely on the adoption of said road and the inclusion of that road within the CPZ, including the provision of appropriate restrictions and parking places.
- 3.18 As with long-standing privately maintained roads, that inclusion also relies on the successful completion of the legal process. As discussed elsewhere in this report, these processes will be taken forward as swiftly as possible but are again subject to objections and the consideration of those.
- 3.19 It is entirely possible that the Council will see approaches from residents of prospectively adoptable roads seeking permits. In such instances these requests will continue to be rejected until such time as the road is adopted and the legal process has been concluded. The protocol referred to in this appendix will not be applied in the case of prospectively adoptable roads.
- 3.20 Further discussion will be required with colleagues in both Planning and Transport to ensure that developers are made aware of forthcoming proposals for CPZ and that developers are specifically advised of likely permit restrictions that they should relay to prospective purchasers.

Appendix 5: Permit Restrictions

This Appendix provides background information on the restrictions on permit issue that are applied to new developments and to redevelopment of existing properties within the CPZ. It further sets out a proposed position on permit entitlement for developments where parking has been provided in line with the Council's Parking Standards.

It is split into 5 parts:

- A. Background
- B. Parking Standards for new developments
- C. Permit Restrictions for new developments
- D. Amending the Permit Restrictions
- E. Restrictions on Permit issue in existing developments
- F. Current Permit Restrictions

Part A – Background

- 1.1 In February 2010 the Transport, Infrastructure and Environment Committee approved the introduction of restrictions on permit issue within the Controlled Parking Zones (CPZ). These restrictions recognised the existing pressures on parking spaces within some of the most heavily populated areas of the city and the impact of additional parking pressures arising from both new development and the redevelopment of existing properties.
- 1.2 The approved restrictions made provision for situations where the issue of permits to specific types of property would either be restricted in number or, in certain cases, where no permits would be issued.
- 1.3 Those restrictions have been amended twice, in June 2013 and January 2021, with those changes having been approved by the Transport and Environment Committee. The restrictions that are currently in place can be found at the end of this Appendix, labelled “Current Restrictions”.
- 1.4 The latest change amended the wording within the permit restrictions table, to ensure that the restrictions applied to all zones of the CPZ, including the new zones proposed by the Strategic Review of Parking, and that any future zones would also be covered.

Part B – Parking Standards for new developments

- 1.5 As the new zones have been implemented, instances have been highlighted where there is a further need to consider how the Council controls the issue of permits, particularly where parking provision for developments has been determined in line with the current parking standards.
- 1.6 Parking standards determine the level of parking that a developer can or should provide as part of a development. For the purposes of this Appendix and the linkages between parking standards and permit eligibility/entitlement, consideration is only being given to parking standards for residential properties.
- 1.7 The Edinburgh Design Guidance, issued in 2020, indicates that there is a maximum permitted level of parking for Class 9 (residential) development of 1 space per unit. These standards apply across the city. It is understood that, as a maximum, there will be instances where parking provision is provided at a lower level, and that provision is generally determined on a case-by-case basis.

Part C – Permit Restrictions for new development

- 1.8 Permit restrictions are typically applied to situations where a development is proposed within the CPZ. In the case of a new-build development, for example, the need to restrict permit issue will be identified during the planning process. In some cases, however, restrictions have been applied retrospectively, recognising the impact of recent, but existing, development. This was the case for Quartermile, where a decision to restrict permit issue was made post-construction and post-occupation.

1.9 In the majority of cases, the application of permit restrictions assumes that parking provision for the development consists of on-street provision. Permit restrictions and permit entitlement are intended to:

- Manage permit issue to ensure equitable accessibility to the available on-street space
- Avoid situations where new development places significant pressure on space availability on-street

1.10 The Parking Standards have a similar intent, being designed to:

- Influence levels of parking associated with new development
- Encourage a shift from private car to more sustainable modes of transport,

1.11 Where parking provision for privately owned vehicles is set at a maximum, there are minimum levels set within the Parking Standards for the provision of alternatives such as cycle storage/parking, EV charging points, accessible parking and car club provision.

Part D – Amending the Permit Restrictions

1.12 In the instances described in Appendix 4, we are seeing situations where major development is providing off-street parking provision at levels compliant with the Parking Standards, but where the inclusion of those developments within the CPZ would also allow access to permits. Under the current approach, a development with 100% parking provision (provided off-road) would also be entitled to a single permit per household.

1.13 Such a situation would clearly and significantly undermine both the aims of the Parking Standards and the Permit Restrictions, effectively enabling households to park two vehicles.

1.14 It is considered that further changes are required to the Permit Restrictions, to ensure that, where off-street parking provision has been provided in line with Parking Standards, permit access is subject to further restriction. This will also support the policies of the Council's City Mobility Plan and Parking Action Plan.

1.15 It is therefore suggested that further consideration needs to be given to further restricting access to permits in the case of developments:

- where residential parking provision is provided off-road; and
- where residential parking provision is provided solely or partly on-road,

1.16 However, there are examples of new development within the new zones of the CPZ where prospectively adoptable roads may soon become adopted and where there might be an expectation from residents that they would have access to permits within their zone. Those developments, some of which have added little parking to the new or surrounding road network, could have a significant impact on parking availability for other residents.

- 1.17 Whilst this appendix details proposed solutions for those developments already identified, this is clearly a complex issue that requires further detailed consideration, including the involvement of the Planning function.
- 1.18 A further report will, therefore, be submitted to a forthcoming meeting of this Committee, providing further detail and proposing amendments to the current Permit Restrictions.
- 1.19 In the case of existing development, the proposed approach for those developments is set out in Part D (Table 1). The proposed approach would see restrictions applied to any development where the adoption of the roads associated with that development had not been completed at the date of the making of the traffic order for Zones N6 to N7 and S5 to S7. These Orders were made in February 2023.

Part E – Restrictions on Permit issue in existing developments

1.20 The following table explains the proposed approach for each of the instances highlighted within the new zones.

Table 1

Location	Adoption Status	Residential Units/Parking Provision	Current Permit Status	Proposed Permit Status if adopted	Notes
Shrubhill Walk	Prospectively adoptable	423 units. 408 resident spaces, all off-road.	Not adopted, therefore no access to permits	No permit entitlement.	No on-road parking provision
Ropemaker’s Development	Prospectively adoptable	780 units. 600+ spaces, all resident parking off-road	Not adopted, therefore no access to permits	No permit entitlement.	On-road parking provision would not be designated for resident use, but would be allocated to visitor, blue badge, EV spaces.
Sailmaker Road/Pillans Place	Prospectively adoptable	145 Units. Approx 140 spaces, all off-road	Not adopted, therefore no access to permits	No permit entitlement.	
Site at 1 Bath Road		212 units. 111 spaces, split between on and off-road.	Not adopted, therefore no access to permits	No permit entitlement for development until Permit Restrictions have been reviewed.	
Elsie Inglis Way & Jex Blake Drive	Adopted (5 October 2022)	150 units. 71 spaces, all on-road	Adopted, legal process to include in CPZ ongoing.	One permit per household	Adopted prior to Traffic Order completion.

Part F - Current Permit Restrictions

Categories of property: Existing and proposed eligibility for permits

Property category	Permits Per household	Exceptions ¹ See note 1 for general exceptions
Residential properties in the central and peripheral Controlled Parking Zone (CPZ) Applies generally to all properties ² within Zones 1 through 8 inclusive.		
A	New build	None Properties being constructed on a narrow ³ ‘gap’ site which makes provision of on-site parking either impractical or undesirable. In this case the allowance is 1 permit per household.
B	Newly sub-divided or converted , utilising buildings that: a. were originally dwellings; or b. have the character of dwellings ³ ; and/or c. are listed buildings.	One 1. Properties where there is scope to provide sufficient off-street parking to provide 1 space per dwelling without compromising other Planning policies. 2. Where conversion of any listed building or any part of a listed building results in the removal of off-street parking provision. No entitlement in these cases.
C	Newly sub-divided or converted , utilising buildings that do not fall into any of the categories set out in B above.	None Properties on a narrow ² ‘gap’ site which makes provision of on-site parking either impractical or undesirable. As A above.
Residential properties in all other zones of the CPZ and all Priority Parking Areas (PPAs) Applies generally to all properties.		
D	New build	One ⁴ None
E	Sub divided, or converted	One ⁴ None
All student housing - Applies to all new build and converted student housing in all Zones (CPZs) and Priority Parking Areas (PPAs).		
F	All student housing	None None

Notes.

1. General exceptions
 - a. Drivers who hold a current blue badge;
 - b. Live-in carers of a disabled person exempt from restrictions. Other carers of disabled people dealt with on a case by case basis
 - c. Where a developer is providing on-street parking or improving the layout of existing on-street spaces. Such developments will be dealt with on a case by case basis.
2. “Narrow” will be defined on a site by site basis. In these cases, the usual position will be to allow one permit per household, provided that the site has been identified during the planning process as qualifying for “narrow” status, otherwise the general provision of **no permits** will apply.
3. Applies, for example, to buildings that may have been built all or part as offices or shops that are in buildings similar in character to primarily residential properties on the same street.

4. More onerous restrictions may be applied to any property, properties or development in any of the above categories through the Planning process or retrospectively, on a case by case basis, in support of Council policies and objectives.

Appendix 6: Stadiums Review

This Appendix provides an update on progress on the Stadiums Review and indicates how the review will be taken forward in conjunction with the future phases of the Strategic Review of Parking.

It is split into the following parts:

- A. Background
- B. Linkage to the Strategic Review of Parking
- C. Next Steps

Part A – Background

- 1.1 The Council has committed to a review of parking around the four key stadiums in Edinburgh, in response to concerns raised by residents about the impacts of event-related parking for both sporting and entertainment events.
- 1.2 The Stadiums Review, which looks at both the parking issues and the potential solutions, has been progressing separately to the wider Strategic Review of Parking.

Part B – Linkage to the Strategic Review of Parking

- 1.3 The Stadiums Review covers the four main sporting stadiums in Edinburgh: Murrayfield, Tynecastle, Easter Road and Meadowbank.
- 1.4 Tynecastle and Meadowbank sit within the areas covered by Phase 1 of the Strategic Review of Parking, while both Murrayfield and Easter Road are within Phase 2 of that Review. Phase 2 is currently on hold, awaiting the results of monitoring surveys that are already under way to gauge the impact of the introduction of Phase 1 of that Review.
- 1.5 With monitoring processes already assessing the possible migration of parking pressures into the areas east of Easter Road (around Easter Road stadium), Restalrig (east of Meadowbank), Roseburn/Saughtonhall (around Murrayfield), additional information is being gathered that will inform future decisions on the potential for both CPZ and event-related controls in these areas.
- 1.6 It is therefore proposed to bring forward a joint report on Phase 2 of the Strategic Review and the Stadiums Review, assessing the monitoring results as a single entity.

Part C – Next Steps

- 1.7 Monitoring related to the Strategic Review is ongoing, with after surveys to gauge the overall impact on neighbouring areas expected to take place within a 6 month period following the commencement of parking restrictions in each of the areas of Phase 1. This work is likely to be completed in Q1/Q2 of 2024, with a report being brought to Committee as soon as is practicable afterwards.
- 1.8 That report will consider both the future of Phase 2 of the Strategic Review, as well as the options available for event-related controls.

Transport and Environment Committee

10.00am, Thursday, 14 September 2023

Response to Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024

Executive/Routine
Wards

Routine
All

1. Recommendations

- 1.1 Committee is asked to approve the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024, set out in Appendix 1.

Paul Lawrence

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Response to Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024

2. Executive Summary

- 2.1 The report sets out the Council's draft response to the UK Government's consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations 2024 for approval.

3. Background

- 3.1 Following a previous consultation on the reform of the UK's producer responsibility legislation for packaging waste, the UK Government has recently published a draft Bill to reform the legislation and is consulting on behalf of itself and the devolved administrations.

4. Main report

- 4.1 The producer responsibility legislation for packaging waste is the means by which the packaging industry contributes to the cost of managing the waste it generates in household waste and recycling. The legislation is out of date and no longer fit for purpose.
- 4.2 The UK government and devolved administrations have previously consulted on the principles they would follow, and a draft Bill has been published. The focus of this new consultation is on the contents of the Bill, not on the principles which sit behind it.
- 4.3 A number of the questions are intended for the producers; therefore, the draft response is focused on the elements of the consultation which are relevant to the Council.
- 4.4 The primary aims of the legislation are to:
- Ensure that producers of packaging waste (manufacturers, retailers, importers and distributors) pay the full cost of managing the waste generated;

- Introduce a system of direct payment to local authorities for managing this material; and
- Incentivise the minimisation of waste at source, and the use of recyclable materials through the use of charges for all packaging materials, and higher charges for non-recyclable materials.

- 4.5 It is expected that the direct payments to local authorities would be ring-fenced to contribute to this element of managing household waste, acknowledging that packaging is only one element of both the non-recyclable and recyclable waste streams. The income from this source may potentially be offset by a reduction in block grant, but this has not yet been confirmed.
- 4.6 Ultimately it is likely that Councils will have to realign their collection services to demonstrate that they are operating “efficient and effective” collection systems and to comply with the requirements of the scheme (including the addition of plastic films to household collections by 2027), as well as to accommodate the introduction of UK wide deposit return schemes for drinks containers (also 2027) and other legislative changes.
- 4.7 Some changes, such as the introduction of a drinks cup takeback and recycling scheme by retailers, may also have implications for some Council services.
- 4.8 The Council’s response to the previous consultation was supportive. The primary focus of this response is to ensure fair treatment for local authorities who face higher costs of managing waste for entirely legitimate reasons (such as housing stock).

5. Next Steps

- 5.1 Subject to Committee’s approval, the draft response will be submitted prior to the consultation closing on 9 October 2023.

6. Financial impact

- 6.1 The implementation of a direct payment system for the packaging element of household waste is beneficial to the provision of waste and cleansing services but may be offset by a reduction in grant funding to local authorities. This is not yet confirmed by the UK Government or Scottish Government.
- 6.2 The actual costs associated are yet to be clearly set out. It is expected that the payments to each authority will be set based on the costs which are being incurred by similar authorities.

7. Equality and Poverty Impact

- 7.1 This report responds to a UK Government consultation on a Bill to change legislation in respect of Extended Producer Responsibility, and therefore would not be expected to directly impact on equality, human rights (including children's rights) and socio-economic disadvantage implications, therefore an Integrated Impact Assessment is not required. The UK Government will be responsible for assessing the impacts of any changes in legislation prior to implementation of the new Bill.
- 7.2 In essence the Governments are proposing to move the costs associated with managing waste packaging from the tax system to producers, and this should ultimately result in a reduction in the use of non-recyclable packaging, and packaging generally so that they can minimise their own costs in a competitive environment.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
- 8.4 Steps to encourage the minimisation of packaging, and non-recyclable packaging, and to support recycling through better labelling and consistent approaches is expected to be beneficial in terms of carbon emissions and resource use more widely. These serve to reduce environmental impact.
- 8.5 There are no direct impacts resulting from this report or in terms of climate change adaptation or resilience, but overall, the objectives are consistent with the Council's Climate Emergency declaration, and its Nature Emergency declaration for the reasons set out above.

9. Risk, policy, compliance, governance and community impact

- 9.1 As this report relates to a consultation by the UK Government, there is no need for the Council to engage the community.
- 9.2 The key risk for the Council is that in practice the Scheme Administrator may fail to fully consider the specific challenges faced by a specific Council, and not fully reimburse the costs associated with managing packaging waste. The response to the consultation seeks to address this issue.
- 9.3 There are no health and safety, governance, compliance, or regulatory implications associated with this report.

10. Background reading/external references

- 10.1 The [UK Government's previous consultation](#).
- 10.2 The [Draft Bill and current consultation](#) are both published by the UK Government.

11. Appendices

- 11.1 Appendix 1 Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations [2024]- Draft Consultation Responses

Appendix 1- Extract of Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations [2024] - Draft Consultation Responses to the elements which would impact on the Council

Q14. Are the requirements for the provision of recycling information and packaging labelling clear?

b. No

If 'no' or 'unsure', please explain the reason for your response and provide examples.

It is assumed that the exemption for any drink container relates to the deposit return schemes however, at present, they are only expected to include metal cans and PET bottles. HDPE milk bottles, glass bottles and tetrapak type containers should still therefore be required to carry the recycling labelling.

The requirements of the provision seem clear otherwise, although the exemption for “any packaging where the surface area of the largest surface of packaging less than 25 square centimetres” might be too large. Many packaging types are smaller than that and already carry the labelling (chocolate bars, etc).

Q22. Do the draft Regulations make it clear what the Scheme Administrator is required to do and consider in assessing local authority efficient net disposal costs and service effectiveness?

b. No

If no, how could these be made clear and what do you consider is missing?

The City of Edinburgh Council welcomes the intention to cap any reductions for services which are not deemed to be “efficient and effective”. While the Council appreciates that the producers would not be expected to support poorly run services, the cost of service provision across local authorities will vary widely for entirely legitimate reasons (including travel distances, distance from end market, housing types and demographic differences). These can also be exacerbated by market conditions at the time contracts were put in place. Predominantly urban, rural or island authorities face particular challenges and there can also be very significant differences between authorities who appear outwardly similar (e.g. percentages of communal bin collections among urban authorities.) Some of these are mentioned in the draft legislation, but some are not.

For example, in Edinburgh, approximately half of collections are to flats, using communal collections, and approximately half of the collection bins are sited on the public highway as a result of historic building designs. This is coupled with a young and mobile population who move frequently, with often limited storage space to segregate waste within the home. These factors present very specific challenges for the Council in terms of engagement, contamination and collection (some bins are currently collected every two days as a result of housing density). Other authorities will have different challenges which will impact on their costs in different ways. It does not mean they are less “efficient”.

It was originally proposed that the pEPR scheme would be linked to the local authorities' participation in the individual national codes of practice across in UK. In Scotland, there is currently a voluntary charter and code of practice which is intended to become statutory. Given that ultimately the decision on whether to recycle is the choice and responsibility of the householder, assessment of the local authorities' effectiveness and efficiency could begin with compliance with that, rather than whether or not individual households use the services correctly.

While it is accepted that the regulations themselves might not be the best place to capture this, it is important to emphasise the importance of ensuring transparency over how the Scheme Administrator will implement this provision so that it treats authorities fairly. Without knowing this, it is not possible to be sure that the regulations are sufficiently clear.

Q23. Do the draft Regulations make appropriate provision for how the Scheme Administrator will incentivise the delivery of efficient and effective packaging waste management services by local authorities?

b. No

If no, please detail why and explain what is missing.

While the effort made in the legislation to address this is acknowledged and that a clear procedure does seem to be set out, the Council remains concerned that it appears biased towards the Scheme Administrator whose objective will be to minimise costs and may not therefore accept all of the issues a local authority may genuinely face. Some type of independent arbitration process would be welcomed to resolve such disputes, as the legal process set out is likely to be costly to all parties. See also response to Q32.

Q25. Do the draft Regulations make appropriate provision for how the Scheme Administrator will distribute disposal cost payments to local authorities?

a. Yes

Q.26 Do the draft Regulations make it clear how the Scheme Administrator will adjust (modulate) fees to account for the environmental sustainability of household packaging?

b. No

If no, how could these be made clear and what do you consider is missing?

The Scheme Administrator should also make provision for the use to which the packaging has been put. This is because some materials e.g. (paper and card) are theoretically recyclable, the use in a food contact application can render it non-recyclable.

Q27. Do you have views on any materials that should be exempted from the scope of modulating fees?

a. Yes

If yes, please specify which materials.

In principle it should be quite clear whether a packaging material is recyclable and so there should be no need for exemptions on this basis. If there are any exceptions to this, these need to be kept to a minimum.

Q28. Do the draft Regulations provide the necessary grounds to allow the Scheme Administrator to recalculate the costs and fees?

a. Yes

Q29. Do the draft Regulations set out clearly the process the Scheme Administrator must follow in making fee and cost recalculations?

a. Yes

Q32. Do the draft Regulations adequately capture the decisions that can be appealed?

b. No

If no, what decisions are not adequately captured or missing?

It appears that a local authority would not be able to appeal a decision whereby it considers it has been unfairly treated, because of its specific circumstances, and has therefore been deemed not to be operating an “efficient and effective” service. While it is acknowledged the effort made in the legislation to address this and that a clear procedure does seem to be set out, the Council remains concerned that it appears biased towards the Scheme Administrator whose objective will be to minimise costs and may not therefore accept all the issues the local authority may genuinely face. The Council would welcome some type of independent arbitration process to resolve such disputes, as the legal process set out is likely to be costly to all parties.

Q33. Do the draft Regulations set out an adequate appeals process?

b. No

If no, how could this process be made clear?

It appears as if a local authority would not be able to appeal a decision whereby it considers it has been unfairly treated, because of its specific circumstances, and has therefore been deemed not to be operating an “efficient and effective” service. While the effort made in the legislation to address these issues is acknowledged and that a clear procedure does seem to be set out, the Council remains concerned that it appears biased towards the Scheme Administrator whose objective will be to minimise costs and may not therefore accept all the issues the local authority may genuinely face. The Council would welcome some type of independent arbitration process to resolve such disputes, as the legal process set out is likely to be costly to all parties.

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

14 SEPTEMBER 2023

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 7.4 on the agenda – Phased Reduction in Use of Glyphosate	Pesticide Free Balerno

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