

Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday, 11th January, 2024

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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

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1. Order of Business

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

2. Declaration of Interests

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

3. Deputations

- 3.1 If any.

4. Minutes

- 4.1 Minute of The Transport and Environment Committee of 16 November 2023 – submitted for approval as a correct record 7 - 46

5. Forward Planning

- 5.1 Transport and Environment Committee Work Programme 47 - 56
- 5.2 Transport and Environment Committee Rolling Actions Log 57 - 150

6. Business Bulletin

- 6.1 Transport and Environment Business Bulletin 151 - 166

7. Executive Decisions

- 7.1 Major Junctions Review Update – Report by the Executive Director of Place 167 - 174
- 7.2 East London Street – Report by the Executive Director of Place 175 - 188
- 7.3 Strategic Review of Parking: Progress Update – Report by the Executive Director of Place 189 - 226

7.4	Incorrect Parking on the Tram Line – Report by the Executive Director of Place	227 - 234
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8. Routine Decisions

8.1	Accessibility Commission – Report by the Executive Director of Place	235 - 246
8.2	Air Quality Annual Progress Report – Report by the Executive Director of Place	247 - 258
8.3	Revenue Budget Monitoring 2023/24 - Month Five position – Report by the Executive Director of Place	259 - 268
8.4	Transport Asset Management Plan – Report by the Executive Director of Place	269 - 298
8.5	Trams to Newhaven – Report by the Executive Director of Place	299 - 302
8.6	Transport and Local Access Forum – Report by the Executive Director of Place	303 - 310

9. Motions

9.1	Motion by Councillor Caldwell - Public Realm (scrutiny) along the Trams Phase 2
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“Committee

Notes;

1. The Trams to Newhaven Project has seen a significant redesign of the streetscape of Blenheim Place, Elm Row, Leith Walk, Constitution Street, Ocean Drive, and Lindsay Road.
2. There has been a substantial amount of media coverage of the public realm works and anecdotal reports of a significant amount of concern raised by residents and small businesses along the route on the design.
3. The public realm goes through Scotland’s most densely populated urban neighbourhood and affects multiple A-

Roads, therefore compliance with Council policies is of critical importance.

4. The design was largely built to 2015 Edinburgh Street Design Guidance standards (ESDG), which have since been updated (separately after the Project was approved and commenced).
5. A broad report on the Project's final completion (or 'closure') is due to Transport and Environment committee in Spring 2024.

Therefore requests the scheduled Trams to Newhaven 'closure' report in Point 5. also outlines;

6. A summary of areas and designs that were in the final published landscaping plans but have not been executed.
7. An anonymised breakdown of incidents and concerns raised from members of the public regarding the new designs post or during installation and mitigations made/proposed. This should include evidence gathered from;
 - A) Trams to Newhaven Contact Centre records.
 - B) Ward councillors.
 - C) Minutes from Community Councils Together on Trams.
 - D) Relevant Place officers (Trams to Newhaven and 'mainstream' departments).

Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by relevant Place departments."

9.2 Motion by Councillor Walker - CPZ in Shandon/Meggetland

"Recognises that the CPZ rollout has resulted in displacement parking, which is concerning some residents, and that some are asking for the Council to introduce additional restrictions in response.

Therefore agrees that officers should engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders,

to understand what adjustments could be made.

Agrees that the outcome of this engagement be reported back to committee at the earliest opportunity.”

Note: this motion will require to be ruled urgent by the Convener as it was received after the deadline.

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 in the City Chambers, High Street, Edinburgh and virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Rachel Gentleman, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4264, email rachel.gentleman@edinburgh.gov.uk / carolanne.eyre@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 16 November 2023

Present

Councillors Arthur (Convener), Aston, Beal (substituting for Councillor Lang, item 14 only), Booth (substituting for Councillor Bandel), Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Fullerton (substituting for Councillor McFarlane), Lang (except item 14), Munro and O'Neill.

Also present

Councillors Dalgleish, Caldwell and Whyte (as ward members in respect of item 8); Councillor Heap (as a ward member in respect of item 10); Councillor McKenzie (in respect of item 11 and 17); Councillor Mitchell (as a ward member in respect of item 15).

1. Deputations

(a) Car Free Holyrood (in relation to item 5 – Business Bulletin – Appendix 1)

The deputation was pleased to see the Council welcome the vision that by 2034 vehicular traffic would largely cease in Holyrood Park and active travel would be the primary mode of transport. They recognised the consultation response was still in draft and raised points which they felt should be amended or added.

The deputation felt waiting until 2025 to take any action, and even longer to fulfil the vision would provide a deteriorating experience for park users. They believed the Council should encourage HES to take swift action, emphasising the Council's long term transport plans for the city, including the City Mobility Plan and Circulation Plan, were not a barrier to action.

(b) Community Councils Together on Trams (in relation to item 5 – Business Bulletin and 6 – Response to Edinburgh Tram Inquiry)

The deputation noted the construction work on the tram route was complete, but in their point of view, the tram project was not finished and there were thousands of defects along the route. Due to the high number of defects, which they believed would be challenged by the contractors, the deputation called for a systematic and focused approach to manage the situation, suggesting the process could take more than two years to be completed.

**(c) The Whitehouse Loan Group
(in relation to item 9 – Travelling Safely Schemes)**

The deputation expressed their concern in relation to Whitehouse Loan / Clinton Road and shared their belief the two redesign options presented in September were unpalatable.

The deputation proposed a third option, intending to address the root of the problem at the junction - enhancing the aims of the scheme by installing a safe cycle and pedestrian crossing, removing a dangerous turning at the modal filter and opening a one-way route west, to help reduce rat-running on Clinton Road.

They also welcomed engagement on the matter.

**(d) Spokes
(in relation to item 9 – Travelling Safely Schemes)**

The deputation supported the Comiston Road changes emphasising the proposals should be considered with the Greenbank to Meadows quiet route. They also supported the review of the pinch point at the traffic island on Braid Hills Drive.

The deputation provided detailed objections to the changes at Silverknowes Road North and Silverknowes Road South highlighting a contradictory approach to the two parts of the Travelling Safely ETRO proposals. They requested detailed information and a discussion on both before final decisions were made.

**(e) West End Community Council
(in relation to item 10 – Public Toilets)**

The deputation advised nearly ten years after a sale of land; the burden placed on the developer at time of sale to ensure public toilets were included in the development has not been fulfilled. Over the years many requests had been made for enforcement of the burden by the council via various methods, however the issue remained outstanding.

The deputation proposed three specific actions that would assist in satisfying the need for public toilet facilities within the area.

**(f) Learmonth Terrace Garden Association
(in relation to item 15 – Communal Bin Review Update)**

The deputation recognised the council's aim in trying to provide ease of access for the residents when using the bins, by removing the need for them to stand in, or cross the road. The deputation felt the current location of the bins was beneficial as they were located an acceptable distance from the apartments. Moving them closer to the apartments would create new, and result in an increase in existing health, safety and environmental problems. They summarised by confirming the residents saw no benefit in any change.

**(g) New Town and Broughton Community Council
(in relation to item 15 – Communal Bin Review Update)**

The deputation highlighted the benefits of the gull proof sack system advising it should be retained as it worked well and supported the landscape of a World Heritage Site. Installing a pneumatic or other underground refuse system was considered not practical or financially viable.

The deputation understood positive direct engagement between council officers and residents would be critical to future decision making. They welcomed the opportunity to participate directly in the engagement process in their area and with other Community Councils that would be affected by the decisions.

**(h) West End Community Council
(in relation to item 15 – Communal Bin Review Update)**

The deputation advised the proposed bin hubs had universally been rejected by the residents, and there has been no direct engagement with them from officers regarding the proposals since 2021. They believed the failure of the current system was due to missed collections.

The deputation requested the fleet be retained until trials in the New Town areas had been completed, for a mixed taxonomy to be considered, and for sight of the financial assessment of the recommendations.

**(i) Unite the Union
(in relation to item 16 – Cleansing Performance Report)**

The deputation spoke on behalf of household waste recycling depot staff. They supported the online booking system as it allowed greater management of the site and the workers felt safer performing their duties.

The deputation also called for consultation with the staff on routing, highlighting not only the advantage of site/route knowledge but also the longer-term benefits of the engagement such as staff progression and sense of pride and ownership from the staff.

**(j) Edinburgh Living Street Group
(in relation to item 7 – Implementing the new Parking Prohibitions)**

The deputation credited the policy adopted in August 2022 that the pavement parking ban should apply to all streets, with no exemptions, with additional revenue generated from penalties re-invested in effective enforcement.

The deputation also shared their disappointment the report failed to acknowledge the “no exemptions” policy, as it had asked councillors to note an approach which permitted the possibility of exemptions.

**(k) Sight Scotland and Sight Scotland Veterans
(in relation to item 7 – Implementing the new Parking Prohibitions)**

The deputation welcomed the preparations to begin enforcement against pavement parking in Edinburgh. They shared support of the national awareness

campaign for the prohibition of pavement parking and stressed the need for a specific targeted campaign in Edinburgh.

The deputation agreed any proposed Exemption orders must be considered fully by committee, and welcomed more information on how any surplus monies from Parking charge notices will be used.

(l) Spokes

(in relation to item 7 – Implementing the new Parking Prohibitions)

The deputation welcomed the imminent implementation of the new parking prohibitions. They believed the incorrectly parked vehicle reporting form should be amended to allow members of the public to report pavement parking, double parking and parking at dropped kerbs, therefore they urged councillors to ensure the new powers are used and enforced in full.

(m) Balerno Community Council

(in relation to item 8 – Supported Bus Services)

The deputation raised concern on the service 63, requesting provision be made to cater for the Gyle to Queensferry section of the route by ensuring integration between the Balerno Cramond and the Queensferry Gyle timetables. They also requested the proposed Balerno Cramond route to operate on a Sunday to allow passengers to link with other bus services to give access to St John's Hospital. Overall however, the deputation welcomed the proposed enhancement in the Balerno Gyle service afforded by the significant extension of the daily operating period.

(n) Craigeith / Blackhall Community Council

(in relation to item 8 – Supported Bus Services)

The deputation welcomed the retention of the financially supported bus service, for a further period, (specifically the service 13), but expressed disappointment and concern on the proposal to reroute the service via Lothian Road, as this would remove access to the city centre.

The deputation explained the Craigeith / Blackhall area had already experienced significant changes to the bus routes, and due to these previous changes, requested the proposed route – Blackhall to Dumbiedykes be reconsidered to give access to the core of the City Centre and the east end of Princess Street.

(o) Ratho and District Community Council and Ratho Bus Working Group

(in relation to item 8 – Supported Bus Services)

The deputation shared their disappointment they had not been briefed on the report prior to publication. They suggested additional wording and to also amend existing wording in the report.

The deputation shared support of the report recommendations but insisted that as mentioned in the report, officers should continue to review and refine routes, they also requested that the supported bus review information/evidence was shared with them including the weightings and qualifications for each service proposed.

**(p) Accessible Corstorphine for Everyone
(in relation to item 17 – Motion by Councillor Davidson – Corstorphine Connections)**

The deputation expressed concern the baseline traffic data published was flawed, as gathered during the COVID pandemic when traffic was lighter. They believed the data would have been more accurate if the study was repeated immediately prior to implementation.

The deputation advised the LTN was counterproductive and had caused severe disruption in Corstorphine, with the Manse Road changes causing traffic displacement not evaporation. They requested a repeat of the direct survey of resident's views, and for the removal of the LTN as it has been counterproductive to its aims.

**(q) Low Traffic Corstorphine
(in relation to item 17 – Motion by Councillor Davidson – Corstorphine Connections)**

The deputation shared their support for the Bus Gate on Manse Road stating it was the key part of the Corstorphine LTN Project. They advised Manse Road had extremely narrow pavements but was a key thoroughfare for pedestrians. Children and families with prams, buggies, wheelchair and mobility scooter users used the route to access Corstorphine amenities including shops, the park and the Primary School, for that reason substantial traffic reduction measures were required.

The deputation requested the trial period ran its full course to allow for behaviour change, believing the minds of the community would change and behaviours would adjust making the space safer to travel by foot, wheel or cycle.

**(r) Westfield Street Residents
(in relation to item 18 – Motion by Councillor Heap – Westfield Street Parking)**

The deputation advised the daily life of the Westfield Street residents had been negatively affected since the introduction of the Controlled Parking Zone in Gorgie. Resident car owners found themselves struggling to park as the spaces were taken by non-resident drivers trying to avoid the CPZ. The deputation felt this created environmental issues as drivers circled for spaces or leave the engine running while waiting for a space becoming available. The deputation sought a resolution to this problem to allow the return of peace and tranquillity.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 12 October 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 16 November 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 – Evaluation of the 20mph Speed Limit Roll Out – Three Years Post Implementation
 - Action 25 (2) – Cleaning Up Edinburgh – Motion by Councillor Whyte
 - Action 50 – Motion by Councillor Lang – Travelling Safely Schemes
 - Action 51 – Motion by Councillor Cowdy – HWRC Booking System
 - Action 52 (1-3) – Petition to the CEC Transport and Environment Committee - Public Toilets
 - Action 57 (1&2) – Motion by Councillor Lang - Reducing the Impact of Utility Works
 - Action 63 (2&3) – Strategic Review of Parking: Progress Update
 - Action 66 – By Councillor McKenzie - Retail, Trades and Business Parking Permits - Places of Worship
 - Action 67(1&2) – Tram Inquiry – Motion by Councillor Day
 - Action 68 (2&3) – Work Programme
 - Action 79 – Motion by the Councillor Aston – Historic Environment Scotland Strategic Plan for Holyrood Park
- 2) To update the completion date on item 39 (Communal Bin Review Update) to December 2023.
- 3) To note the remaining outstanding actions.

(Reference – Rolling Actions Log 16 November 2023, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Motion

To note the Business Bulletin

- Moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

Appendix 1 - Draft consultation response to Historic Environment Scotland's Outline Strategic Plan for Holyrood Park

- 1) At 2.9 – adds at end “and will contribute to the City's climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.”

And adds after “air/noise pollution”, “potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024”

- 2) At 2.12 – deletes: "Clearly, strategic routes...positive and negative."
and replaces with:

"In support of these objectives, it has been agreed that the emerging Circulation Plan and associated strategy documents under it will take into account the removal of through vehicle traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and around the city to mitigate any possible negative impact and to support the provision of active travel routes within the Park."

- 3) At 2.14 – adds at end: “As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh roads network, and, in particular in this context, on roads near the Park. The Council would welcome dialogue towards a stakeholder agreement which could help facilitate the managing of wider impacts in an effective and coordinated manner.”

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

Committee:

- 1) Notes the update in the business bulletin with respect to “Traffic Orders – Licensing Committee”.
- 2). Recognises that the application of the agreed change in committee remits could result in practical anomalies whereby the Transport & Environment Committee agrees to initiate an order process because of an agreed policy aim, but then has no role to review or pass judgment on the success of that process in delivering that policy outcome.
- 3) Believes that, given the number of high-profile order processes ongoing, it is not appropriate to leave the initiation of a review until June 2024.
- 4) Therefore asks officers review this issue within an earlier timescale, and requests that they bring forward options within three cycles that would continue to respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allows the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.

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

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the business bulletin.
- 2) At Appendix 1 – ‘Draft consultation response to Historic Environment Scotland’s Outline Strategic Plan for Holyrood Park’:
 - 2.1) At paragraph 2.9, to add at end “and will contribute to the City’s climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.” To add after “air/noise pollution”, “potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024.”
 - 2.2) At paragraph 2.12, to delete "clearly, strategic routes...positive and negative" and replaces with:

"In support of these objectives, it has been agreed that the emerging Circulation Plan and associated strategy documents under it will respond to the removal of through vehicle traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and around the city to mitigate any possible negative impact and to support the provision of active travel routes within the Park."
 - 2.3) At paragraph 2.14, to add at end: “As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh roads network, and, in particular in this context, on roads near the Park. The Council would welcome dialogue towards a stakeholder agreement which could help facilitate the managing of wider impacts in an effective and coordinated manner.”
- 3) To note the update in the business bulletin with respect to “Traffic Orders – Licensing Committee”.
- 4) To recognise that the application of the agreed change in committee remits could result in practical anomalies whereby the Transport & Environment Committee agrees to initiate an order process because of an agreed policy aim, but then has no role to review or pass judgment on the success of that process in delivering that policy outcome.
- 5) To believe that, given the number of high-profile order processes ongoing, it was not appropriate to leave the initiation of a review until June 2024.
- 6) Therefore to ask officers to review this issue within an earlier timescale, and to request that they bring forward options within three cycles that would continue to

respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allow the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.

(Reference – Business Bulletin 16 November 2023, submitted.)

6. Response to the Edinburgh Tram Inquiry

The report detailed the Council's response to the Edinburgh Tram Inquiry and outlined the actions taken or proposed to be taken in regard to the Inquiry's recommendations. The report also included information on the financial cost of the initial tram project. Assurance was provided on how the Council approached breaches of the Employee Code of Conduct or instances of misleading behaviour by Arm's Length External Organisations and contractors. An update was also provided on any possible legal action connected to the initial Tram Project.

Decision

- 1) To note the actions outlined in Appendix one to the Chief Executive's report in regard to the recommendations made by Lord Hardie in the Inquiry Report.
- 2) To refer the report to the Council of 14 December 2023.
- 3) To request appendices be added to the Council report on the recommendations of the Hardie Inquiry which had been addressed in the Trams to Newhaven project, and on the arrangements agreed by the Governance, Risk and Best Value Committee regarding monitoring the delivery of major projects.
- 4) To include in the Trams to Newhaven Lessons learned report an assessment of utilities works and why the chosen approach was taken.

(References – Edinburgh Tram Inquiry Report, report by the Chief Executive, submitted.)

7. Implementing the New Parking Prohibitions

An update was provided on the introduction of new parking prohibitions which will come into force on 11 December 2023.

Motion

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
- 4) To thank officers for the report, the actions within which would help create a more equal Edinburgh.
- 5) To welcome the complete ban on pavement parking with no exemptions other than those mandated by the Scottish Government and agree with the implementation plan in the report.

- 6) To welcome the ban on parking at dropped kerbs, and double parking.
- 7) To agree that Ward Councillors would be quickly notified of any impacts on residents who hold Blue Badges.
- 8) To agree that once 10 weeks of data was available, the following would be reported to TEC via a Business Bulletin.
 - 8.1) Weekly enforcement requests by Ward.
 - 8.2) Weekly fines issued by Ward.
- 9) To hope that the minority of drivers who currently park on the pavement will quickly adjust to the ban, but agree that the Business Bulletin update would also include a note on the feasibility of using all of any additional income for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter)
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
- 4) To welcome the provision of these new powers by the Scottish Government which have been eagerly anticipated by councillors of all parties and look forward to our streets being safer and more accessible environments for people pushing buggies and prams or using wheelchairs, and for pedestrians more generally.
- 5) To note that there is little detail regarding preparation towards use of enforcement powers which will affect every resident of this city.
- 6) To note that the general outline of these new powers has been apparent since at least the passage of the Transport (Scotland) Act in 2019 and note that it is likely that some streets will require TRO or other intervention to assist with orderly management of the changes that will be required but that these processes (which are lengthy) have not yet commenced.
- 7) To therefore request a briefing note to all councillors detailing:
 - Where TROs and other interventions are planned
 - What the timeline for TROs and other interventions is
 - Appendix D of the footway parking assessment project outcome report which details the streets categorised as 'red'.
 - moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To note the regulations governing enforcement of the new parking prohibitions were expected to come into force on 11 December 2023

- 2) To note the outcome of the footway parking assessment project.
 - 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
 - 4) To request that the list of 'red' category streets, broken down by ward, be provided to elected members by way of a members' briefing.
 - 5) To request a business bulletin update at the April 2024 committee, detailing the number of fines issued over the course of the first quarter of enforcement, broken down by street.
 - 6) To note paragraphs 4.13 and 5.3 of the report relating to exemption orders and agree that officers must take into account the unanimous policy position agreed by Council on 22 August 2022 that the only exceptions would be those mandated by the Scottish Government.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) To note the regulations of new parking prohibitions will come into force on 11 December 2023, with enforcement commencing in Edinburgh in January 2024.
 - 2) To note the outcome of the footway parking assessment project
 - 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions.
 - 4) To regret that there will be a delay between regulations coming into force and enforcement in all streets of Edinburgh.
 - 5) To note that in order to change driver behaviour, a collaborative communications approach would come from the Council and Transport Scotland, with the Council leading on issues pertinent to Edinburgh – for example, pavement parking on tram routes or vehicles blocking crossings in the 'Old Town'
 - 6) To request that Council communication on the new parking prohibitions would start as soon as possible, before the 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs.
 - 7) To further request that the Council will, when carrying out next steps [5.1 – 5.3] continue to work with disabled people's organisations, RNIB, Living Streets and other groups who are adversely affected by inconsiderate parking
- moved by Councillor O'Neill, seconded by Councillor Booth

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the regulations of new parking prohibitions would come into force on 11 December 2023, with enforcement commencing in Edinburgh in January 2024.
- 2) To note the outcome of the footway parking assessment project.
- 3) To note the anticipated timescales and enforcement approach that would be taken by the Council when applying the new parking prohibitions
- 4) To thank officers for the report, the actions within which would help create a more equal Edinburgh.
- 5) To welcome the complete ban on pavement parking with no exemptions other than those mandated by the Scottish Government and agree with the implementation plan in the report.
- 6) To welcome the ban on parking at dropped kerbs, and double parking.
- 7) To agree that Ward Councillors would be quickly notified of any impacts on residents who hold Blue Badges.
- 8) To agree that once 10 weeks of data are available, the following would be reported to the Transport and Environment Committee via a Business Bulletin:
 - 8.1) Weekly enforcement requests by Ward.
 - 8.2) Weekly fines issued by Ward.
- 9) To hope that the minority of drivers who currently parked on the pavement would quickly adjust to the ban, but to agree that the Business Bulletin update would also include a note on the feasibility of using all of any additional income for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter).
- 10) To welcome the provision of these new powers by the Scottish Government which had been eagerly anticipated by councillors of all parties and looked forward to our streets being safer and more accessible environments for people pushing buggies and prams or using wheelchairs, and for pedestrians more generally.
- 11) To note that there was little detail regarding preparation towards use of enforcement powers which would affect every resident of this city.
- 12) To note that the general outline of these new powers had been apparent since at least the passage of the Transport (Scotland) Act in 2019 and to note that it was likely that some streets would require TRO or other intervention to assist with orderly management of the changes that would be required, but that these processes (which were lengthy) had not yet commenced.
- 13) To therefore request a briefing note to all councillors when data was available (expected by May 2024) detailing:
 - Where TROs and other interventions were planned
 - The timeline for TROs and other interventions
 - Appendix D of the footway parking assessment project outcome report which detailed the streets categorised as 'red'.

- 14) To request that the list of 'red' category streets, broken down by ward, be provided to elected members by way of a members' briefing.
- 15) To note paragraphs 4.13 and 5.3 of the report relating to exemption orders and agree that officers must take into account the unanimous policy position agreed by Council on 22 August 2022 that the only exceptions would be those mandated by the Scottish Government.
- 16) To regret that there would be a delay between regulations coming into force and enforcement in all streets of Edinburgh.
- 17) To note that in order to change driver behaviour, a collaborative communications approach would come from the Council and Transport Scotland, with the Council leading on issues pertinent to Edinburgh – for example, pavement parking on tram routes or vehicles blocking crossings in the 'Old Town'.
- 18) To request that Council communication on the new parking prohibitions would start as soon as possible, before 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs.
- 19) To further request that the Council would, when carrying out next steps [paragraphs 5.1 – 5.3 to the report] continue to work with disabled people's organisations, RNIB, Living Streets and other groups who were adversely affected by inconsiderate parking.

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

8. Supported Bus Services

An update was provided to Committee on the procurement of the Council's supported bus services network.

Motion

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the intention to set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System

- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note the concerns of the Ratho Bus Working Group regarding the routes detailed at paragraph 4.4 and illustrated in Appendix 1 of the report by the Executive Director of Place and highlight the need for further refinement of proposals as outlined at paragraph 5.1 but to acknowledge that given the circumstances of the existing bus provision to Ratho, there can be no delay in proceeding with the DPS.
- 5) To note while welcoming that at paragraph 5.1 it is noted that officers will continue to refine proposals, note more generally that no information has been provided on how any of these routes proposed for tender have been devised and agree that this will be included in the Business Bulletin update to the February Transport and Environment Committee.
- 6) To note with concern what appears to be a proposed cut of the supported service (the current 13 route) to Lochend, without mention of an intention to carry out consultation with the local community or ward councillors, or as yet an equalities impact assessment, and without setting this out as a clear intention in the text of the report and is only possible to discern from the maps in Appendix 1.
- 7) To note that Lochend is an area of high SIMD which is identified in the City Mobility Plan (p20) as having a 'high concentration of people (jobs per hectare or residents per hectare) with low levels of access to public transport' including parts with a 'high concentration of people with low levels of access to public transport and with no access to a car' and as such the withdrawal of an existing bus service is unacceptable.
 - moved by Councillor Aston, moved by Councillor Dobbin

Amendment 2

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes, except the 13 which will be adjusted to include Princes Street, North Bridge, South Bridge, and Nicolson Street instead of Lothian Road and Lauriston Place, which will then be tendered under the Dynamic Purchasing System.
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note officers will continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.

- 5) To note the May 2023 Transport and Environment Committee acknowledged the enormous efforts made by the Ratho Bus Work Group (RBWG) towards finding a sustainable public transport service for the village.
 - 6) To note RBWG's written deputation expressed how let down they feel by the process but, nonetheless, continue to support the report to commence DPS and promote an option for a Ratho direct service via the A71.
 - 7) To therefore agree:
 - 7.1 Review and refinements would prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services.
 - 7.2 Phasing for tendering under the DPS would start with new routes such as a Ratho A71 service.
 - 7.3 A further option be developed for tendering under DPS for a direct service between Ratho and the city centre via A71.
- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment 3

- 1) To note the intention set up a Dynamic Purchasing System for supported bus services in Edinburgh.
 - 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System.
 - 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
 - 4) To agree to the proposed routes, except for the 13 (as proposed in paragraph 4.4.3) and instead agree that the existing 13 route would form part of the tender package.
 - 5) To note committee, agree that officers would, as part of the budget setting process, provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.
 - 6) To agree that, once tenders are appointed and bus services are operational, officers would return to an appropriate committee in 2024 with a 'lessons learned' report, which sets out an improved process for agreeing supported bus routes in future.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the intention to set up a Dynamic Purchasing System for supported bus services in Edinburgh.
- 2) To note the proposed supported bus service network routes which would then be tendered under the Dynamic Purchasing System.
- 3) To note that the outcome of the set-up of the Dynamic Purchasing System was expected to be reported to Finance and Resources Committee on 25 January 2024, with an update in the Business Bulletin to Transport and Environment Committee on 1 February 2024.
- 4) To note the concerns of the Ratho Bus Working Group regarding the routes detailed at paragraph 4.4 and illustrated in Appendix 1 to and highlight the need for further refinement of proposals as outlined at paragraph 5.1, but to acknowledge that given the circumstances of the existing bus provision to Ratho, there could be no delay in proceeding with the DPS.
- 5) To note while welcoming that at paragraph 5.1 it is noted that officers would continue to refine proposals, to note more generally that no information had been provided on how any of these routes proposed for tender had been devised and to agree that this would be included in the Business Bulletin update to the February Transport and Environment Committee.
- 6) To note with concern what appeared to be a proposed cut of the supported service (the current 13 route) to Lochend, without mention of an intention to carry out consultation with the local community or ward councillors, or as yet an equalities impact assessment, and without setting this out as a clear intention in the text of the report, and was only possible to discern from the maps in Appendix 1.
- 7) To note that Lochend was an area of high SIMD which was identified in the City Mobility Plan (p20) as having a 'high concentration of people (jobs per hectare or residents per hectare) with low levels of access to public transport' including parts with a 'high concentration of people with low levels of access to public transport and with no access to a car' and as such the withdrawal of an existing bus service was unacceptable.
- 8) To note officers would continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.
- 9) To note the May 2023 Transport and Environment Committee acknowledged the enormous efforts made by the Ratho Bus Work Group (RBWG) towards finding a sustainable public transport service for the village.
- 10) To note the Ratho Bus Working Group written deputation expressed how let down they felt by the process but, nonetheless, to continue to support the report to commence DPS and promote an option for a Ratho direct service via the A71.
- 11) To therefore agree:

- 11.1 Review and refinements would prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services.
 - 11.2 Phasing for tendering under the DPS would start with new routes such as a Ratho A71 service.
- 12) To agree to the proposed routes, except for the 13 (as proposed in paragraph 4.4.3) and instead agree that the existing 13 route would form part of the tender package.
 - 13) To agree that officers would, as part of the budget setting process, provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.
 - 14) To agree that, once tenders were appointed and bus services were operational, officers would return to an appropriate committee in 2024 with a 'lessons learned' report, which set out an improved process for agreeing supported bus routes in future.

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

9. Travelling Safely Schemes

A proposed way forward was provided for the Comiston Road, Silverknowes Road North and Silverknowes Road South schemes and along with an update on work completed to date in relation to the Braid Road and Greenbank to Meadows Quiet Connection schemes.

Motion

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes.
 - 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
 - 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
 - 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes

- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
 - 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
 - 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
 - 5) To note that the current Greenbank to Meadows Quiet Connection and Braid Road schemes are enormously valued by the school pupils and parents who use them, all through the year and in all weathers, and called for this to be appropriately reflected in the further report to come in early 2024.
- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes and to agree that councillors for ward 1 will be fully engaged as specific designs are developed.
 - 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
 - 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
 - 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
 - 5) To note the section of the report "Path between Silverknowes Road South and Cramond Road South"; to note that it is now 13 years since Tesco was last contacted about the creation of an improved active travel path between the rear of its store and Silverknowes; and agreed that officers will make a fresh approach to Tesco on this point, with committee updated on the outcome of this work through a future Business Bulletin.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

- 1) In order to meet our goal of cutting car kilometres by 30% by 2030, to protect and maintain the sustainable transport hierarchy, discourage inconsiderate parking, and to encourage safe active travel to more people, Silverknowes Road North will remain closed to general traffic and remain open to cyclists and buses.

- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and approve the proposed amendments to this scheme and the advertisement of a new ETRO.
 - 3) To notes the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received
 - 4) To note in respect of point 3, a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- moved by Councillor O'Neill, seconded by Councillor Booth

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

Voting

The voting was as follows:

For the motion (as adjusted)	–	6 votes
For Amendment 1	–	3 votes
For Amendment 3	–	2 votes

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

For Amendment 1 – Councillors Aston, Dobbin and Fullerton.

For Amendment 3 – Councillors Booth and O'Neill.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes and to agree that councillors for ward 1 would be fully engaged as specific designs, including cycle safety at the roundabout mentioned in paragraph 9.2.2 to the report, are developed.
- 2) To note the discussions with Councillors for Wards 8 and 10 in relation to the scheme at Comiston Road and to approve the proposed amendments to this scheme and the advertisement of a new ETRO.
- 3) To note the engagement with Councillors for Wards 8 and 10 and the subsequent engagement with residents living in the vicinity of the Greenbank to Meadows Quiet Connection and Braid Road schemes and the large number of responses received.
- 4) To note in respect of point 3 that a report on the outcomes of this engagement and proposed next steps would be presented in early 2024.
- 5) To note the section of the report “Path between Silverknowes Road South and Cramond Road South”; to note that it was now 13 years since Tesco was last

contacted about the creation of an improved active travel path between the rear of its store and Silverknowes; and to agree that officers would make a fresh approach to Tesco on this point, with committee updated on the outcome of this work through a future Business Bulletin.

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

10. Public Toilets

The report addressed the actions agreed by Committee in response to a petition considered in August 2023 titled “Gorgie Needs a Public Toilet”.

Motion

- 1) To note the update on the actions agreed by Committee in August 2023 in response to the petition “Gorgie needs a public toilet”.
- 2) To note that future updates will be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets.
- 3) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the update on the actions agreed by Committee in August 2023 in response to the petition “Gorgie needs a public toilet”.
- 2) To note that future updates will be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets
- 3) To request:
 - 3.1) that officers progress a proposal for a new public toilet, including Changing Places facilities, in Gorgie and communicate this to Committee members and Ward 7 Councillors within 4 months.
 - 3.2) that officers include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.
- 4) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public.
 - moved by Councillor O’Neill, seconded by Councillor Booth

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the update on the actions agreed by Committee in August 2023 in response to the petition “Gorgie needs a public toilet”.

- 2) To note that future updates would be prepared according to the actions agreed by the Council in September 2023 in respect of public toilets.
- 3) To request:
 - 3.1) that officers progress a proposal for a new public toilet, including Changing Places facilities, in town centres and communicate this to Committee members within no later than 12 months.
 - 3.2) that officers include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.
- 4) To agree the Director of Place would discuss with the EICC Board the potential of opening the hotel toilets to the public.

(References – Transport and Environment Committee of 17 August 2023 (item 7); report by the Executive Director of Place, submitted.)

11. Parking Permits for Places of Worship

A response was provided to a motion by Councillor McKenzie which was approved by the Council on 28 September 2023 in respect of Retail, Trades and Business Parking Permits – Places of Worship.

Decision

- 1) To note the current permit criteria meant it would not be possible to include places of worship within the existing Retail, Business or Trades parking permit schemes.
- 2) To note monitoring of the new Controlled Parking Zone (CPZ) areas would continue, and any issues identified would be fully considered. This would include any issues identified in respect of places of worship.
- 3) To note if issues were identified, officers would consider all potential options.
- 4) To agree the ongoing monitoring set out at paragraph 5.2 of the report by the Executive Director of Place should reflect the fact that some places of worship served large areas and their main day of worship and/or fellowship was not a Sunday, and therefore had different parking pressures to those which typically met on a Sunday. As part of this the demand for Class 10 parking permits would be evaluated, and the Edinburgh Interfaith Association consulted on any conclusions drawn.

(References – Act of Council No 20 of 28 September 2023; report by the Executive Director of Place, submitted.)

12. Bus Lane Penalty Charge Levels

Approval was sought to ask the Scottish Government to grant authority to the Council to increase the Penalty Charge Notice (PCN) fees for bus lane infringements to £100.00, reduced to £50.00 if paid within the first 14 days. The bus lane charge levels had not increased in over 10 years, however Transport Scotland recently indicated they would be open to considering requests from Councils who wished to vary the charge.

Motion

To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.
- 2) To note the council currently has to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; believes that the power to set these charges should rest solely with local authorities, and therefore agree that the Convener will write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that these powers are devolved to Scottish local authorities
- 3) To note CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle are very likely to pick up bus lane infractions, are not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore agree that the Convener will write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that CCTV on buses is added to the list of approved devices to facilitate enforcement.

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

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To approve the seeking of authority from Scottish Ministers to increase the level of bus lane penalty charge notices to £100.00, reduced to £50.00 if paid within the first 14 days.
- 2) To note the council currently had to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; to believe that the power to set these charges should rest solely with local authorities, and therefore to agree that the Convener would write to the relevant Scottish Minister, and raise through the relevant channel at COSLA, requesting that these powers be devolved to Scottish local authorities.
- 3) To note CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle were very likely to pick up bus lane infractions, were not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore to agree that the Convener would write to the relevant Scottish Minister,

and raise through the relevant channel at COSLA, requesting that CCTV on buses be added to the list of approved devices to facilitate enforcement.

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

13. Public Utility Company Performance and Road Work Co-ordination April 2022 to March 2023

The report summarised the performance of Public Utilities (PUs) on the road network during 2022/23 and reviewed the major issues and actions taken to address road work co-ordination issues.

Edinburgh currently had 1,511km of carriageways, 2,120km of footways and 308km of segregated cycle routes. On average, Edinburgh received approximately 14,000 notifications to work at specific locations from Public Utilities in a normal year.

Motion

To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To request that the “report it” section on the Council website be updated with a dedicated section on utility company works, so that residents could raise issues directly with the relevant Council team.

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

Amendment 2

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To note the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as was operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change happened at that time, and to agree that the Convenor would write to the relevant Scottish Ministers, and would raise through the relevant channels at COSLA, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities.

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

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

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).
- 2) To request that the “report it” section on the Council website be updated with a dedicated section on utility company works, so that residents could raise issues directly with the relevant Council team.
- 3) To note the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as is operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change happened at that time, and agree that the Convenor will write to the relevant Scottish Ministers, and will raise through the relevant channels at Cosla, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities

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

14. Granton Waterfront – Investigation of Parking Controls - Update

This report provided an update on progress of the design of parking controls in the Granton Waterfront Area and the results of the initial consultation that was carried out over summer 2023. Approval was sought to commence the necessary legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ).

Motion

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.
- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.

- 4) To agree that, given a majority of consultation respondents disagreed with the proposed parking strategy, it would not be appropriate to proceed at this stage with the legal process to introduce a controlled parking zone.
- 5) To recognise that the proposed removal of parking spaces through new waiting restrictions will likely have a significant impact on established residential areas and local businesses, and that additional work is required to consider and respond to the concerns raised.
- 6) To therefore agree that officers should engage with ward councillors, community councils, residents' groups from within the Granton Waterfront area, and other relevant stakeholders, to understand what adjustments could be made, and what specific public transport and active travel improvements are considered necessary before controlled parking is introduced.
- 7) To agree that the outcome of this engagement be reported back to committee at the earliest opportunity.
- 8) To understand that new planning design guidance is presently being considered and request officers have a conversation with planners about the inclusion of safe, secure and accessible cycle storage in "car light" zones, and report back to committee via a future business bulletin.
 - moved by Councillor Dijkstra-Downie, seconded by Councillor Beal

Amendment 2

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.
- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.
- 6) To request:
 - 6.1) That since only 48 consultation responses were received, information on how to improve community engagement in this area is welcome in future updates to Committee.
 - 6.2) When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability.
 - 6.3) Information on how we can move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in Granton and

surrounding areas which will help the Council towards the city's net zero goals.

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

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

Voting

The voting was as follows:

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

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

For Amendment 2 – Councillors Beal, Cowdy, Dijkstra-Downie, and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the conclusions and recommendations within the Granton Waterfront Parking Implementation Strategy, as detailed in Appendix 1 of the report.
- 2) To note the results of the initial public consultation on the proposed car parking controls for the Granton Waterfront Area, as detailed in Appendix 2 of the report.
- 3) To note the operational details for the proposed parking controls for the Granton Waterfront Area, as detailed in Appendix 3 of the report.
- 4) To approve the commencement of the legal process to introduce car parking controls in the form of a Controlled Parking Zone (CPZ) as per the proposed phasing for the Granton Waterfront area set out in Appendix 4 of the report.
- 5) To approve the proposed restrictions in relation to residential parking permits, as detailed in Appendix 5 of the report.
- 6) To request:
 - 6.1) That since only 48 consultation responses were received, information on how to improve community engagement in this area was welcome in future updates to Committee.
 - 6.2) When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability.
 - 6.3) Information on how we could move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in new developments and surrounding areas which would help the Council towards the city's net zero goals.

Declaration of interest

Councillor Lang declared a declaration non-financial interest as a resident of the affected area, left the room and took no part in the decision.

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

15. Communal Bin Review Update

An update was provided on the delivery and monitoring of the Communal Bin Review project and the implementation of increased collection schedules. The update included the timelines for implementation and sought approval to revise the timescale of the project to allow the roll-out to continue in the areas of Phases 4 and 5.

An update was also provided on the outcome of the review of bin hub locations for Phases 3 and 4 in line with the new review framework approved by Committee in May 2023. Also addressed was the request by Committee to improve recycling services for residents on communal bin services within the World Heritage Site (WHS) (Phase 5 of the project). The update also responded to the motions/amendments agreed by Committee in May 2023.

Motion

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).
- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).
- 4) To note the bin hub locations of Phase 3 and Phase 4 have been reviewed in line with the Review Framework agreed in May 2023 and the outcomes are outlined in Appendices 3 and 4 of the report.
- 5) To approve the next stage of the phase 5 within World Heritage Site (WHS) as per Appendix 5 of the report.
- 6) To note that side-loading bins will be removed from the WHS area and replaced with Euro bins due to operational reasons.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).
- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3, and agree to launch an engagement exercise, akin to Phase 4, in the New Year to understand residents' and businesses' feelings and experiences towards the existing, soon-to-be-installed, and reviewed hubs whilst remaining open to a further review of locations.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).
- 4) To note that some bin hub locations of Phase 3 and Phase 4 have been reviewed in line with the Review Framework agreed in May 2023 and the outcomes were

outlined in Appendices 3 and 4, though accepts the concerns expressed by residents in relation to not receiving letters regarding Hub Z6-90 and therefore agree to send letters to engage with impacted residents.

- 5) To approve the next stages of Phase 5 within the World Heritage Site for Phase 5a moving to communal bin hubs, and for Phase 5b to gull proof sacks with all kerbside wheeled provision retained.
- 6) To agree that Phase 5c shall retain gull proof sacks in streets noted in Appendix 5 in addition to consulting with the residents and businesses of each area noted (Broughton, Dean, Learmonth, St Stephen, The Atholls, and West End) before any TRO is launched, and agree continued engagement with Ward councillors, Group spokespeople, and Community Councils during the development of proposals.
- 7) To accept a further review of the Review Framework is necessary to allow reconsideration, on an exceptional case-by-case basis for permitting:
 - 7.1) a use of the crossing the road parameter in conjunction with the walking distance parameter
 - 7.2) there can be exceptional circumstances for siting a hub across a road, away from homes without a footway.”
- 8) To note that side-loading bins will be removed from the WHS area and replaced with Euro bins due to operational reasons.
- 9) To note that the Waste team has confirmed “out of the 22 Bin Hub locations within the S5 zone (Shandon), only 2 match the road markings set out in the relevant TROs. The bins were installed this summer due to local pressure to deliver the project, however no bull bars were installed. The team are currently working on a new TRO to amend this, and it is likely to materialise after advertisement in early 2024.”
- 10) To agree that officers report back to Committee within one cycle setting out a short-term plan to deal with the mismatched bin hubs and road markings to include:
 - 1) How to return car parking spaces lost from unnecessary Double Yellow Lines,
 - 2) More detailed timescales for the new TRO process and Bin hub implementation
 - 3) A communications campaign to keep residents informed of developments with the plan
 - moved by Councillor Cowdy, seconded by Councillor Munro

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

Voting

The voting was as follows:

For the motion (as adjusted) – 7 votes
For the amendment – 4 votes

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

For the amendment – Councillors Cowdy, Dijkstra-Downie, Lang and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the outcome of the performance monitoring update for Phase 1 (Appendix 1 of the report).
- 2) To note the progress of the Communal Bin Review project and delivery of Phase 3.
- 3) To approve the revised timeline for the delivery of the communal bin hubs roll-out (Appendix 2 of the report).
- 4) To note the bin hub locations of Phase 3 and Phase 4 had been reviewed in line with the Review Framework agreed in May 2023 and the outcomes were outlined in Appendices 3 and 4 of the report.
- 5) To approve the next stage of the phase 5 within World Heritage Site (WHS) as per Appendix 5 of the report.
- 6) To note that side-loading bins would be removed from the WHS area and replaced with Euro bins due to operational reasons.
- 7) To note that the Waste team had confirmed “out of the 22 Bin Hub locations within the S5 zone (Shandon), only 2 match the road markings set out in the relevant TROs. The bins were installed this summer due to local pressure to deliver the project, however no bull bars were installed. The team are currently working on a new TRO to amend this, and it is likely to materialise after advertisement in early 2024.”
- 8) To agree that officers report back to Committee within two cycles setting out a short-term plan to deal with the mismatched bin hubs and road markings to include:
 - 8.1) How to return car parking spaces lost from unnecessary Double Yellow Lines
 - 8.2) More detailed timescales for the new TRO process and Bin hub implementation
 - 8.3) A communications campaign to keep residents informed of developments with the plan.

(References – Transport and Environment Committee of 18 May 2023 (item 8); report by the Executive Director of Place, submitted.)

16. Cleansing Performance Report

The report provided the regular six-monthly update on street cleanliness across the city and an update on progress in respect of the actions agreed by Committee on 6 October 2022.

The report also responded to the motion approved by Committee in June 2023 in relation to the use of the booking system at Household Waste Recycling Centres (HWRCs).

Motion

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.
- 2) To agree to continue with the use of the booking system at household waste recycling centres and the potential for the data to help support the development of Household Waste Recycling Centres going forward.
 - moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.
- 2) To agree to discontinue the use of the booking system at household waste recycling centres.
- 3) To note paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to “investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year”; recognising that the COVID-19 pandemic understandably meant this work did not happen as planned; request that this detailed analysis is undertaken with a report back to committee in the next Cleaning Performance Report.
 - moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

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

Voting

The voting was as follows:

For the motion (as adjusted)	–	7 votes
For the amendment	–	4 votes

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

For the amendment – Councillors Cowdy, Dijkstra-Downie, Lang and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

- 1) To note the report, and in particular the good level of performance compared to other urban areas, and the steps being taken to develop the service.

- 2) To agree to continue with the use of the booking system at household waste recycling centres and the potential for the data to help support the development of Household Waste Recycling Centres going forward.
- 3) To note paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to “investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year”; recognising that the COVID-19 pandemic understandably meant this work did not happen as planned; to request that this detailed analysis be undertaken with a report back to committee in the next Cleaning Performance Report.

(References – Transport and Environment Committee of 27 February 2020 (item 15); report by the Executive Director of Place, submitted.)

17. Motion by Councillor Davidson – Corstorphine Connections

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

“Committee:

- 1) Unequivocally condemns those who have caused damage to elements of the Corstorphine Connections Project and believes all efforts should be made to bring those responsible to justice.
- 2) recognises that such actions have been a result of a small minority of irresponsible individuals who do not represent the clear majority who have sought to engage in the project processes through formal and democratic means.
- 3) believes many aspects of the project, such as wider footways and improved crossings, have worked well but that there remain many genuine and serious concerns around the new bus gate on Manse Road which has elicited strong local opposition ever since the original consultation.
- 4) notes recent data which has shown that, in the first two months of operation, the bus gate resulted in over £100,000 in fines, suggesting significant confusion amongst the local community regarding the times of operation of the bus gate.
- 5) notes that the ETRO process exists in order to provide a flexible process which allows for changes to be made in response to feedback and experience, and therefore agrees that the Manse Road bus gate should be removed from the project.”

Motion

To approve the motion by Councillor Davidson.

- moved by Councillor Davidson, seconded by Councillor Lang

Amendment

To take no action.

- moved by Councillor Arthur, seconded by Councillor Aston

Voting

The voting was as follows:

For the motion – 4 votes
For the amendment – 7 votes

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

For the amendment – Councillors Arthur, Aston, Booth, Dobbin, Faccenda, Fullerton and O'Neill.)

Decision

To take no action.

18. Motion by Councillor Heap – Westfield Street Parking

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

A: Background

Committee notes:

- 1) The roll-out of the Controlled Parking Zone (CPZ) in Gorgie
- 2) That Westfield Street is an unadopted street in Gorgie just outside the zone.
- 3) Residents of Westfield Street have had large numbers of parked vehicles in their street since the roll-out of the CPZ, causing significant difficulties for residents.
- 4) Residents cannot obtain a Parking Permit as the street is not contained in a CPZ
- 5) That the Council has stated to some residents that Westfield Street is an area without parking restrictions, thus increasing parking pressure on the street
- 6) That residents living between 314 and 374 on the north side of Gorgie Road previously relied on Westfield Street for parking and are also excluded from permits at this time
- 7) The possibility that these problems may undermine support for the Strategic Parking Review which is necessary to address parking congestion and promote active and public travel

B: Residents' requests

Committee notes:

- 1) That the parking congestion on Westfield Street, and also Westfield Road and Alexander Drive has been exacerbated since the introduction of the CPZ, and many affected residents support the immediate extension of the CPZ into those streets
- 2) At the residents meeting on Thursday 2 November 2023 at the BMC club, Gorgie, made the following requests:
 - a) Signage highlighting the private nature of the street to be erected
 - b) Affected residents should be allowed to apply for a Parking Permit to park in the existing Gorgie CPZ

- c) The Council should stop stating that Westfield Street is a free parking area
- d) Council should adopt the street and extend the CPZ to it
- e) Council should expedite the extension of the CPZ to include Westfield Road and Alexander Drive

C: Support for the motion

Committee notes:

- 1) That this motion is supported by Ward 7 Councillors
- 2) That this motion has been written in consultation with the residents

D: Actions

Committee reaffirms:

- 1) Its support for the aims of the Strategic Parking Review but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4.”

Committee requests:

- 1) A business bulletin item for the December Committee meeting and a report for the January meeting of the Committee with recommendations on how best to:
 - a) Address the concerns highlighted in Background, points 3-6
 - b) Respond to the requests highlighted in Residents’ Requests point 2, a-e

Motion

To approve the motion by Councillor Heap.

- moved by Councillor Heap, seconded by Councillor O’Neill

Amendment 1

- 1) Under “Council reaffirms...”, insert at end; “but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4.”
 - 2) Under “Council requests...”, delete “a business bulletin for the December Committee meeting”, and insert; “that ward members are given a written briefing update in December”.
- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 2

After ‘committee requests’, replace ‘a business bulletin item for the December Committee meeting and a report for the January meeting of the Committee with’, with ‘the Strategic Review of Parking report in January to include’.

- moved by Councillor Arthur, seconded by Councillor Faccenda

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

Decision

To approve the following adjusted motion by Councillor Heap:

“A: Background

Committee notes:

- 1) The roll-out of the Controlled Parking Zone (CPZ) in Gorgie.
- 2) That Westfield Street was an unadopted street in Gorgie just outside the zone.
- 3) Residents of Westfield Street had large numbers of parked vehicles in their street since the roll-out of the CPZ, causing significant difficulties for residents.
- 4) Residents could not obtain a Parking Permit as the street was not contained in a CPZ.
- 5) That the Council had stated to some residents that Westfield Street was an area without parking restrictions, thus increasing parking pressure on the street.
- 6) That residents living between 314 and 374 on the north side of Gorgie Road previously relied on Westfield Street for parking and were also excluded from permits at this time.
- 7) The possibility that these problems may undermine support for the Strategic Parking Review which was necessary to address parking congestion and promote active and public travel.

B: Residents’ requests

Committee notes:

- 1) That the parking congestion on Westfield Street, and also Westfield Road and Alexander Drive had been exacerbated since the introduction of the CPZ, and many affected residents supported the immediate extension of the CPZ into those streets.
- 2) At the residents meeting on Thursday 2 November 2023 at the BMC club, Gorgie, made the following requests:
 - a) Signage highlighting the private nature of the street to be erected
 - b) Affected residents should be allowed to apply for a Parking Permit to park in the existing Gorgie CPZ
 - c) The Council should stop stating that Westfield Street was a free parking area
 - d) Council should adopt the street and extend the CPZ to it
 - e) Council should expedite the extension of the CPZ to include Westfield Road and Alexander Drive.

C: Support for the motion

Committee notes:

- 1) That this motion was supported by Ward 7 Councillors

- 2) That this motion had been written in consultation with the residents

D: Actions

Committee reaffirms:

- 1) Its support for the aims of the Strategic Parking Review but notes there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4.

Committee requests:

1. The Strategic Review of Parking report in January to include recommendations on how best to:
 - a) Address the concerns highlighted in Background, points 3-6
 - b) Respond to the requests highlighted in Residents' Requests point 2, a-e"

19. Motion by Councillor Aston – Skip Permits

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

“Committee:

- 1) Notes that there is no requirement for a skip to be located close to a building site when an application for a skip permit is considered and that lack of proximity to a building site, house clearance, or other location as might reasonably need a skip is not currently a criterion which can be taken into account in determining such applications.
- 2) Understands that this can mean there is scope for abuse of the system as it stands, with building waste being stored in skips for long periods on public roads in residential areas, effectively using the public carriageway as an informal builder's yard, and this can have antisocial impacts on local residents.
- 3) Requests a short report to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip can be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish Government or UK Government, as applicable, to request that the relevant legislation is amended”.

In accordance with Standing Order 22.6 the motion was verbally adjusted by Councillor Aston.

Decision

To approve the following adjusted motion by Councillor Aston:

“Committee:

- 1) Notes that there was no requirement for a skip to be located close to a building site when an application for a skip permit was considered and that lack of proximity to a building site, house clearance, or other location as might reasonably need a skip was not currently a criterion which could be taken into account in determining such applications.

- 2) Understands that this could mean there was scope for abuse of the system as it stood, with building waste being stored in skips for long periods on public roads in residential areas, effectively using the public carriageway as an informal builder's yard, and this could have antisocial impacts on local residents.
- 3) Requests a business bulletin update to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip could be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish Government or UK Government, as applicable, to request that the relevant legislation is amended."

20. Motion by Councillor Cowdy – Dog Fouling

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

“Council recognises:

1. That all parties produced manifestos for the last Council election with an emphasis on improving street cleanliness, better enforcement, and upkeep of the public realm across the city. Dog fouling has long been an issue blighting the city with unacceptable, offensive, and unhygienic mess in the Public Realm including on pavements, parks, playparks, and sports grounds.

Notes:

2. Edinburgh Dog and Cat Home suggests approximately 24% of the population own dogs with the number living in Edinburgh estimated at around 13,000 dogs and, whilst the vast majority of owners act responsibly, there remain a significant number who leave their dog's foul on the ground or who do not properly dispose of their waste bags. Over the last 3 years there have been, on average, 1,288 Street Cleansing Dog Fouling requests each year. Over the last 6 years there have been, on average, 347 Street Enforcement Dog Fouling complaints each year.

Further Notes:

3. The Dog Fouling (Scotland) Act 2003 (the “2003 Act”) makes it an offence for a person in charge of a dog not to clear away the excrement. The Act also enables local authorities to issue fixed penalty notices of £80 to offenders. In 2021, only four fixed penalty fines were issued by CEC reflecting the difficulties prosecuting under the current regime even though it only requires the evidence of one witness to justify a fine for dog fouling.

Further recognises:

4. The number of dog fouling complaints raised by the public is low and mostly reflects apathy with lack of enforcement rather than concern about the problem.

Committee therefore:

5. Calls for a Report To be provided to Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that includes improving

enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines.

Motion

To approve the motion by Councillor Cowdy.

- moved by Councillor Cowdy, seconded by Councillor Munro

Amendment

Insert new paragraphs as follows. Retain existing paragraphs but renumber accordingly:

- "4. Notes previous reports to this committee on the issue, including on 19 March 2013, 18 March 2014, 2 June 2015, 1 November 2016, 17 January 2017, and notes previous campaigns run to try to tackle the problem, including "Don't blame the dog" campaign and "Dish the Dirt" campaign run in conjunction with the Evening News in 2013;
5. Notes that councils in England have powers to set 'Public Space Protection Orders' which would enable them to issue fines to any dog walkers found without poo bags, and further notes that Scottish councils do not have this power;"

Add at the end of original point 5 (renumbered point 7):

",and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject."

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

In accordance with Standing Order 22.13 the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Cowdy:

“Council recognises:

1. That all parties produced manifestos for the last Council election with an emphasis on improving street cleanliness, better enforcement, and upkeep of the public realm across the city. Dog fouling had long been an issue blighting the city with unacceptable, offensive, and unhygienic mess in the Public Realm including on pavements, parks, playparks, and sports grounds.

Notes:

2. Edinburgh Dog and Cat Home suggested approximately 24% of the population owned dogs with the number living in Edinburgh estimated at around 13,000 dogs and, whilst the vast majority of owners acted responsibly, there remained a significant number who left their dog's foul on the ground or who did not properly dispose of their waste bags. Over the last 3 years there had been, on average, 1,288 Street Cleansing Dog Fouling requests each year. Over the last 6 years

there had been, on average, 347 Street Enforcement Dog Fouling complaints each year.

Further Notes:

3. The Dog Fouling (Scotland) Act 2003 (the “2003 Act”) made it an offence for a person in charge of a dog not to clear away the excrement. The Act also enabled local authorities to issue fixed penalty notices of £80 to offenders. In 2021, only four fixed penalty fines were issued by CEC reflecting the difficulties prosecuting under the current regime even though it only required the evidence of one witness to justify a fine for dog fouling.
4. Previous reports to this committee on the issue, including on 19 March 2013, 18 March 2014, 2 June 2015, 1 November 2016, 17 January 2017, and notes previous campaigns run to try to tackle the problem, including "Don't blame the dog" campaign and "Dish the Dirt" campaign run in conjunction with the Evening News in 2013.
5. That councils in England had powers to set 'Public Space Protection Orders' which would enable them to issue fines to any dog walkers found without poo bags, and further notes that Scottish councils did not have this power.

Further recognises:

6. The number of dog fouling complaints raised by the public was low and mostly reflected apathy with lack of enforcement rather than concern about the problem.

Committee therefore:

7. Calls for a report to be provided to the Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that included improving enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject.

21. Motion by Councillor Munro – New Style Bus Trackers

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

“Committee notes that the new style bus trackers being installed are causing concern and confusion to residents who rely on buses to get to school, work and appointments because they appear to display only the timetable rather than using GPS tracking to display real time information and therefore request a briefing note to be provided as soon as possible giving the following information:

1. Why, given the new screens were supposed to provide multi real time passenger information, this is not happening?
2. Can the ‘due bus’ information be reinstated on the screen, rather than it disappearing? If this is possible, what would be the cost to undertake this, and how quickly could it be done?

3. Who made the decision to take the 'due bus' information off the trackers and the reasoning behind this.
4. Is data on an app based on real time GPS available to feed into the trackers (the report to F&R indicated this would be the case) – why do they appear to only show a question.
5. Are the bus stop screens able to show a date?"

Motion

To approve the motion by Councillor Munro.

- moved by Councillor Munro, seconded by Councillor Cowdy

Amendment 1

To add at end:

6. Committee:
 - 6.1) Understands that the content of the briefing note requested will need to be agreed with bus operators.
 - 6.2) Notes that the bus tracker app continues to provide unreliable information too frequently and that Lothian Buses are engaged in creating a replacement app which is intended to cope better with roadworks and changing traffic conditions to ensure that better real time information on bus arrivals is available for bus users.
 - 6.3) Requests therefore that the briefing note includes an update from Lothian Buses on the progress towards a new bus tracker app.
- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

After point 5 insert:

6. Information on why there is no longer notice of wheelchair space(s) available on buses and how quickly this can be rectified, and if necessary, at what cost?
- moved by Councillor O'Neill, seconded by Councillor Booth

Amendment 3

After 'briefing note,' insert 'written in consultation with Lothian Buses.'

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

Decision

To approve the following adjusted motion by Councillor Munro:

"Committee noted that the new style bus trackers being installed were causing concern and confusion to residents who relied on buses to get to school, work and appointments because they appeared to display only the timetable rather than using GPS tracking to display real time information and therefore to request a briefing note, written in

consultation with Lothian Buses, to be provided as soon as possible giving the following information:

1. Why, given the new screens were supposed to provide multi real time passenger information, this was not happening?
2. Could the 'due bus' information be reinstated on the screen, rather than it disappearing? If this was possible, what would be the cost to undertake this, and how quickly could it be done?
3. Who made the decision to take the 'due bus' information off the trackers and the reasoning behind this.
4. Was data on an app based on real time GPS available to feed into the trackers (the report to the Finance and Resources Committee indicated this would be the case) – why did they appear to only show a question?
5. Were the bus stop screens able to show a date?
6. Information on why there was no longer notice of wheelchair space(s) available on buses and how quickly this could be rectified, and if necessary, at what cost?
7. Committee:
 - 7.1) Understands that the content of the briefing note requested would need to be agreed with bus operators.
 - 7.2) Notes that the bus tracker app continued to provide unreliable information too frequently and that Lothian Buses were engaged in creating a replacement app which was intended to cope better with roadworks and changing traffic conditions to ensure that better real time information on bus arrivals is available for bus users.
 - 7.3) Requests therefore that the briefing note included an update from Lothian Buses on the progress towards a new bus tracker app.

Work Programme

Transport and Environment Committee

1 February 2024

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
City Mobility Plan	First Review	Executive	Daisy Narayanan	Place	1 February 2024
Future Streets – Circulation Plan and Actions to Deliver the City Mobility Plan <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
On-Street Secure Cycle Parking Project	Action agreed by Committee on 18.05.2023	Executive	Daisy Narayanan	Place	1 February 2024
WETIP – Outline Business Case	For approval	Executive	Daisy Narayanan	Place	1 February 2024
North – South Tram		Executive	Daisy Narayanan	Place	1 February 2024
Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Routine	Gavin Brown	Place	1 February 2024

	Communal Bin Update – Shandon	Action agreed by Committee on 16.11.2023	Business Bulletin	Andy Williams	Place	1 February 2024
	Decriminalised Parking Contract	Update on procurement specification	Routine	Gavin Brown	Place	1 February 2024
	Supported Bus Services (including Ratho Services) Update	Requested by Committee on 17.08.2023 for a monthly Business Bulletin update. This will include details on how routes have been devised (as requested on 16.11.2023)	Business Bulletin	Daisy Narayanan	Place	1 February 2024
	Kirkliston Junction Reconfiguration	Update on the monitoring of traffic signal changes.	Business Bulletin	Mark Love	Place	1 February 2024
	Update on Fair Fares Review	Action from Committee on 18 May 2023 to report back to Committee when the review has concluded	Update	Hannah Ross	Place	1 February 2024

7 March 2024

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	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	7 March 2024
	Local Traffic Improvement	Update on the creation of a	Executive	Gavin Brown	Place	7 March 2024

	Programme	Local Traffic Improvement Programme (formerly Neighbourhood Environment Programme (NEPs)). To include response to motion agreed by the Council on 14.12.2023 on Telford and Hillhouse Junction.				
	Health Care Workers Parking Permit	Update on the permit scheme	Executive	Gavin Brown	Place	7 March 2024
	Motion by Councillor Lang – Travelling Safely	Report requested on 15.06.2023 - report on Greenbank to Meadows	Executive	Daisy Narayanan	Place	7 March 2024
	Traffic Orders	Action agreed by Committee on 16.11.2023 on options for future consideration of traffic orders	Executive	Gavin Brown	Place	7 March 2024
	Road and Infrastructure Capital Investment Programme 2024/25	Annual programme	Executive	Cliff Hutt	Place	7 March 2024
	Capital Investment Footway Prioritisation	Refining the weighting for capital investment on footways	Executive	Cliff Hutt	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
	Transport ALEO Annual Update	Annual Update	Routine	Daisy Narayanan	Place	7 March 2024
	Corstorphine Connections Experimental Traffic Regulation Order Update	Update on monitoring data, ETRO consultation feedback and market research	Routine	Daisy Narayanan	Place	7 March 2024
	Speed Responsive Traffic Lights	Action agreed by Committee on 12.10.2023 in response to	Routine	Gavin Brown	Place	7 March 2024 (TBC)

		motion by Councillor Dijkstra-Downie				
	Place – Financial Monitoring	Regular Update	Routine	Susan Hamilton	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
	Petition to Pedestrianise Elm Row	Update on progress	Business Bulletin	Gavin Brown	Place	7 March 2024
	Skip Permits	Update requested by Committee on 16.11.2023 in response to a motion by Councillor Aston	Business Bulletin	Gavin Brown	Place	7 March 2024
	Zebra Markings on Side Streets	Six-monthly update	Business Bulletin	Daisy Narayanan	Place	7 March 2024

Future Plan

Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
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	25 April 2024
Dog Fouling	Response to motion by Councillor Cowdy, approved by	Routine	Gavin Brown	Place	25 April 2024

		Committee on 16.11.2023				
	Road Safety Delivery Plan 2024/25	Annual update, to include exploration of the feasibility of steps to discourage or restrict larger and heavier vehicles in the city including via parking permits and environmental orders (action from Committee 12.10.2023)	Executive	Gavin Brown	Place	25 April 2024
	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	25 April 2024
	Electric Vehicle Charging Procurement Strategy	Outlining the proposed procurement strategy for Electric Vehicle Charging	Executive	Gavin Brown	Place	25 April 2024
	Recycling	Options for improving recycling, including responding to an action agreed by Policy and Sustainability Committee on 23.10.2023.	Executive	Andy Williams	Place	25 April 2024
	Trams to Newhaven Project	To provide details of the handover arrangements for the project and a summary of lessons learned	Routine	Hannah Ross	Place	25 April 2024
	Sciennes Primary School Playground	Update following conclusion of the statutory process for a permanent closure	Business Bulletin	Gavin Brown	Place	25 April 2024
	Implementing the new parking prohibitions	Update, as requested by Committee on 16.11.2023. This may be deferred to a future	Business Bulletin	Gavin Brown	Place	25 April 2024

		Committee if data is not available. Briefing note for all Councillors on interventions required (agreed 16.11.2023)	Briefing Note			
	Accessibility Commission Update	Update on the work plan and meeting timetable for the Accessibility Commission	Update	Daisy Narayanan	Place	25 April 2024
	Neighbourhood Environmental Services Policies	Annual Update. Review of weeds policy to include the potential to accelerate phasing out of glyphosate and non-glyphosate approaches (action 15.09.2023) and the actions agreed on Litter Bin Siting (12.10.2023)	Routine	Andy Williams	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
	Cleansing Performance Report	Six monthly update. To also respond to action agreed on 16.11.2023.	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
	Kirkliston and Queensferry Traffic and Active Travel Study	Annual Update	Business Bulletin	Daisy Narayanan	Place	20 June 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	20 June 2024
	Major Junctions Review Update	Business Bulletin update following consideration of the CMP in February 2024	Business Bulletin	Gavin Brown	Place	By Summer 2024
	Supported Bus Service Route Development Lessons Learned	Requested by Committee on 16.11.2023, once supported bus services are operational, to prepare a lessons learned report which sets out an improved process for agreeing supported bus routes in the future.	Routine	Daisy Narayanan	Place	Summer 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
	Parking Contract Tendering and Contract Development Update	Action agreed by Committee on 12.10.2023	Business Bulletin or Routine	Gavin Brown	Place	By September 2024

	Update on Use of Glyphosate	Action from 15.09.2023 to report back to Committee in one year	Routine	Andy Williams	Place	September 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	Autumn 2024
	Strategic Review of Parking – Phase 2 (including Stadium Parking)	As reported to Committee in September 2023, it is anticipated that monitoring will be completed in Q1/Q2 2024, with a report to Committee as soon as possible thereafter	Executive	Gavin Brown	Place	Autumn 2024
	Annual Update on Car Kilometres	Annual Update	Business Bulletin	Kevin Hewie	Place	Autumn 2024
	Public Toilets in Town Centres	Action agreed on 16.11.2023 to report back within 12 months	Update	Andy Williams	Place	By November 2024
	Cleansing Performance Report	Six monthly update.	Routine	Andy Williams	Place	November 2024
	Leith Connections Update	Update on monitoring post implementation of ETRO	Routine/ Business Bulletin	Daisy Narayanan	Place	Currently expected by March 2025
	Accessibility Commission Annual Update	Annual Update	Business Bulletin	Daisy Narayanan	Place	March 2025
	Edinburgh Cycle Hire Scheme Update	Action from Committee on 2 February 2023	Business Bulletin	Daisy Narayanan	Place	To be confirmed

	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
	Modal Filters in Residential Neighbourhoods	Action from Committee on 12 October 2023 to feedback on delivery	Feedback	Gavin Brown	Place	The date for this will be confirmed once the new Local Traffic team is in place
	Travelling Safely – Active Travel Path	Action agreed by Committee on 16.11.2023 to engage with Tesco on active travel path to Silverknowes	Business Bulletin	Daisy Narayanan	Place	Date to be confirmed following discussion with Tesco
	Rural Roads Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	To be confirmed
	20mph Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023 and include the actions agreed by Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	To be confirmed

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Rolling Actions Log

Transport and Environment Committee

11 January 2024

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 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	07.03.2024		Previous updates: 12 October 2023 ; 15 June 2023 .
2	28-03-19	Motion by Councillor Jim Campbell – Strategic Transport Analysis North West Locality	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
		(referral from the 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	01.02.2024		
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	20.06.2024		Previous updates: 14 October 2021 ; 31 March 2022 ; 15 June 2023 .

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Daisy.narayanan@edinburgh.gov.uk			
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		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

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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 February 2024.
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	15.12.2023		Recommended for closure This was included in the draft Climate Ready Edinburgh Plan which was approved by Policy and Sustainability Committee on 15.12.2023. Previous update: 17 November 2022 .
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	07.03.2024		This will follow the extension of the tram line extension becoming operational.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gavin.brown@edinburgh.gov.uk			Previous updates: 12 October 2023 ; 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	07.03.2024		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 rather than throwing them out.	Executive Director of Place Lead Officer: Andy Williams	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Changeworks Resources for Life		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 kindergarten zone	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	On-going		A briefing note on the School Travel Plan Review is currently being prepared for Committee. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023 ; 12 October 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
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	01.02.2024		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		Previous updates: 14 September 2023 .
18	31-03-22	Petition by James Gillespie’s High School Eco Group – Motion by Councillor Miller	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	Executive Director of Place Lead Officer: Gavin Brown	On-going		A briefing note on the School Travel Plan Review is currently being prepared for Committee.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		(see agenda)	the current work to review all School Travel Plans and the creation of the Road Safety Action Plan.	gavin.brown@edinburgh.gov.uk			Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023 ; 12 October 2023
19	31.03.22	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets	To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network. To agree that an update report be provided to Committee in six months on the outcomes of the study.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	On-going		Next update due March 2024 Previous updates: 14 September 2023 ; 2 March 2023 ; 6 October 2022
20	Council 30-06-22	Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady	Extract of the motion: 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	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		Previous Updates: 16 November 2023 ; 17 August 2023 ; 18 May 2023 ; and 8 December 2022 .

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

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			information on provision of supported bus services or alternative models which will allow groups to bring forward budget proposals.				
21 A	18.08.22	Business Bulletin – Petition on Station Road, Ratho Station (See Agenda)	To engage with Ward Members regarding the Petition on Station, Ratho Station.	Executive Director of Place Lead officer: Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		A briefing note on the School Travel Plan Review is currently being prepared. Previous updates: 28 January 2021 ; 17 June 2021 ; 8 December 2022 ; 2 March 2023 ; 15 June 2023 ; 12 October 2023
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	On-going		
22	18.08.22	Updated Pedestrian Crossing	1) Agrees that the relevant officers will meet with Living Streets Edinburgh and the	Executive Director of Place	To be updated for February		An update on the Road Safety Delivery Plan was submitted on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Prioritisation 2022/23	Edinburgh Access Panel to discuss introducing GPA signal types in Edinburgh. Agrees that if implementation is feasible, all future new, upgraded and replacement crossing should be considered for GPA status. To include this into the Pedestrian Crossing Prioritisation report and bring the report to Committee in the next 12 months.	Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Committee		12.10.2023.
			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	Executive Director of Place Lead officer: Gavin Brown	Autumn 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.	Gavin.brown@edinburgh.gov.uk			
24	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	31.03.2024		Briefing note being prepared, following discussion with Councillor Hyslop.
25	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: Daisy Narayanan	On-going		Previous update: 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
				Daisy.narayanan@edinburgh.gov.uk			timeline for stakeholder engagement is confirmed.
26	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	On-going		A briefing note on the School Travel Plan Review is currently being prepared. Previous update: 12.10.2023 . Vehicle Activated Signs to be installed (on rotation) on Brighton Place.
			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	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
			a view towards increasing mitigations should evidence indicate that those are needed.				
27	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	January 2024		Committee agreed not to close this action on 12.10.2023 . A briefing note is being prepared for Committee members in January 2024.
28	02.02.23	Update on Council Transport Arms Length Companies	1) To request a presentation to Committee on the timescales of decarbonising the Lothian Bus fleet.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	On-going		This is being progressed with Lothian Buses for presentation to Committee at a future date.
			2) To request a briefing for members on the progress	Executive Director of Place	07.03.2024		This will be followed up in preparation for the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			against Service Level Agreements; and include more of this detail in the next report to Committee.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			next annual update to Committee
29	02.02.23	Response to motion by Cllr Booth – Rainbow Bridge / Lindsay Road Bridge - infilling	<p>1) Notes the strong desire in the local community to ensure that the Pride Bridge continues to play a key role as a monument for the LGBT+ community, maintains an area of public space similar to the existing arrangement and provides a key active travel link and instructs that any design work for a revision to the structure needs to be co-produced with the local community and the LGBT+ community;</p> <p>2) Therefore agrees the solution which best meets the needs of the community, retains the LGBT+ cultural landmark and reinstates the active travel</p>	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	11.01.2024		Closed October 2023 Funding has been secured from Sustrans to proceed with design of a replacement bridge

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

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

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
30	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 gareth.dixon@edinburgh.gov.uk	14.09.2023		Closed September 2023 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 being completed and the finding assessed by the end of February 2024.	Executive Director of Place Lead Officer: Gareth Dixon Gareth.dixon@edinburgh.gov.uk	25.04.2024		
31	02.03.23	Response to motion by Councillor Arthur	1) That a further update will be provided to Committee prior	Executive Director of Place	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		and Project Update - Electric Vehicle Charging	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.	Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			
			2) Agrees that that further update will address potential need for ultrafast 150kW and 350kW charging points.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			Closed September 2023 An update is provided in the Business Bulletin on 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 bays during periods when attendants are off duty.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			Closed September 2023 An update is provided in the Business Bulletin on 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		
			5) Agrees the principles of the changes to the charging regime suggested in the report but that officers be requested to consider the following: <ul style="list-style-type: none"> 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 without them having to move their vehicles at unsuitable times. 	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<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 should have 				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			a time limit of 90-minutes with overstay penalties enforced.				
32	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	On-going		An update on the Major Junctions review is included in the meeting papers for Committee on 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		Closed October 2023 An update was included in the Road Safety Delivery Plan report on 12.10.2023
33	20.04.23	Roads and Infrastructure Investment – Capital	Extract from decision: 1) To agree that updated information is included in	Executive Director of Place Lead Officer: Sean	14.09.2023		Closed September 2023 Report on agenda on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Delivery Priorities for 2023/24	<p>all 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 possible ways to 	Gilchrist sean.gilchrist@edinburgh.gov.uk			14.09.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			improve the accessibility of these streets to those walking, wheeling and cycling through the repair programme.				
			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.		07.03.2024		
			5) Where possible, officers to schedule any consultation with stakeholders sufficiently in advance to allow consideration of changes that may required TROs.				Closed September 2023 Report on agenda on 14.09.2023.
34	20.04.23	Motion by Councillor Thornley –	Extract from motion with actions:	Executive Director of Place	01.02.2024		Previous update: 17.08.2023 . A date for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Parkgrove Drive (Drum Brae/Gyle – Ward 3)	<p>Report back to Committee in two cycles outlining options, while protecting the supported 68 bus 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. 	<p>Lead Officer: Gavin Brown</p> <p>gavin.brown@edinburgh.gov.uk</p>			reporting back will be confirmed as soon as possible.
35	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</p>	<p>Executive Director of Place</p> <p>Lead Officer: Gavin Brown</p> <p>gavin.brown@edinburgh.gov.uk</p>	On-going		<p>These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed.</p> <p>Previous update:</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			of this work in consultation with the Parent Council, local residents and other stakeholders. 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.				12.10.2023
36	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 includes the option of bringing the service in-house.	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<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 August committee detailing the methodology for the weighted ranking system that	Executive Director of Place Lead Officer: Daisy Narayanan	17 August 2023		Closed August 2023 This information is included in the

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>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 brings forward proactive proposals to increase awareness of the future roll-</p>	Daisy.narayanan@edinburgh.gov.uk			Business Bulletin for Committee on 17.08.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>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.</p>				
37	18.05.23	Communal Bin Review Update	Agrees that the planned review of bin hub locations in phase 1, 2, and A will be reported to the Transport and Environment committee when available.	Executive Director of Place Lead officer: Karen Reeves	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Karen.reeves@edinburgh.gov.uk			
38	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		Closed September 2023 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 Flood Study.	Executive Director of Place Lead officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	14.09.2023		Closed September 2023 This report is included on the agenda for Committee on 14.09.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
39	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.
40	18.05.23	Motion by Councillor Meagher – Accidents in the ‘Joppa Triangle’	1) The June Business Bulletin should provide a concise update on any proposed speed reduction measures in the area, and likely implementation schedule.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		Closed June 2023 A Business Bulletin 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	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	31.03.2024		Previous update: 15 June 2023 . This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. It is expected that the representations to the TRO will be reported to Licensing Sub-

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			immediately as soon as possible if it has not been completed yet.				Committee early 2024.
41	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 – Response to Motion.	Executive Director of Place Lead officer: Steven Cuthill Steven.cuthill@edinburgh.gov.uk	31.12.2023		The legal agreements for each landowner are currently being drafted.
			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.narayanan@edinburgh.gov.uk	23 June 2023		Closed September 2023 This action was addressed in a report to Committee on 17.08.2023
42	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		Closed September 2023 This is included in the Business Bulletin for Committee on 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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		Closed September 2023 This is included in the Business Bulletin for Committee on 14.09.2023
			3) To agree to hold a 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.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		A briefing note on the School Travel Plan Review is currently being prepared. Previous update: 12.10.2023
43	15.06.23	Response to motion by Councillor Mowat – West Edinburgh	1) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements	Executive Director of Place Lead Officer: Gavin Brown	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Parking Dispensation	as part of the parking action plan.	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	31.12.2023		
44	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 reported to Committee for approval	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	30.11.2023		Recommended for closure An update was provided to Transport Spokespeople on 20.11.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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	On-going		Previous update: 12.10.2023
			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 plans.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	30.11.2023		Recommended for closure An update was provided to Transport Spokespeople on 20.11.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
45	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	Progress in Spring 2024		An update on the Major Junctions Review is included in the meeting papers for Committee on 11.01.2024. Previous update: 12.10.2023
			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	Progress in Spring 2024		An update on the Major Junctions Review is included in the meeting papers for Committee on 11.01.2024. Previous update: 12.10.2023
			3) To agree that this additional work (1) should not delay the overall	Executive Director of Place	Progress in Spring		An update on the Major Junctions Review is included in

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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	2024		the meeting papers for Committee on 11.01.2024. Previous update: 12.10.2023
46	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	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	12.10.2023		Closed October 2023 This was included in the report to Committee on 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			or opt for local 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	On-going		This is on-going
			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		Closed September 2023 This is included in the Phased Reduction in Use of Glyphosate report on 14.09.2023
47	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	Executive Director of Place Lead Officer: Gavin Brown	To be updated for February Committee		An update will be provided to Committee as soon as possible. Depending on any objections received, an update will follow a report to Licensing

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			process for a permanent closure.	gavin.brown@edinburgh.gov.uk			Sub-Committee.
			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	To be updated for February Committee		An update will be provided on this as soon as possible.
			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	To be updated for February Committee		An update will be provided on this as soon as possible.
			4) To note the intention to hold a meeting as soon as possible between parent council representatives, ward councillors, council transport,	Executive Director of Place Lead Officer: Gavin Brown	To be updated for February Committee		A response from the Council's Legal Services team has been provided following examination

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			<p>school estate and legal officers, to discuss 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>	gavin.brown@edinburgh.gov.uk			of the Parent Council's legal advice.
48	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	Executive Director of Place Lead Officer: Daisy Narayanan	07.03.2024		A report on this is included on the agenda on 16.11.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>agree to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:</p> <p>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.</p> <p>b) Comiston Road; to agree to ask officers to work with local councillors to</p>	daisy.narayanan@edinburgh.gov.uk			An update on Greenbank to Meadows will follow in early 2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.</p> <p>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.</p> <p>d) Silverknowes Road South, to agree that officers should return to committee with a report on options to:</p> <p>a) amend the current arrangement to</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>address ongoing residents' concerns and</p> <p>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.</p>				
			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		Closed November 2023 Report considered
49	17.08.23	Response to motion by Councillor McFarlane – Tollcross Clock	To request a briefing note on the impact on safe routes to schools.	Executive Director of Place Lead officer: Gavin Brown –	31.12.2023		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gavin.brown@edinburgh.gov.uk			
50	17.08.23	Response to motion by Councillor Macinnes - Travelling Safely – Braid Road and Comiston Road	<p>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.</p> <p>2) To provide an update before the end of 2023 on the likely delivery schedule of the:</p> <ul style="list-style-type: none"> • Waverley/Calton Catalyst Area Project • Waverley Station Masterplan • Waterloo Place tour bus trial 	<p>Executive Director of Place</p> <p>Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk</p>	N/A		<p>Recommended for closure</p> <p>Noted.</p>
					20.11.2023		<p>Recommended for closure</p> <p>An update was provided to Transport Spokespeople on 20.11.2023</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
51	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		
52	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 latest update is included in the Business Bulletin on 11.01.2024 Previous updates: 14 September 2023 ; 12 October 2023 ; 16 November 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 provision prior to any 		25.01.2024		The latest update is included in the Business Bulletin on 11.01.2024 Previous updates: 14 September 2023 ; 12 October 2023 ; 16 November 2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>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		<p>The latest update is included in the Business Bulletin on 11.01.2024</p> <p>Previous updates: 14 September 2023; 12 October 2023; 16 November 2023</p>

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		The latest update is included in the Business Bulletin on 11.01.2024 Previous updates: 14 September 2023 ; 12 October 2023 ; 16 November 2023
			5) To request monthly Business Bulletin updates at future Committee meetings with the next one outlining delivery milestones.		07.03.2024		The latest update is included in the Business Bulletin on 11.01.2024 Previous updates: 14 September 2023 ; 12

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							October 2023; 16 November 2023
53	17.08.23	Motion by Councillor O'Neill - Reinforcing the Equal Pavements Pledge	<p>1) 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 (available here)</p>	<p>Executive Director of Place</p> <p>Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk</p>	11.01.2024		<p>Recommended for closure</p> <p>A report on the creation of an Accessibility Commission for Edinburgh, including next steps, is included in the meeting papers for Committee on 11.01.2024.</p>
			<p>2) To request a brief update before the end of 2023 on the 'Equal Pavements Pledge' and 'Street Furniture' motions.</p>	<p>Executive Director of Place</p> <p>Lead officer: Daisy Narayanan – daisy.narayanan@edinburgh.gov.uk</p>	11.01.2024		<p>Recommended for closure</p> <p>A report on the creation of an Accessibility Commission for Edinburgh, including next steps, is included in the meeting papers for Committee on</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							11.01.2024.
54	17.08.23	Motion by Councillor Bandel - Staff Resourcing for the City Mobility Plan	<p>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 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>Executive Director of Place</p> <p>Lead officers:</p> <p>Gareth Barwell – Gareth.barwell@edinburgh.gov.uk</p> <p>Peter Watton – Peter.watton@edinburgh.gov.uk</p>	31.01.2024		
			2) To request that the briefing covered staffing in all of		31.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the Transport and Environment Committee remit and explained how the profile had changed since 2017.				
55	14.09.23	Business Bulletin	1) To request an update on how many service hours were lost to incorrectly parked vehicles on the tram route.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	11.01.2024		Recommended for closure An update is included in the report on Incorrect Parking on the Tram Line
			2) To confirm the timescale for completion of signalling works on the tram route.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	01.02.2024		
56	14.09.23	Roads and Transport	Requests a report in advance of the 24/25 Council Budget to quantify the impact of the two options proposing like-for-like	Executive Director of Place	31.01.2024		This is currently being progressed

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Infrastructure Investment	carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements	Lead officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk			
57	14.09.23	Phased Reduction in Use of Glyphosate	1) Committee explores an accelerated timescale for the phasing out of glyphosate use for the control of weeds on our roads, carriageways, pavements and hardstanding areas prior to 2026 with a plan to be included in the Environmental Services Policy Assurance review in Spring 2024, this review to explore non-glyphosate approaches to controlling and eradicating invasive weeds (as listed in 4.9).	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) Notes the 2018 case of Dewayne Johnson, the US greenkeeper who won a landmark legal case against the manufacturer with the jury ruling that the manufacturer's glyphosate product had caused his terminal cancer, and requests a report back, within one cycle, on the protective equipment that Council workers and any contractors are required to use while spraying.	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	01.02.2024		
			3) Agrees that officers should prepare and circulate a short briefing to Edinburgh's Community Councils with details on the procedure and process for involvement in the glyphosate-free trial areas.	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			4) Requests a progress update [on the phase out] to come back to Committee in one year's time.	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	September 2024		
			5) To agree the Convener would write to SEPA to request any information they hold on water quality and	Convener Lead officer: Alastair Roden alistair.roden@edinburgh.gov.uk			Recommended for closure The Convener has written to SEPA.
			6) To agree the Convener would write to the Scottish Government to note the Council's progress in the phasing out of glyphosate use and request that they consider further regulations.	Convener Lead officer: Alastair Roden alistair.roden@edinburgh.gov.uk			Recommended for closure The Convener has written to the Scottish Government.
58	14.09.23		1) Agrees therefore to request a report in three cycles to update on the	Executive Director of Place	11.01.2024		Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Strategic Review of Parking: Progress Update	<p>implementation of all new phase 1 CPZs with a full audit of the new parking control measures. This should include, how much total new length of double yellow lines and any other additional controls have been added broken down by:</p> <ul style="list-style-type: none"> • improvements to accessibility; • improvements to connectivity (preventing double parking, etc.); • improved access to utilities like bin hubs; • improvements to safety at junctions and other areas; • a full explanation of every stretch of controls that 	<p>Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk</p>			An update is included in the meeting papers for Committee on 11.01.2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>does not fit into the above list;</p> <p>and should include a list of measures which were set out in TROs but which have not been marked on roads and therefore not been implemented.</p>				
			<p>2) Also agrees that detailed maps of all proposed new CPZ schemes will always be provided to ward councillors and community councils ahead of the promotion of the TROs relevant to them and to this committee when it is considering reports on progression to a TRO.</p>	<p>Executive Director of Place</p> <p>Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk</p>	On-going		<p>Recommended for closure</p> <p>This now forms part of the programme of work for TROs</p>
			<p>3) Agrees therefore to ask officers to liaise with the Council's parking enforcement contractor with a view to ensuring that households in the</p>	<p>Executive Director of Place</p> <p>Lead officer: Gavin Brown</p>			<p>Recommended for closure</p> <p>This action has been completed</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			affected streets in N6 will receive a parking dispensation: for instance being able to provide registration details for one car each to the contractor via the Council and that these nominated vehicles will face no penalty for parking in N6 CPZ permit holders' bays until the legal process of extending parking controls has been completed and an outcome determined.	gavin.brown@edinburgh.gov.uk			
			4) Agrees that the monitoring report set out in 5.2 should also include an update on engagement with traders/uptake of traders permits, feedback from local businesses, feedback from garage permits, other resident issues arising, and any lessons learned	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Autumn 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			ahead of any decision on Phase 2.				
			5) To circulate an updated timeline for the Strategic review of Parking.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	31.12.2023		Recommended for closure An report is included in the meeting papers for Committee on 11.01.2024.
59	31.08.23 (Council meeting)	Motion by Councillor Mowat - Tram Project	A report to Transport and Environment Committee in 3 cycles detailing: 1) To which Committee the outstanding defects will be reported; and how completion of these and tracking who is responsible for their remedy will be monitored, and who is picking up the bill; 2) Outstanding snagging and defect resolution of	Executive Director of Place Lead officer: Hannah Ross hannha.ross@edinburgh.gov.uk	11.01.2024		Recommended for closure An report is included in the meeting papers for Committee on 11.01.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>footways, cycleways, and the public realm;</p> <p>3) An inspection of roads used by traffic carried because of tram diversions – what is their condition, is restoration needed; if so, who will pay for this and when the work is to be programmed;</p> <p>4) The report schedule for the above matters to be considered by Committee.</p> <p>5) Requests that the report Requested in 3) also includes an inspection from the Road Signage and Markings teams to ensure said street layouts outwith TTN's direct scope reflect the new layout, changed traffic levels and any Loading/Parking changes.</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
60	31.08.23 (Council meeting)	Motion by Councillor Rae - Illegal Parking Disrupting Tram Operations	Agrees that officers will urgently investigate the costings associated with procuring the use of one or more suitable vehicles to allow uplift of illegally or irresponsibly parked vehicles obstructing tram lines, to determine the value in providing this service during tram operational hours, notes that Council Officers hope to have a trial solution prior to the current enforcement contract expiring. Notes that this solution will require additional funding, resources and training – none of which has been allocated.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	14.09.2023		Closed October 2023 A report was included on the agenda for Committee on 12.10.2023 Previous update: 14.09.2023
			Agrees that Transport spokespeople and Leith and Leith Walk councillors will be provided a written briefing note from parking officers within the next month outlining progress to resolve this issue, and, given the public concern, agrees that a	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Closed October 2023 A report was included on the agenda for Committee on 12.10.2023 Previous update:

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			written briefing should be forwarded to all Councillors in a form that can be shared with residents.				14.09.2023
			Agrees to receive a report to the October meeting of Transport and Environment Committee outlining progress to resolve this issue, and considering all the proposals outlined at paragraph 7) above which have not already been considered as part of the parking enforcement update to September TEC, including any associated costs, and equalities impact assessments for physical interventions to ensure that pedestrians are not disadvantaged by any interventions, in addition to consideration of whether the council's Parking Enforcement Protocol needs to be further updated to address this issue, and identifies whether further powers are required beyond the	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		Closed October 2023 A report was included on the agenda for Committee on 12.10.2023 Previous update: 14.09.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>suite of enforcement options already available and considers whether it is necessary to write to the UK Government asking them to bring forward legislation to create a new road traffic offence of blocking a tramway with a parked vehicle. This report should be considered alongside the results of the formal monitoring of parking along Leith Walk due at the next Transport and Environment Committee, so as to allow committee an objective overview of the scale of the issue and types of locations where parking issues appear most prevalent;</p> <p>That an update on new potential loading bay provision is included in this report.</p>				
			<p>Agrees the Transport Convenor will write to Scottish Ministers requesting that powers to set penalty charge notices, powers to use CCTV installed on trams for</p>	<p>Convener Lead officer: Alastair Roden</p>			<p>Recommended for closure</p> <p>The Convener has written to Scottish</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			enforcement, and powers to allow local authorities to use mobile phone footage submitted by the public for enforcement, should all be devolved to local authorities.	Alastair.rodin@edinburgh.gov.uk			Ministers
61	14.10.23	Work Programme	1) To provide an update on the consultation on changes to Restalrig Road South to committee members and ward councillors.	Executive Director of Place Lead officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	31.12.2023		Recommended for closure An update was provided pre-Christmas 2023.
			2) To add March 2024 as the expected date for the report in February 2024 on carers parking permits	Executive Director of Place Lead officer: Alison Coburn alison.coburn@edinburgh.gov.uk	16.11.2023		Closed November 2023 The work programme has been updated.
			3) To note an update on pavement parking would be provided in November.	Executive Director of Place Lead officer: Gavin Brown	November 2023		Closed November 2023 Report considered

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gavin.brown@edinburgh.gov.uk			
62	14.10.23	Business Bulletin	1) To provide a briefing note on CEC Recovery Ltd and any land it held.	Executive Director of Place Lead officer: Alison Coburn alison.coburn@edinburgh.gov.uk	11.01.2024		This briefing will be circulated in advance of Committee
			2) To confirm whether any safety measures could be made at the steep steps and slope at Greenside Row.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	01.02.2024		
			3) To note a ward members briefing would be provided on the handover of the tram project.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	25.04.2024		A report on this is expected early 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
63	14.10.23	Incorrect Parking on the Tram Route	1) To provide a briefing on cost effective solutions for removing vehicles from the tram route to transport spokespeople and ward councillors once a solution had been identified	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		Recommended for closure A report is included in the meeting papers for Committee on 11.01.2024
			2) To provide a further report to the January meeting of the Transport and Environment Committee so that the outstanding actions could be addressed.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		Recommended for closure A report is included in the meeting papers for Committee on 11.01.2024
			3) To provide an update to committee on progress as part of the existing process of tendering and contract development for the new parking contract, by September 2024.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	September 2024		Recommended for closure A report is included in the meeting papers for Committee on 11.01.2024
64	14.10.23	East London Street	1) To note that traffic monitoring will be carried out and the results will be	Executive Director of Place Lead Officer: Sean	11.01.2024		Recommended for closure

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			reported to Committee in the Business Bulletin on 11 January 2024	Gilchrist sean.gilchrist@edinburgh.gov.uk			A report is included in the meeting papers for Committee on 11.01.2024
			<p>2) To provide a report to committee on 11 January 2024 alongside the results of the traffic monitoring detailing:</p> <ul style="list-style-type: none"> The merit and demerits for maintaining the status quo on ELS inclusive of cost, impact on noise levels, sustainability, timescale for the reconstruction of the setts. The merits and demerits for reprofiling ELS from setted to standard carriageway inclusive of cost, impact on noise levels, sustainability, timescale for the tarmacking the central carriageway, recommendations for 	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	11.01.2024		<p>Recommended for closure</p> <p>A report is included in the meeting papers for Committee on 11.01.2024</p>

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>resident engagement ahead of making this transition and process for obtaining an exemption to the settled street policy.</p> <ul style="list-style-type: none"> Additional potential and costed options for improving the sustainability of the status-quo or tarmacked carriageway via restricting heavy traffic movements inclusive of any recommendations to improve the environment around St. Mary's Primary School. 				
65	14.10.23	St James Quarter - Introduction of an Experimental Traffic Regulation Order	To request a new TRO that permitted access beyond the bollards for pedestrians only, with access for emergency vehicles as required.	Executive Director of Place Lead Officer: David Cooper david.cooper@edinburgh.gov.uk	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
66	14.10.23	Reform of the Council's Transport Companies	1) Council officers will draft revisions to all relevant documentation including the shareholder agreement and operating contract.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	On-going		
			2) To agree the terms of reference of the Shareholder Forum at Appendix 1 to the report, subject to any comments from the minority shareholders. Any proposed changes would be reported back to Committee	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	On-going		An update is provided in the Business Bulletin on 11.01.2024.
			3) The January 2024 Business Bulletin will provide a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 gave local authorities to control	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	11.01.2024		Recommended for closure An update is included in the Business Bulletin for Committee on 11.01.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			or influence public transport operations.				
67	14.10.23	Road Safety – Service and Delivery Plan Update for 2023/24	<p>1) To request that the Road Safety – Service and Delivery Plan 2024/25 plan be tabled for approval as soon as possible after the February 2024 budget meeting. Within this report explore the feasibility of steps to discourage or restrict larger and heavier vehicles in the city, including via parking permits and environmental orders.</p> <p>2) To provide a members’ briefing, detailing the specific speed reduction measures to be introduced for those schemes listed in Appendix 3, sections B and C</p>	<p>Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk</p>	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
68	14.10.23	Actions to Deliver Edinburgh's City Mobility Plan Consultation Update	<p>1) The City Mobility Plan is to be presented in February 2024 and will take account of ;</p> <ul style="list-style-type: none"> the council's climate emissions targets and to achieve the key performance indicators set out in the City Mobility Plan, we must be ambitious and some policies would be required which were supported in market research but less so in the consultation responses and workshop findings due to a less representative reach a degree of political leadership and consideration of the Climate and Nature emergencies was required from all 	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			councillors; and to expect that additional actions for consideration to meet the aims of the CMP would not be limited to those which appeared in the public's response				
69	14.10.23	Litter Bin Siting	<p>1) The Neighbourhood Environmental Services report due to be presented Committee in May 2024 will include:</p> <ul style="list-style-type: none"> • More detail in relation to key routes to secondary schools. • Information regarding additional uplifts to minimise the excessive waste that premier parks that draw large groups during periods of fine weather during the summer, particularly at 	<p>Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk</p>	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>weekends and on public holidays.</p> <ul style="list-style-type: none"> Challenges on separating waste for recycling. More detail around the considerations in respect of "Terrorism" 				
70	14.10.23	Speed Limits Review - 20mph	<p>1) To present a report to Committee in February 2024, alongside the first review of the City Mobility Plan and the associated action plans and to include information;</p> <ul style="list-style-type: none"> about the perceived effect reducing the speed limit on roads to 20mph would have on journey times and emissions and the impact for vehicles 	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>			To be updated for February Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>travelling along selected key routes.</p> <ul style="list-style-type: none"> Regarding continually changing the speed limit on key routes and its impact on driver frustration. 				
			<p>2) To note the points made by Friends of Prestonfield Primary School in their written deputation and asks that:</p> <ul style="list-style-type: none"> The February 2024 report will would give due consideration to switching the speed limits adjacent to all primary and secondary schools (public and private) to 20mph. 	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>			To be updated for February Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> An update is be provided to the January 2024 Committee which gives gave consideration to the other points raised (crossings, parking and KEEP CLEAR markings). 				
			3) To circulate the consultation responses to members	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			To be updated for February Committee
71	14.10.23	Speed Limits Review – Rural Roads	The final implementation plan will be presented to Committee alongside the first review of the City Mobility Plan and Action Plans in February 2024.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			To be updated for February Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
72	14.10.23	Motion by Councillor Dijkstra-Downie - Trial of speed-responsive traffic lights	1) To provide a report to the Transport and Environment Committee in March 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure and to provide an update on this trial as part of the report requested.	Executive Director of Place	07.03.2024		
73	16.11.23	Response to the Edinburgh Tram Inquiry	1) To request appendices be added to the Council report on the recommendations of the Hardie Inquiry which had been addressed in the Trams to Newhaven project, and on the arrangements agreed by GRBV Committee regarding monitoring the delivery of major projects.	Executive Director of Place Hannah Ross hannah.ross@edinburgh.gov.uk			Recommended for closure This was included in the meeting papers for the Council on 14.12.2023.
			2) To include in the Trams to Newhaven Lessons learned report an assessment of	Executive Director of Place	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			utilities works and why the chosen approach was taken.	Hannah Ross hannah.ross@edinburgh.gov.uk			
74	16.11.23	Business Bulletin	In relation to Traffic Orders – Licensing Committee - officers to review this issue within an earlier timescale, and requests that they bring forward options within three cycles that would continue to respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allows the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.	Executive Director of Place	07.03.2024		
75	16.11.23	Implementing the new Parking Prohibitions	1) To provide via a Business Bulletin once 10 weeks of data was available: a) Weekly enforcement requests by Ward.	Executive Director of Place Lead officer: Gavin Brown	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>b) Weekly fines issued by Ward.</p> <p>c) a note on the feasibility of using all of any additional income for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter)</p>	gavin.brown@edinburgh.gov.uk			
			<p>2) Officers to circulate a briefing note to all councillors when data was available (expected by May 2024) detailing:</p> <ul style="list-style-type: none"> • Where TROs and other interventions are planned • What the timeline for TROs and other interventions is • Appendix D of the footway parking assessment project outcome report which details the streets categorised as 'red' 	<p>Executive Director of Place</p> <p>Lead officer: Gavin Brown</p> gavin.brown@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> the list of 'red' category streets, broken down by ward, be provided to elected members by way of a members' briefing. 				
			3) Requests that Council communication on the new parking prohibitions should start as soon as possible, before the 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs		December 2023		<p>Recommended for closure</p> <p>Communications began immediately following Committee</p>
			4) Further requests that the Council will, when carrying out next steps [5.1 – 5.3] continue to work with disabled people's organisations, RNIB, Living Streets and other groups who are adversely		23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			affected by inconsiderate parking.				
			5) Officers to circulate to committee members the statutory exemptions and a map for showing the red, amber and green streets.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	29.01.2024		
76	16.11.23	Supported Bus Services	1) At 5.1 it is noted that officers will continue to refine proposals, notes more generally that no information has been provided on how any of these routes proposed for tender have been devised and agrees that this will be included in the Business Bulletin update to the February Transport and Environment Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		
			2) Officers should, as part of the budget setting process,	Executive Director of Place	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			
			3) To agree that, once tenders are appointed and bus services are operational, officers should return to an appropriate committee in 2024 with a 'lessons learned' report, which sets out an improved process for agreeing supported bus routes in future.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Summer 2024		
			4) Officers will continue to review and refine the proposed supported bus service routes in preparation for tendering under the DPS.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	25.01.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			5) Agrees reviews and refinements should prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services; and Phasing for tendering under the DPS should start with new routes such as a Ratho A71 service.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	25.01.2024		
77	16.11.23	Travelling Safely Schemes	1) Approves the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes; and agrees that councillors for ward 1 should be fully engaged as specific designs, including cycle safety at the roundabout mentioned in	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			Recommended for closure Ward Councillors will be fully engaged in designs are developed.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Paragraph 9.2.2, are developed.				
			2) To make a fresh approach to Tesco on the creation of an improved active travel path between the rear of its store and Silverknowes - with committee updated on the outcome of this work through a future Business Bulletin.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	20.06.2024		
			3) Report on the outcomes of this engagement (on Greenbank to Meadows Quiet Connection and Braid Road schemes) and proposed next steps will be presented in early 2024.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		
78	16.11.23	Public Toilets	1) Director of Place to discuss with the EICC Board the potential of opening the hotel toilets to the public.	Executive Director of Place	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To progress a proposal for a new public toilet, including Changing Places facilities, in town centres and communicate this to Committee members within no later than 12 months.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	November 2024		
			3) To include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	November 2024		
79	16.11.23	Parking Permits for Places of Worship	Agrees the ongoing monitoring set out at paragraph 5.2 should reflect the fact that some places of worship serve large areas and their main day of worship and/or fellowship is not a Sunday, and therefore have different parking pressures to those which typically meet on a Sunday. As	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Summer 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			part of this the demand for Class 10 parking permits should be evaluated, and the Edinburgh Interfaith Association consulted on any conclusions drawn.				
80	16.11.23	Bus Lane Penalty Charge Levels	1) Notes the council currently has to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; believes that the power to set these charges should rest solely with local authorities, and therefore agrees that the Convenor will write to the relevant Scottish Minister, and raise through the relevant channel at Cosla, requesting that these powers are devolved to Scottish local authorities;	Convener			
			2) Notes that CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle are very likely to	Convener			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			pick up bus lane infractions, are not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore agrees that the Convenor will write to the relevant Scottish Minister, and raise through the relevant channel at Cosla, requesting that CCTV on buses is added to the list of approved devices to facilitate enforcement.				
81	16.11.23	Public Utility Company Performance and Road Work Co-ordination April 2022 to March 2023	Notes the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as is operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change	Convener			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			happened at that time, and agrees that the Convenor will write to the relevant Scottish Ministers, and will raise through the relevant channels at Cosla, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities.				
82	16.11.23	Granton Waterfront – Investigation of Parking Controls - Update	<p>Requests:</p> <ul style="list-style-type: none"> • That since only 48 consultation responses were received, information on how to improve community engagement in this area is welcome in future updates to Committee; • When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability 	<p>Executive Director of Place</p> <p>Lead officer: Sat Patel</p> <p>Satyam.patel@edinburgh.gov.uk</p>			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> Information on how we can move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in new developments and surrounding areas which will help the Council towards the city's net zero goals 				
83	16.11.23	Communal Bins Review Update	<p>Agree that Officers report back to Committee within two cycles setting out a short-term plan to deal with the mismatched bin hubs and road markings to include:</p> <ul style="list-style-type: none"> How to return car parking spaces lost from unnecessary Double Yellow Lines, More detailed timescales for the new TRO process and Bin hub implementation, and 	<p>Executive Director of Place</p> <p>Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk</p>	01.02.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> a communications campaign to keep residents informed of developments with the plan. 				
84	16.11.23	Cleansing Performance Report	Notes paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to “investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year”; recognises that the COVID-19 pandemic understandably meant this work did not happen as planned; requests that this detailed analysis is undertaken with a report back to committee in the next Cleaning Performance Report.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	23.05.2024		
85	16.11.23	Motion by Councillor Heap – Westfield Street Parking	Extract of motion: Requests that ward members are given a written briefing update in December; and that the Strategic	Executive Director of Place Lead Officer: Gavin Brown	11.01.2024		Recommended for closure An update was provided to Ward

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>Review of Parking report in January includes recommendations on how best to:</p> <p>a. Address the concerns highlighted in Background, points 3-6</p> <p>b. Respond to the requests highlighted in Residents' Requests point 2, a-e.</p>	gavin.brown@edinburgh.gov.uk			Councillors in December 2023 and an update is included in the meeting papers for Committee on 11.01.2024.
86	16.11.23	Motion by Councillor Aston – Skip Permits	<p>Extract of motion:</p> <p>Requests a business bulletin update to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip can be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish</p>	<p>Executive Director of Place</p> <p>Lead Officer: Gavin Brown</p> <p>gavin.brown@edinburgh.gov.uk</p>	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Government or UK Government, as applicable, to request that the relevant legislation is amended.				
87	16.11.23	Motion by Councillor Cowdy – Dog Fouling	Calls for a report to be provided to Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that includes improving enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines; and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		
88	16.11.23	Motion by Councillor Munro – New Style Bus Trackers	1) Requests a briefing note, written in consultation with Lothian Buses, to be provided as soon as	Executive Director of Place			To be updated for Committee in February 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<p>possible giving the following information:</p> <ul style="list-style-type: none"> ○ Why, given the new screens were supposed to provide multi real time passenger information, this is not happening? ○ Can the 'due bus' information be reinstated on the screen, rather than it disappearing. If this is possible, what would be the cost to undertake this, and how quickly could it be done? ○ Who made the decision to take the 'due bus' information off the trackers and the reasoning behind this? ○ Is data on an app based on real time GPS available to feed into the trackers (the report to F&R indicated this would be the case) – why do they appear to only show a question? 	<p>Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> ○ Are the bus stop screens able to show a date? ○ Information on why there is no longer notice of wheelchair space(s) available on buses and how quickly this can be rectified, and if necessary, at what cost? 				
			2) Requests that the briefing note includes an update from Lothian Buses on the progress towards a new bus tracker app.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			To be updated for Committee in February 2024
89	14.12.2023 (Council meeting)	Motion by Councillor Mitchell – Telford and Hillhouse Junction	1) Asks officials that the next update being received by the Transport and Environment Committee in relation to the 'Local Traffic Improvement Plans' includes this junction with a view to urgently improve:	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			<ul style="list-style-type: none"> a) Pedestrian safety and movements across and around the junction, b) Accessibility for those with reduced mobility and/or a visual impairment, c) Improvements for cyclists travelling through the junction. <p>2) Agreeing, therefore, that this junction should therefore be considered as part of the Local Traffic Improvement Programme, the framework for which comes to TEC in Spring 2024,</p> <p>3) Also agrees that officers will organise a briefing in the new year with the TEC Convener, Inverleith Ward</p>				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			councillors, Craigleith Blackhall Community Council, Edinburgh Living Streets, Edinburgh Access Panel and Sight Scotland				

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Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Dobbin Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Munro Councillor O'Neill	Alison Coburn Operations Manager Rachel Gentleman Committee Services Carolanne Eyre Committee Services

Recent news	Contact for further information
<p>Creating a smokefree generation and tackling youth vaping</p> <p>A UK Government consultation on creating a smokefree generation and tackling youth vaping closed on 6 December 2023. The consultation focused on the proposed actions the UK Government and devolved administrations will take to tackle smoking and youth vaping, as well as the environmental harms associated with disposable vapes. Because of the tight timescale the draft response could not be reported to Committee in advance; instead, the draft response was shared with Committee members so that they could provide feedback.</p> <p>The response focussed mainly on the environmental and sustainability aspects of disposable vapes, with input from officers from across the Council.</p> <p>The Council's response:</p> <ul style="list-style-type: none"> • Highlights the negative environmental impacts of disposable vapes, particularly in terms of littering and resource use; • Acknowledges that while vapes can conceivably reduce the environmental impacts of smoking where they are used to support smoking cessation, 	<p>Andy Williams and Angus Murdoch</p> <p>Wards Affected: All</p>

this is not achieved where they are used by previous non-smokers;

- Notes that takeback and recycling schemes, while desirable in principle, may not be effective to reduce these harms except where they are linked to smoking cessation services; and
- Notes that other products (such as nicotine pouches) also carry potential environmental harms such as resource use, and harm to wildlife through inappropriate disposal.

A copy of the final response is available on request.

Supported Bus Services

A Contract Notice for the Dynamic Purchasing System (DPS) for Supported Bus Services in Edinburgh was published alongside a Single Procurement Document (SPD) on 9 November 2023 on the Public Contracts Scotland Website. The deadline for responses was 22 December 2023.

The responses will be assessed against the mandatory qualification criteria contained in the SPD and the outcome of this assessment is expected to be reported to Finance and Resources Committee on 25 January 2024. Transport and Environment Committee will be updated on this on 1 February 2024.

All contractors awarded onto the DPS will then be invited, through mini-competition, to tender for any supported bus route across the City of Edinburgh.

The DPS will run for five years, with two optional extensions of 12 months each. Additional providers can be added at any time during the duration of the DPS, provided that they meet the mandatory qualification criteria.

As requested by Committee in November 2023, details of how the routes have been devised will be included in the update for Committee on 1 February 2024.

Reform of the Council's Transport Companies

Following consideration of a [report](#) on reform of the Council's Transport Companies in October 2023, Committee requested a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 give local authorities to control or influence public transport operations. The existing model is based

[Daisy Narayanan](#)

Wards Affected: All (particularly 1 – Almond, 2 – Pentland Hills, 11 – City Centre, 14 – Craightinny/Duddingston, and 17 – Portobello/Craigmillar)

[Hannah Ross](#)

Wards Affected: All

on the Transport Act 1985 and delivers a bus network across the city and region.

In terms of the Transport (Scotland) Act 2019 local transport authorities may:

- Provide bus services that require a public service vehicle operator's licence provided that the local transport authority is satisfied that doing so will contribute to implementation of its policies;
- Make a partnership plan setting out an analysis of current services for an area, policies relating to those services and objectives relating to those services. This must be accompanied by a partnership scheme which specifies facilities to be provided in the area to which the scheme relates and measures to be taken in that area to improve bus services; and
- Make a franchise arrangement covering all or part of their area which has the effect that no services other than those under the franchise agreement may operate in the relevant area. Under a franchising scheme the local transport authority may determine what local services are to be provided in the area to which the framework relates, the standards to which the services are to be provided and any additional facilities or services that are to be provided in the relevant area.

The Transport Act 1985 permits a local authority not to control public transport operations directly but instead to control a public transport company. That control is subject to certain restrictions, in that the number of directors of the company who are not full-time employees must not exceed seven and must include a minimum number of full time employees of the company. It also restricts the company from certain borrowing and from undertaking activities not within the power of the controlling authority to engage in. As part of Transport Arms Length External Organisation (ALEO) reform, the interface between the Council and its transport companies will be reviewed to explore opportunities for greater collaboration.

The establishment of a Shareholder Forum was discussed with the minority shareholders at a meeting of the Lothian Buses minority shareholders sub-group to the

board and attendees reacted positively to it. However, a formal response has not yet been requested from them.

International Travel Costs

Following the [Business Bulletin](#) updates in August 2023 on International Visits, Committee requested details of the cost of each visit:

- Echarge4drivers Expert Interest Group Workshop in Barcelona - €600 was provided to the Council to meet the cost of the visit. There was no cost to the Council.
- Study Visit to Copenhagen – the total cost to the Council was circa £950.00.

[Alison Coburn](#)

Wards Affected: All

Lindsay Road / Rainbow Bridge – Design of new structure has commenced and utility diversions from existing bridge deck to progress

Lindsay Road Bridge was closed in December 2021 due to the immediate health and safety risk at the bridge.

Design

The design of the new bridge deck is underway, and concept design options are expected to be put to Public / Stakeholder Consultation in February / March 2024. Once a preferred concept is agreed, the design is expected to be finalised in late 2024.

Next Steps

Sustrans have advised that awards for construction funding for active travel projects will be made directly by Transport Scotland from 2024/25 onwards, and 100% of the costs of eligible projects will be funded. Once the design stage is completed, officers intend to apply for the construction funding required for the new bridge.

In the meantime, officers will now progress the diversion of Public Utilities (PUs) currently crossing the bridge, to shorten the programme for a potential new structure being in place. It was agreed with Sustrans that it would be to the benefit of the project for these preliminary works (essential to facilitate construction of a new deck) to be progressed whilst design is underway.

PU companies have advised the timescale to move these services is six to 12 months, therefore it is critical to start the diversion process immediately. Delay to utility

[Stephen Knox](#)

Wards Affected: 13 - Leith

Previous Updates:

[02.02.2023](#)

diversions will result in a delay to the application for construction funding, which in turn will delay the opening of a new bridge.

The safety risk from the existing deteriorated bridge is heightened during the winter months, and to mitigate this, a regular safety inspection regime is in place.

**Corstorphine Connections
Change to the Experimental Traffic Regulation Order (ETRO): school streets timings and improved parking for Manse Road residents**

A main objective of the ETRO (Corstorphine Connections) has been to improve the safety and ease of movement for children accessing the two primary schools in the area. One of the measures to do this was the continuation of the 'School Streets' restrictions which prohibit traffic from using streets by school entrances during the start and end of the school day. These restrictions currently operate:

- Monday - Friday 8am -10am;
- Monday - Thursday 2pm - 4pm; and
- 11am - 1pm on Fridays.

Through the trial, officers have looked at:

- The traffic data for the streets;
- Timings of school activities;
- Feedback from residents of the streets; and
- Feedback from the head teachers.

As a result of this, the ETRO will be altered to reduce the length of the morning 'School Streets' restriction from 8am - 10am to 8am - 9.30am (afternoon restrictions remain unchanged). This trial change gives more flexibility for residents of the street to receive deliveries and visitors by motor vehicle. As school related drop off is completed by this time, this is not expected to have an impact on road safety for school children.

In addition to the school streets considerations, some Manse Road residents are finding parking challenging due to new restrictions outside 27-31 Manse Road. These restrictions were introduced so that a large refuse lorry could turn left to avoid the bus gate if required. Through further collaboration with the Council's waste collection team, a solution has been reached whereby the need for a left turn for large refuse vehicles is no longer required. This means that the parking restrictions can be removed, benefitting Manse Road residents.

Consultation

[Daisy Narayanan](#)

Wards Affected: 6 –
Corstorphine/Murrayfield

These changes will start a new six-month consultation period for the ETRO. While reviewing the order, as part of this change, it was noted that there was a discrepancy in the advert which stated that responses to the ETRO should be made by 11 November 2023, instead of 23 November 2023. All other communications about the consultation period promoted the date of 23 November 2023. This discrepancy will be addressed as part of the new consultation period following the school streets ETRO change.

Providing sufficient consultation opportunities and information about the project is important and this additional six months will help to achieve this. During this period, officers will also carry out further monitoring and will share this data publicly during the new consultation period.

Community feedback on the project

Recent market research undertaken on local residents' views of the trial project shows that the majority of residents interviewed are in support of the project overall, including the changes to traffic. It also highlights the placemaking changes and widened footways are particularly welcomed by most of these residents. Full details of the report can be downloaded here:

<https://www.edinburgh.gov.uk/cycling-walking-projects-1/corstorphine-connections/7>

Key dates and reporting to Committee

The change to the school streets and Manse Road parking will be introduced at the start of the new school term on 8 January 2024.

A report is planned for in March to provide an update on the six-month monitoring data, ETRO consultation results (from 24 May – 23 November 2023) and the aforementioned market research.

The new six month consultation period is planned to run from 8 January 2024 to 7 July 2024, with a report to the relevant Committee on the outcome in due course. This report will include the summary of the feedback to both consultation periods (24 May – 23 November 2023 and 8 January – 7 July 2024). The report will also include monitoring data on traffic levels, air and noise quality and footfall/cycling counts from both periods.

The overall 18-month length of the ETRO is not affected by this change.

Engagement and communications

The community will be kept updated through:

- Letters to every household within the project area;
- An update to the project mailing list and stakeholder groups;
- Nextdoor app;
- Website updates;
- Onsite notices/lamppost wraps;
- Updates to the Corstorphine Community Council and Community Reference Group; and
- Updated ETRO notices in the press, online and on street.

Bus Gate

On 16 November 2023, Committee considered a motion requesting that the bus gate be removed and agreed to take no action. Changes to the bus gate were also considered by officers. At this stage of the project, while the six-month monitoring data and analysis of the consultation feedback is still awaited, it is not proposed to change the bus gate operations.

Dalry Primary School - School Zone

The Council has been working with Dalry Primary School to bring forward a proposal to implement a School Zone. This is part of the school's Travel Plan.

School Streets and Zones temporarily reduce motor traffic in the streets outside schools at drop-off and pick-up times. They can help to make the area safer and more enjoyable for pupils, parents, carers and residents, encouraging more active lifestyles.

At Dalry Primary School, the School Zone will reduce motor traffic on Cathcart Place and Springwell Place (where the school has its entrances) on school days between 8:15 and 9:15, and between 14:30 and 15:45 on Mondays to Thursdays and between 11:30 and 13:00 on Fridays.

Local access will continue for residents of Cathcart Place and Springwell Place, emergency services and blue badge holders.

Pupils have been actively involved in the design, including placemaking interventions, and on 5 December 2023 workshops were held with pupils. Parents, staff and residents were also asked to fill out an online questionnaire to give their views. The findings of the engagement will be used to inform the final design.

[Daisy Narayanan](#)

Wards Affected: 7 – Sighthill/Gorgie

The Council has been awarded funding from Sustrans Scotland to deliver the project. Implementation is planned for Spring 2024.

This work is aligned with the wider Dalry town centre improvement [project](#).

Class Bus Passes Update

Following a [Business Bulletin](#) in August 2023, Committee requested an update on class bus passes.

Class bus passes are still available from Lothian Buses at a cost of £25 for up to 33 pupils and four adults. Lothian Buses have advised that this cost cannot be altered.

Therefore, depending on the number of pupils with Young Scot/National Entitlement (NEC) cards, it is likely to be cheaper to pay for individual bus tickets for each pupil who does not have a pass. As all bus journeys made using Young Scot/NEC cards should be recorded (to enable operators to be reimbursed) it is not possible to incorporate this within the class bus pass travel ticket.

[Claire Thompson](#)

Wards Affected: All

Climate Ready Edinburgh Plan 2024-2030 for consultation

The Council's Policy and Sustainability Committee approved the draft [Climate Ready Edinburgh Plan](#) for consultation on 15 December 2023. The Plan details how the city must adapt to deal with the shocks and stresses caused by climate change and includes actions on adapting Edinburgh's road and transport systems, including through the City Mobility Plan, and protecting and enhancing Edinburgh's natural environment.

The Council declared a Climate Emergency in 2019 and a Nature Emergency in 2023. A key ambition of Edinburgh's 2030 Climate Strategy was the development of the Climate Ready Edinburgh Plan to continue the process of adapting the city to the impacts of climate change. The Edinburgh Adapts Partnership has led this work on behalf of the city.

Development of the draft Climate Ready Edinburgh plan has been informed by an updated climate change risk assessment, which identified the risks, impacts and potential adaptation options that could be taken to adapt the city. This assessment sets out the evidence base of why we need to adapt. This includes the most up-to-date

[Christine Downie](#)

Wards Affected: All

projections of how Edinburgh's climate is likely to change in the future; the risks arising; their impacts; and the implications this could have for Edinburgh.

The draft Plan has 8 priority themes:

- Planning and the built environment
- Water management and resilience
- Coastal adaptation
- Sustainable transport
- Safeguarding and enhancing our natural environment
- Strong, healthy community and economy
- Building understanding of climate risk
- Governance and risk

Many of the actions in the Plan are already underway, including the award winning work on developing Edinburgh's Green Blue Network, the creation of a coastal park as a natural coastal flood defence as part of the Granton Waterfront Development Framework and the continuing development of Edinburgh's nature network to connect, create and improve our natural spaces across Edinburgh for the benefit of people and nature.

A 12-week citywide public consultation on the draft Climate Ready Edinburgh Plan 2023-2030 will be launched in mid-January. During this period, a number of engagement exercises will be held, including workshops targeting the city's public, private and third sectors and internal partner workshops to ensure that the actions in the plan assigned to them are correct and align with their organisational priorities.

A final version of the Plan will be presented to Policy and Sustainability Committee for approval following the consultation period. The consultation will go live on the 15 January and responses can be submitted using the following link:

<https://consultationhub.edinburgh.gov.uk/bi/climate-ready-edinburgh> from this date.

Bike Hire, Car Hire and Congestion

On 15 September 2023, Committee requested an update on the bike hire scheme, on the City Car Club and on steps being taken or planned to resolve the issue of congestion on public transport.

[Bike Hire Scheme](#)

[Gavin Brown](#)

Wards Affected: All

An options appraisal for an Edinburgh Cycle Hire Scheme was considered by Committee on 2 February 2023, alongside the draft Active Travel Action Plan (which was approved for consultation).

The draft action plan committed to support and/or reintroduce cycle hire opportunities in the city, subject to funding, with any future scheme seeking to:

- Be inclusive;
- Integrate with our public transport system – where for example, cycle hire fares would be part of the future integrated ticket offer for public transport;
- Be financially sustainable; and
- Be secure – accounting for the risk posed by vandalism.

The outcome of the consultation on the Active Travel Action Plan will be reported to Committee in February 2024. However, options for cycle hire opportunities in the city are being kept under review, including investigating new funding opportunities.

In order to work towards delivery of a scheme and ensure that best value is being provided for the Council and citizens of Edinburgh, officers will continue to work with relevant bodies, including other Councils and SEStran and, as and when appropriate, with Commercial and Procurement Services to engage with the market. We will update Committee as plans progress.

Car Club – Parking Action Plan and City Mobility Plan Commitments

Action 10 of the draft Parking Action Plan 2023 - 2030 commits to:

'Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships, and contractual arrangements with car club providers', with objectives to grow the car club service also incorporated within the Plan.

Review of existing contract and development of a new contract

In December 2022, the Council commissioned a best practice review of Edinburgh's existing car club contract. As well as identifying opportunities from elsewhere for

improving the car club service, the review was informed and guided by the City Mobility Plan (CMP) and aimed at improving travel choice to all across the city. The findings and recommendations of this report will help shape the new contract to ensure better alignment with the CMP (including consideration of supporting multiple car clubs operating from on-street bays in the city, encouraging growth of car club vehicles and membership). Pricing of permits, redistribution of dedicated fleet vehicles and continuing to deliver a proven 'back to base' car club model will also provide for better alignment with the CMP.

Procurement of a new Car Club contract

Initial discussions with the Council's procurement team have identified a proposed route to market. The contract specification will be outcome focused, with aspects of the CMP included as the guiding framework for what is expected to be achieved through the new contract. For example, a key area of focus will be expansion to areas of the city not currently served, air quality improvements through cleaner vehicles, and improved travel choice through service improvements.

A Prior Information Notice was published in December 2023/January 2024 and further market engagement is scheduled in Spring 2024. These approaches to the market will emphasise the Council's aims for a car club rooted in the CMP and the Parking Action Plan, whilst helping to determine how service providers can help the Council to achieve these ambitions.

Co-ordination of Roadworks/Urban Traffic Control

Regular meetings and gateways are in place to discuss road works and coordination of projects (e.g. the Citywide Traffic Management Group and specific Traffic Management Review Panels). In addition, regular meetings take place with the Roadworks Commissioner to discuss improvement in registering of works and following all processes thoroughly.

A refreshed approach to managing the network is being implemented to develop further collaborative working with

key partners like Transport for Edinburgh, Lothian Buses and Edinburgh Trams.

Resources have increased in the teams responsible for coordination of the network, including additions to New Roads and Streetworks Team. This means there is more scrutiny of all operators (including the Council) who are working on the network to ensure that planning and coordination of works is improved.

In addition to attendance at Roads Authorities and Utilities Committee (Scotland) meetings, the team plan more regular workshops with Traffic Management companies, Public Utilities, Traffic Management contractors and Council service areas to highlight the temporary traffic management issues being experienced in Edinburgh. Public Transport input to these workshops will be greatly valued.

Improvements in Registration are also being progressed, using the Roadworks Commissioner's web based/mobile apps. Training, which is mandatory and essential, is being rolled out on registering works correctly and explaining that ultimately the Roadworks register is a coordination tool and it needs to be used appropriately. This will be a key focus of meetings with the Citywide Traffic Management group going forward.

The focus of the coordination and registration teams, particularly internally, to begin with is education, support and training; with the introduction of a more structured approach with lessons learned informing better behaviours. Regular updates will be shared with colleagues and the Commissioner's office will monitor improvement against performance indicators.

Officers are collaborating with Lothian Buses, meeting weekly, and sharing their Roads application to better

coordinate works and events on the network. Utilising information from Edintravel, and social media, the Roadworks register and Public Transport operators will produce a more intuitive weekly roads report with a visual tool giving clearer understanding and enhanced coordination.

As previously reported to Committee, the Smart City programme delivered Yunex's Stratos Urban Traffic Management and Control (UTMC) system, which processes information to allow for network management decisions to be made. The Council has also adopted a new hosted Yunex Urban Traffic Control (UTC) System which controls timings and phases at linked junctions.

This provides a seamless link between the UTC and UTMC systems, allowing for strategy led changes to the signal timings on key UTC networked junctions c. 150. These strategies can be influenced by journey time data, roadworks, planned events or air quality. This will allow for an automated reaction to network conditions and updating the signal timing accordingly to improve journey times.

Officers are working with Briefcam (the provider of video analytics for the City Operations Centre) to develop a link into the UTMC system. This would allow the use of the data provided from the static CCTV cameras to also influence the UTMC strategies. The Briefcam system itself can provide classified counts at the junctions, where fixed cameras are installed, and it can also provide heatmaps of directional flow. This can be used to influence junction timings if it can be integrated through the UTMC system.

Spruce manages the network around all affected junctions (52 in total once it has been fully deployed) on the tram route. This is done by providing a window of

time for trams to move between stops, without impacting on the rest of the network or pedestrian movements.

Spruce is currently in operation along the Airport to Picardy Place section of the route, with work ongoing with various contractors to implement it along the Picardy Place to Newhaven section of the network.

There has been a delay in the original timeline for Spruce implementation, however officers are working hard to complete this as soon as possible.

From Monday to Friday, early shift ITS engineers are co-located in Lothian Buses' Annandale Street Control Centre and Edintravel staff are co-located there up to twice a week. There is a plan to recruit an additional member to the Edintravel team as a UTC operator and training is ongoing for existing Edintravel staff to be UTC operators.

Once migration of all information to the new UTC system is complete, the plan is to train a member of staff from both Lothian Buses and Edinburgh Trams on how the system operates, how to identify any issues and how to reset any system communication faults. A system of communication will be put in place so that any issues that require further input can be escalated to the correct person.

There is currently a bus priority project trial underway, working with the public transport team and Borders Buses. This trial is implementing bus priority through the UTC system and discussions are ongoing with Lothian Buses to integrate tracking data to allow for further trials to be rolled out.

Trams to Newhaven

Snagging and defect resolution continues along the route in line with the contractual defects period and defect resolution process, following the Christmas

[Hannah Ross](#)

Wards Affected:

- 11 – City Centre
- 12 – Leith Walk

shutdown. An updated programme is anticipated to be received shortly.

Soft landscaping planting was undertaken in the latter part of 2023. Unfortunately, some of the trees planted have been deliberately broken and the project team is investigating how this can be resolved.

A formal project handover plan was provided to the project board in November 2023 although this will be updated further following confirmation that the project team will remain available until end March 2024.

Edinburgh Trams have undertaken some remedial work between Ocean Terminal and Newhaven and the tram is now running to Newhaven following a short period when it was curtailed at Ocean Terminal prior to Christmas. Discussions are ongoing between Edinburgh Trams, the project team and the contractor on the cause of the issue.

13 – Leith

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Major Junctions Review Update

Executive/Routine
Wards

Executive
All

1. Recommendations

1.1 It is recommended the Transport and Environment Committee notes:

- 1.1.1 The intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) has been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers will seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024; and
- 1.1.2 That, following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes will be carried out. This will include a review of the resources required to project manage and programme each package moving forward.

Paul Lawrence

Executive Director of Place

Contact: Dave Sinclair, Road Safety and Local Traffic Manager

E-mail: david.sinclair@edinburgh.gov.uk

Major Junctions Review Update

2. Executive Summary

- 2.1 This report provides an update on the Major Junctions Review (MJR) and highlights the intention to review the programme once the Future Streets Framework (FSF) for the City Mobility Plan (CMP) is approved. The FSF is expected to define modal priorities for the city's road network and, as this may have impacts on MJR outcomes, it is proposed to review the MJR programme once this is approved.
- 2.2 In the meantime, it is intended to proceed with the development of designs for medium-term interventions at the King's Road / High Street junction, Portobello.

3. Background

- 3.1 On 20 April 2023, Committee approved the [methodology](#) developed to prioritise safety improvements for people walking, wheeling and cycling at major junctions across the city.
- 3.2 The report described how significant safety improvements can be made for people walking, wheeling and cycling at the city's major junctions and focuses on reducing the risk of harm and conflicts between vehicles and our most vulnerable road users.
- 3.3 Work is already under development to consider substantive improvements at four of the top 10 junctions (see below), with five of the remaining schemes (excluding the Portobello scheme) currently included in a draft Consultants' brief.
 - 3.3.1 Lothian Road / Princes Street and the Tollcross Junction, as part of the Lothian Road Boulevard project;
 - 3.3.2 Maybury Road / A8 Glasgow Road, as part of transport improvements under the West Edinburgh Transport Improvement Programme (WETIP); and
 - 3.3.3 East End Princes Street junction, to be considered as part of Edinburgh City Centre Transformation or Tram works schemes.
- 3.4 Medium-term improvements at the Portobello High Street / King's Road junction were expected to be further progressed over Summer 2023. However, due to challenging resource pressures, officers have deliberated over the most appropriate way to progress the scheme. Recognising the current interim road layout

(prohibition on HGV left turns) mitigates many immediate road safety concerns, it is proposed to progress with in-house delivery of this as it would offer more control and provide the best option to undertake further engagement with public transport operators, promote the necessary traffic orders and develop the detailed design.

4. Main report

- 4.1 Committee will shortly consider the CMP and, in particular, the FSF. This framework has been developed to provide a strategic approach on the prioritisation and allocation of road space for particular modes of travel.
- 4.2 By defining modal priorities on the city's road network, the FSF will be a key consideration in developing plans to implement improvements at major junctions across the city.

Major Junctions Review

- 4.3 Since Committee in April 2023, officers have engaged external support to prepare a project brief to commission support to design and deliver the MJR.
- 4.4 However, recognising the impact of the FSF on the design of these major junctions in the future, it is proposed to pause further work until the FSF has been approved except for continuing to prepare a fully developed design and construction package for the Kings Road Junction (Portobello) scheme. This scheme will include further engagement with public transport operators and promotion of the necessary traffic orders for redetermination, waiting restrictions and bus lanes etc.
- 4.5 It is expected that development of the medium-term project for the Kings Road junction will commence in Spring 2024. However, it should be noted that the promotion of the necessary traffic orders and redetermination order could take up to 18 to 24 months to complete.
- 4.6 Proposals included in the CMP are due to be considered by Committee in February 2024. Following this, officers will review the impact of any decisions on the MJR and consider the most appropriate way forward for the project. A Business Bulletin update on this will be provided by Summer 2024 considering the scope of any strategic changes to the previous project list, modal priorities for particular route corridors and resources necessary to deliver the various MJR packages.

Additional Scheme Requests

- 4.7 On 14 December 2023, the Council agreed that an update on the Telford and Hillhouse Junction should be included in the Local Traffic Improvement Programme Update, which is due to be presented to Committee on 7 March 2024.

5. Next Steps

- 5.1 If Committee approve the report recommendations, officers will progress with internal delivery of the Kings Road / High Street, Portobello scheme.

5.2 Following Committee in February 2024, the MJR will be reviewed and an update on provided to Committee by Summer 2024.

6. Financial impact

6.1 The cost to develop, undertake engagement, design, promote the necessary statutory traffic orders process and deliver each respective package is estimated in the table below.

Table 1

Package	Scope	Estimated design cost	Estimated delivery cost* *External funding required to deliver each package.
Package 1 Kings Road/Portobello High Street junction. Medium-term measures	PROGRESS Detailed design, engagement, Traffic Regulation Order (TRO), Redetermination Order (RSO), modelling and delivery package	£100k 24/25/26 Road safety funding	£750k to £1m
Package 2 40 Fully developed designs for early intervention schemes	PAUSE Detailed design, engagement and pre-construction package ready for delivery	£400k (40 x £10k) *External funding required	£1m (40 x £25k)
Package 3 5 Concept designs for remaining junctions included in the top 10 prioritised scheme list.	PAUSE Concept design for improved junction layouts	Up to £50k for each concept design only External funding required	£2m to £5m for each scheme

6.2 At the time of writing, no external funding has been secured for design or delivery works from 2024/25. It is expected that external Scottish Government Road Safety Improvement Funding for 2024/25 will be used to progress Package 1.

6.3 It is expected a bid for Places for Everyone design funding will be submitted to Sustrans for Packages 2 and 3 when a decision on the CMP is made. Delivery funding for all the suggested packages will be considered and funding applications submitted (when appropriate).

6.4 Total funding (including staff project costs) for all citywide Road Safety projects in 2024/25 is likely to be in the region of:

- 6.4.1 Road Safety Capital block allocation £400k;
- 6.4.2 Road Safety Capital carry over to 2024/25: TBC in February 2024;
- 6.4.3 Cycling Walking & Safer Routes Block funding £1.4m (Assumed); and
- 6.4.4 Transport Scotland – Road Safety Improvement Fund (TBC (2023/24 approved Grant £841k)).

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment (IIA) will be undertaken for the project to consider the potential benefits or impact of the planned packages or interventions.
- 7.2 The principle of the scheme is to improve road safety, mobility, and accessibility for our most vulnerable road users. Further engagement with Stakeholder groups representing pedestrians, cyclists, public transport users and disability groups will be undertaken to ensure the project outcomes, expected interventions or larger schemes do not disadvantage any particular group.

8. Climate and Nature Emergency Implications

Environmental Impacts

- 8.1 The outcome of all activities and measures described in this report are intended to positively support environmental and climate change requirements. The overall duty of the Council for road safety is to reduce collisions and casualties, by creating a safer more pleasant street environment for all road users, particularly focusing on our most vulnerable road users.
- 8.2 In terms of modal shift, and carbon reduction, the MJR is centred on supporting the most vulnerable road users, as reflected in the approved transport hierarchy and create safe road environments for communities.

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

- 9.1 Failure to appropriately fund, resource, plan and deliver a strategic project of this nature may result in increased risk, injury or harm on our road network.
- 9.2 Resource pressures on the Road Safety team have been recognised. Adequate staff resources and structured delivery plan are required to ensure a programme of this nature is properly managed, funded and resourced to meet delivery expectations across the Transport service.
- 9.3 In accordance with the Council's approach to risk management, it is necessary to highlight the key risks should this service not have appropriate funding and resources to deliver. Delays to deliver a significant project programme are likely to

influence the prospect of collision reduction and threaten longer term strategic targets.

10. Background reading/external references

- 10.1 Committee [approved motion](#) on 12 November 2020.
- 10.2 [Major Junctions Review](#) report 20 April 2023.
- 10.3 [Medium Term Improvements at Portobello High Street Junction](#) 15 June 2023.

11. Appendices

Appendix 1 – List of prioritised junctions

Appendix 1 List of Prioritised Junctions Scored from Highest to Lowest Priority

Green schemes – To progress
Amber schemes – To be considered under other projects
Red schemes – Under review following outcome of City Mobility Plan
Top 40 schemes – All to be considered for early intervention package.

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
1	West End/Lothian Road	5.20	No	Yes
2	Tollcross	4.95	No	Yes
3	Haymarket Junction	4.83	Yes	Yes
4	East End	4.81	No	Yes
5	Milton Link Junction	4.67	Yes	Yes
6	Holy Corner	4.55	Yes	Yes
7	Crewe Toll Roundabout	4.54	Yes	Yes
8	St Mary's Street	4.45	Yes	Yes
9	King's Road Junction	4.35	Yes	Yes
10	Maybury Junction	4.35	No	Yes
11	South Charlotte Street	4.32	No	Yes
12	Jock's Lodge	4.29	No	Yes

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
13	Summerhall	4.27	No	Yes
14	Bread Street	4.25	No	Yes
15	Abbey Mount	4.20	No	Yes
16	Drum Brae Roundabout	4.12	No	Yes
17	Niddrie Crossroads	4.04	No	Yes
18	Southfield Place	4.01	No	Yes
19	Calder Road - Sighthill	3.92	No	Yes
20	Barnton Junction	3.89	No	Yes
21	Duddingston Park	3.79	No	Yes
22	Kingston Crossroads	3.45	No	Yes
23	Comely Bank Roundabout	3.44	No	Yes
24	West Approach Road (East)	3.32	No	Yes
25	Angle Park Terrace (Northeast)	3.25	No	Yes
26	Commonwealth Pool	3.22	No	Yes
27	Calder Road - Saughton	3.16	No	Yes
28	West Granton Access (South)	3.03	No	Yes
29	Bankhead Roundabout	2.94	No	Yes
30	Broughton Street Roundabout	2.85	No	Yes
31	Craigleith Junction	2.70	No	Yes
32	Fort Kinnaird (East)	2.68	No	Yes
33	Liberton Brae Junction	2.61	No	Yes
34	Dundee Street Slip-Road	2.59	No	Yes
35	Rodney Street	2.30	No	Yes
36	Lady Road Roundabout	2.22	No	Yes
37	Craiglockhart Avenue (North)	2.18	No	Yes
38	Corn Exchange	1.76	No	Yes

ID	Junction Name	Baseline Score	Review for Major Improvements	Review for Quick Wins Identification and Design
39	East Preston Street (East)	1.74	No	Yes
40	Grange Loan	1.53	No	Yes

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

East London Street

Executive/routine
Wards

Executive
11 – City Centre

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee notes:
 - 1.1.1 The updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8;
 - 1.1.2 The resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14; and
 - 1.1.3 The options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.
- 1.2 It is recommended that based on the updated information in this report, Transport and Environment Committee takes no further action at this time.

Paul Lawrence

Executive Director of Place

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East London Street

2. Executive Summary

- 2.1 This report responds to the request from Committee to address resident concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.

3. Background

- 3.1 On 12 October 2023, Committee considered a [report](#) in response to concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.
- 3.2 Committee [agreed](#) to receive a report in two cycles considering the following issues:
- 3.2.1 The merits and demerits for maintaining the status quo on East London Street inclusive of cost, impact on noise levels, sustainability, timescale for the reconstructions of setts;
 - 3.2.2 The merits and demerits for reprofiling East London Street from setted to standard carriageway inclusive of cost, impact on noise levels, sustainability, timescale for tarmacking the central carriageway, recommendations for resident engagement ahead of making this transition and process for obtaining an exemption to the setted street policy; and
 - 3.2.3 Additional potential and costed options for improving the sustainability of the status-quo or tarmacked carriageway via restricting heavy traffic movements inclusive of any recommendations to improve the environment around St Mary's Primary School.
- 3.3 Committee also requested that officers work with Lothian Buses to understand the total access and egress options for the operation of Annandale Street depot to identify whether adjustments to the surrounding road network could benefit a more sustainable and evenly spread operation, lessening the impact on surrounding residential amenity overall.

4. Main report

Road Safety Traffic Counts

- 4.1 Traffic count and speed monitoring was carried out in East London Street between 17 November 2023 and 25 November 2023. This monitoring recorded vehicle speed and the total number of light, medium and heavy vehicles. It also recorded the number of public service vehicles (buses) to use the street.
- 4.2 The previous traffic count was carried out in May 2019. It should be noted that this traffic count did not determine the difference between Public Service Vehicle (PSV) or Heavy Goods Vehicle (HGV) vehicles with similar axle configurations.
- 4.3 Appendix 1 shows the recorded data from both counts. It should be noted that only seven days of data were used from the 2023 data in order to give an accurate comparison to the 2019 data.
- 4.4 The data shows that there has been a significant reduction in the number of vehicles using East London Street from 2019 to 2023. In particular, the use of the west-bound carriageway. This is likely to have been as a result of the removal of traffic restrictions for Tram construction.
- 4.5 The traffic speed data between both counts is quite consistent, with only a small reduction in the mean speeds. Both counts show that mean speeds in both directions were within the 20mph speed limit.
- 4.6 Appendix 3 shows the recorded HGV and PSV use from the 2023 survey.
- 4.7 The data shows that there is very little HGV use of East London Street, with only 25 vehicles recorded over the seven-day period.
- 4.8 The data shows that bus use accounts for approximately 2.2% of all vehicle use in East London Street, although there is a higher percentage of buses using the westbound carriageway. This is very likely to be buses accessing routes from Annandale Street depot.

Road Reconstruction Options

- 4.9 At its meeting on 9 March 2018, Transport and Environment Committee approved the [“Finalised Strategy for Setted Streets”](#) . Within the principles approved, it states that setted streets that fall within the World Heritage Site and/or are in a conservation area will be protected.
- 4.10 East London Street is within the New Town conservation area, therefore, when a capital renewal takes place, the proposal will be to renew the setted carriageway. A deviation from the Finalised Strategy for Setted Streets would be required for the setts to be removed. If an alternative surface was pursued then this would require a consultation exercise, including heritage groups, finalising with a report to be approved by the relevant committee.

- 4.11 If an alternative resurfacing option, other than a sett renewal, was considered for East London Street, then the options available would be a full reconstruction of the street using asphalt or an asphalt overlay of the existing setts.
- 4.12 Due to the heavy vehicle use of the street, an asphalt overlay would not be the preferred option as the overlay would very likely deteriorate quickly giving a low lifecycle before intervention was again required.
- 4.13 Appendix 2 shows the cost and construction time estimated comparisons between the three options, with the advantages and disadvantages of each.

Alternative Route for Buses

- 4.14 In order to reduce the number of out of service buses using East London Street, a street appraisal was carried out on Green Street. Green Street is not currently suitable to support bus use due to the existing street dimensions and traffic calming measures currently in place.
- 4.15 Options and a Preliminary Design have been commissioned for the improvement of the Green Street / Annandale Street junction. The design should accommodate unobstructed turns for buses to and from the Central Depot and future proof the opening up of this junction as an alternative route to East London Street to reduce delays and journey times.
- 4.16 When undertaking the options appraisal, the following options were considered in the decision-making process:
- Pedestrian provisions;
 - Impact on traffic calming;
 - Landscape and ecology;
 - Bus operations (swept path analysis);
 - General traffic operations (swept path analysis);
 - Deliverability;
 - Cost;
 - Maintenance; and
 - Sustainability.
- 4.17 Three options have been developed, with the results of this appraisal are attached in Appendix 4.

5. Next Steps

- 5.1 Lothian Buses are aware of the concerns raised in respect of buses running on East London Street and will continue to review their route plans to minimise its use for scheduled services.

- 5.2 In addition, they will continue to remind drivers of their responsibilities at the start and end of service, on service route information, newsletters, online portal and through real time information.
- 5.3 Council officers will continue to monitor the road condition, in line with the Council's approach to inspection and remedial action will be taken if required. The road condition will also continue to be assessed as part of the prioritisation of road condition (in accordance with the policy on setts renewal).
- 5.4 Atmospheric monitoring will continue, and the annual report of data gathered from the Passive Diffusion Tube (PDT) monitoring will be available in 2024.

6. Financial impact

- 6.1 The information collated in response to this request forms part of the Council's normal activities and therefore no additional costs have been incurred.
- 6.2 Lothian Buses have advised that there would be a financial and operational service impact should scheduled services not operate along East London Street.
- 6.3 The future carriageway renewal of East London Street will be funded by the existing Roads and Infrastructure Capital budget.
- 6.4 Funding would have to be identified prior to implementing any of the design appraisal options, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.

7. Equality and Poverty Impact

- 7.1 No equality or poverty impacts have been identified in preparing 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 Atmospheric monitoring is being carried out on East London Street to understand the nitrogen dioxide concentration in the air.

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

- 9.1 The information provided in the petition from August 2023 highlights the community impact of noise associated with traffic, particularly buses, on East London Street.
- 9.2 This report outlines the current Council policy for setted streets and outlines the costs, advantages and disadvantages of the options for surface renewal on East London Street.
- 9.3 The Council policies on setted street and road condition have been applied for East London Street. A report on the prioritisation methodology is expected to be considered by Committee in March 2024.
- 9.4 Atmospheric monitoring is being carried out in accordance with the Council's responsibilities on monitoring air quality.

10. Background reading/external references

- 10.1 None.

11. Appendices

Appendix 1 – East London Street Traffic Count

Appendix 2 – Comparison of Construction

Appendix 3 – East London Street HGV and PSV use

Appendix 4 – Green Street Appraisal Options

East London Street Traffic Count

Appendix 1

Site No.	Location.		Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
4	East London Street	All Vehicles	East	20	Tuesday 07 May 2019	Monday 13 May 2019	20524	3226	2932	2224	10.8	16.2	19.3
			West	20	Tuesday 07 May 2019	Monday 13 May 2019	35039	5647	5006	2033	5.8	15.8	18.5
			East West	20	Tuesday 07 May 2019	Monday 13 May 2019	55563	8873	7938	4257	7.7	15.9	18.8

Site No.	Location.		Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
4	East London Street	All Vehicles	East	20	Friday 17 November 2023	Saturday 23 November 2023	18285	2825	2612	711	3.9	14.7	17.7
			West	20	Friday 17 November 2023	Saturday 23 November 2023	10093	1517	1442	861	8.5	15.5	18.7
			East West	20	Friday 17 November 2023	Saturday 23 November 2023	28378	2917	4054	1572	5.5	15.1	18.2

Table 1

Method	Estimated Cost	Estimated Construction Duration
Sett Reconstruction	£1.5m - £1.8m	52 Weeks
Asphalt Reconstruction	£0.75m - £1.0m	16 Weeks
Asphalt Overlay	£0.30m - £0.50m	4 Weeks

There are advantages and disadvantages to all 3 options. **Table 2** below details some of these:

Method	Advantages	Disadvantages
Sett Reconstruction	<ul style="list-style-type: none"> • Longest lifecycle. • Maintains traditional built heritage. • Low carbon footprint during construction. • Requires little ongoing maintenance. • In-line with Council policy. 	<ul style="list-style-type: none"> • Most expensive to construct. • Long construction period (disruption). • Louder tyre noise.
Asphalt Reconstruction	<ul style="list-style-type: none"> • Less expensive construction costs. • Less tyre noise for residents and St Mary’s Primary School. 	<ul style="list-style-type: none"> • Highest carbon footprint during construction. • Not in-line with Council policy.

	<ul style="list-style-type: none"> • Less construction period (disruption) 	<ul style="list-style-type: none"> • Removes traditional build heritage. • May increase traffic speeds and require speed calming measures.
Asphalt Overlay	<ul style="list-style-type: none"> • Lowest construction costs. • Less tyre noise for residents and St Mary's Primary school. • Lowest construction period (disruption). 	<ul style="list-style-type: none"> • Shortest Lifecyle. • Will quickly require maintenance intervention. • Not in-line with Council Policy. • Removes traditional built heritage. • May increase traffic speeds and require speed calming measures.

East London Street HGV and PSV Use

Appendix 3

Site No.	Location.		Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	% of Total Vehicles
4	East London Street	HGV	East	20	Friday 17 November 2023	Saturday 23 November 2023	13	3	2	0.07
			West	20	Friday 17 November 2023	Saturday 23 November 2023	12	2	2	0.12
			East West	20	Friday 17 November 2023	Saturday 23 November 2023	25	5	4	0.09

Site No.	Location.		Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	% of Total Vehicles
4	East London Street	PSV	East	20	Friday 17 November 2023	Saturday 23 November 2023	223	39	32	1.22
			West	20	Friday 17 November 2023	Saturday 23 November 2023	403	63	58	3.99
			East West	20	Friday 17 November 2023	Saturday 23 November 2023	626	102	89	2.21

Green Street Appraisal Options

Design Option	Existing Context	Route Constraints & Potential Impact	Project Objectives						Total Project Objectives	Rank
			Pedestrian provisions	Landscape and ecology	Bus Operations	General Traffic Operations	Deliverability	Cost		
Green Street x Annandale Street Junction Improvement										
Option A	This option looks to only alter the southern kerbline. The proposal seeks to increase the radius to accommodate bus movements in a westerly manner, in particular. Carriageway widths on all arms will remain the same.		By keeping carriageway widths constrained, vehicle speeds are likely to remain reduced and crossing widths remain minimal.	It is proposed that 4 No. street trees are removed and compensated at 4 No. locations on the north and north-east side of the junction.	This option allows the movement of buses out of the Central Depot and onto Green Street, however, does require vehicles on Green Street to sit back. Similarly, for buses going southbound, vehicles will need to sit on Annandale Street to allow exit from Green Street. By keeping the approach arms lower than 6.5m, this means that any future proofing could be more challenging.	This option will have minimal impact for general traffic operations. The alteration of the kerb radii will assist movements for larger vehicles turning left.	No TRO requirements will be needed as a part of this option. An RSO will be required to redetermine a small section of footway to carriageway. It is estimated that approximately 3 parking spaces will be lost as a result of the works.	This will be the lowest cost option.	42	1
			8	5	5	5	9	10		

Design Option	Existing Context	Route Constraints & Potential Impact	Project Objectives						Total Project Objectives	Rank
Green Street x Annandale Street Junction Improvement			Pedestrian provisions	Landscape and ecology	Bus Operations	General Traffic Operations	Deliverability	Cost		
Option B	This option involves altering both the north and south kerblines of the junction to and creating a 6.5m carriageway width for north to south movements. Both the Hopetoun Street and Green Street arms will remain the same width.		There is minimal impact on crossing lengths in this proposal. It could be argued that by opening up the junction for through movements from north to south, vehicle speeds could increase, however by keeping the raised table, it is estimated that this impact will be minimal.	It is proposed that 5 No. street trees are removed and compensated at 5No. Locations on the north and north-east side of the junction.	Similar to option A, this option allows movement of buses out of the Central Depot and onto Green Street, however does require vehicles on Green Street to sit back. Similarly, for buses going southbound, vehicles will need to sit on Annandale Street to allow exit from Green Street. The 6.5m width of carriageway on Annandale St allows future proofing should buses seek to further utilise this area, however Green St remains 4.5m.	This option will have some impact on general traffic operations. North to south movements will be made easier and left turns on Annandale Street will be made easier.	A TRO and RSO will be required for this option. 1 gully will need to be relocated as a part of these works. It is estimated that approximately 4 parking spaces will be lost as a result of the works.	This is the mid cost of the 3 options.	42	1
			8	5	6	7	8	8		

Design Option	Existing Context	Route Constraints & Potential Impact	Project Objectives						Total Project Objectives	Rank
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Green Street x Annandale Street Junction Improvement		Pedestrian provisions	Landscape and ecology	Bus Operations	General Traffic Operations	Deliverability	Cost		
Option C	This option is the most involved of the 3 and seeks to widen all arms of the junction to achieve 7.30m running lanes. Footway widening on 3 of the footways is proposed, and the southern footway of Green Street is to be reduced for a short section.	Carriageway widths are increased on all arms in this option which makes crossing more challenging for pedestrians. The proposals do give opportunity to widen footway widths on Annandale Street and Green Street however.	It is proposed that 5 No. street trees are removed and compensated at 5No. Locations on the north and north-east side of the junction.	This option enables cars on Annandale Street turning left onto Green Street to make the manoeuvre while buses on Green Street head southbound. The 7.3m width of carriageway allows future proofing should buses seek to further utilise this area, however considerations would need to be made to Green Street itself.	By opening up all arms of this junction to 7.3m, vehicle movements will be less constrained. This option requires removal of the most parking spaces.	A TRO and RSO will be required for this option. As part of the works, waiting restrictions will need to be extended on Hopetoun Street and Green Street. It is estimated approximately 17 spaces will be lost as a result of the proposals.	This will be the highest cost option.	38	3

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Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Strategic Review of Parking: Progress Update

Executive/routine
Wards

Executive
4 – Forth, 7 – Sighthill/Gorgie, 9 –
Fountainbridge/Craiglockhart, 12 – Leith Walk, 13 –
Leith, 14 – Craigentinny/Duddingston

1. Recommendations

- 1.1 It is recommended that Committee note:
 - 1.1.1 This update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 and, in particular, the timetable for delivering the remaining Phases;
 - 1.1.2 The update requested by Committee on parking on Westfield Street; and
 - 1.1.3 The intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

Paul Lawrence

Executive Director of Place

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Strategic Review of Parking: Progress Update

2. Executive Summary

- 2.1 This report updates Committee on progress of the Strategic Review of Parking, including a post-implementation update on Phase 1. It further considers areas of concern that have arisen as a result of the implementation of the new zones, explaining the current position in each instance.

3. Background

- 3.1 On 18 August 2022 (reconvened 1 September 2022), Committee [approved](#) the implementation of Phase 1 of the Strategic Review of Parking. Implementation works commenced in March 2023 and were completed towards the end of 2023.
- 3.2 A previous [report](#) (19 August 2021) detailed the results of consultation for the areas covered by Phase 2 of the Review. With Phase 1 now complete, monitoring is underway to assess the potential impacts of new controls in adjacent areas.
- 3.3 In December 2022, Committee [agreed](#) to proceed with the legal process for some of the Phase 3 and Phase 4 areas.
- 3.4 On 16 November 2023, Committee considered a [motion](#) on Westfield Street Parking and requested an update within this report. In addition, an update has been shared with ward Councillors.

4. Main report

- 4.1 Appendix 1 provides an update on progress with the Strategic Review of Parking, with a summary as follows:
- 4.1.1 All Zones, excluding the western part of Zone S6, are now in operation. This update includes details of:
- 4.1.1.1 Recent introduction of new zones of the Controlled Parking Zone (CPZ) in Leith (Zones N7 and N8), Abbeyhill (Zone N6), Gorgie (Zone S6), Shandon (Zone S5) and Craiglockhart (Zone N7);

- 4.1.1.2 Progress made in monitoring the impact of the new zones on adjacent areas, many of which form part of the currently on-hold Phase 2; and
- 4.1.1.3 Continuing preparatory work on proposals for CPZs in the Phases 3 and 4 areas of B1, B3, B4 and B5 (all existing Priority Parking Areas), as well as in the Fettes and Portobello areas;
- 4.1.2 Zone S6 (Western part) (Gorgie and Gorgie North) continues to be monitored, with final survey data expected in early 2024;
- 4.1.3 Phase 2 monitoring is also continuing, with results expected at the end of Q1 2024. Once the data has been assessed, this will be reported to Committee with recommendations on next steps; and
- 4.1.4 Design amendments to Phases 3 and 4 are now being made to the proposed parking layouts, reflecting consultation responses. The legal process is expected to commence in early 2024.

Private Roads within the CPZ – Westfield Street

- 4.2 As reported to Committee in September 2023, and 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 no controls have been introduced and where residents have found that, because they are not included in the CPZ, they are not entitled to permits.
- 4.3 Appendix 2 provides a summary of the current situation experienced by residents of Westfield Street and sets out four potential options which could be progressed to address the issues raised in the agreed motion (November 2023).
- 4.4 The proposed option, Option 3 in the Appendix, would see Westfield Street remain privately maintained, but with residents offered the opportunity to be included in the CPZ in terms of being able to apply for a permit with parking controls also extended to this street. This would be reliant on S6W proceeding to implementation and the requirements of the *Residents Permits on Private Roads Protocol* being met.

Dissemination of information

- 4.5 There has been criticism that residents and businesses within some of the areas covered by Phase 1 have not been provided with sufficient notification of the implementation works, or that some have indicated that they knew little about the new parking controls prior to work commencing.
- 4.6 Appendix 3 explains in detail the various channels by which information is made available to those within new zones of the CPZ during the various stages of both the legal process and during implementation. It further explains the changes proposed to ensure the effective dissemination of information for future implementations.

5. Next Steps

- 5.1 Monitoring of all areas adjacent to Phase 1 will continue, with the results of that monitoring to be reported to a future Committee. That monitoring will inform a future decision on Phase 2. The report on Phase 2 will also include details of the outcome of the Stadiums Review.
- 5.2 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.
- 5.3 Preparatory work on Phases 3 and 4 will continue, in expectation that the legal process to introduce parking controls in the approved areas will commence in Q3/Q4 of 2023.
- 5.4 Adjustments will be made in the processes by which information is provided for new CPZ rollouts, with the aim of improving the information provided to residents and businesses within those areas in advance of, and during, the implementation of new parking controls.

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 Strategic Review of Parking 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 As noted in the report and in Appendix 3, improvements in dissemination of information for future implementations are planned.

10. Background reading/external references

- 10.1 Strategic Review of Parking – Results of informal consultation for Phases 3 and 4, [report](#) to Transport and Environment Committee, 8 December 2022.
- 10.2 Strategic Review of Parking – Results of Advertising of Phase 1 Traffic Order, [report](#) to Transport and Environment Committee, 18 August 2022.

11. Appendices

Appendix 1 – Strategic Review of Parking – Progress Update

Appendix 2 – Westfield Street – Response to motion

Appendix 3 – Dissemination of Information

Appendix 4 – Private Roads Protocol

Appendix 1: Update

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

It is split into four parts:

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

Part A – Phase 1

Implementation

- 1.1 Implementation work on the zones that comprise Phase 1 of the Review has now been completed. All of the zones, with the exception of the western extent of Zone S6 are now fully in operation.
- 1.2 The following table indicates when each of the new zones became operational:

Zone Ref	Area(s)	Operational Date
N6	Abbeyhill	4 September 2023
N7	Leith Walk/Pilrig	26 June 2023
N8	Leith/North Leith	26 June 2023
S5	Shandon	23 October 2023
S6E	Gorgie/Gorgie North	20 November 2023
S6W	Gorgie	TBC
S7	Former B8 Priority Parking Area	20 November 2023

Permits & Spaces

- 1.3 The following table indicates the number of permits issued to residents since the new zones became operational. It further details the number of spaces available to permit holders.

Zone Ref	Permits issued to residents	Spaces available to resident permit holders
N6	1,088	1,134
N7	1,842	2,026
N8	1,339	1,815
S5	888	900
S6E	638	773
S7	89	138

- 1.4 The spaces available to resident permit holders includes both “permit holder” and “shared use” parking places.

1.5 All of the new zones are currently operating with more space than is required by permit holders. Permit numbers and space availability will continue to be monitored.

Part B – Monitoring

2.1 Monitoring of the areas immediately adjacent to the new zones started in advance of implementation, with both “before” and “during” surveys for each zone now complete. Further “after” surveys are now scheduled to be undertaken in early 2024, at which time it will be possible to determine to what extent the new controls have had an impact on neighbouring areas.

2.2 The areas being monitored are as follows:

Zone	Monitoring Areas	Details
N6	<ul style="list-style-type: none"> • Easter Road* • Restalrig • Willowbrae North* • Piershill 	Before and During Surveys Complete. After surveys scheduled for February 2024
N7	<ul style="list-style-type: none"> • Bonnington* • Easter Road* • Lochend* (previously “West Leith”) 	
N8	<ul style="list-style-type: none"> • Newhaven South • Newhaven North • Restalrig North (previously “East Leith”) 	
S5	<ul style="list-style-type: none"> • Roseburn* • Saughtonhall* 	Before and During Surveys Complete. After surveys scheduled for March 2024.
S6E	<ul style="list-style-type: none"> • Stenhouse 	
S6W	<ul style="list-style-type: none"> • Chesser 	
S7	<ul style="list-style-type: none"> • Craiglockhart North • S6W** 	

*denotes an area covered by Phase 2 proposals.

**see separate section on S6W

2.3 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.

2.4 The Phase 2 monitoring results will be reported to a future meeting of this Committee.

Zone S6(W) – Monitoring and Implementation

- 2.5 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.
- 2.6 Following further discussion with elected members, officers agreed to conduct additional monitoring in S6(W) in advance of implementation in that area.
- 2.7 This further monitoring work will help to 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.
- 2.8 Additional monitoring over and above that detailed in the monitoring table on the previous page has taken place in S6W. With after surveys already having been carried out in that area, work is currently under way to assess the extent to which parking pressures have migrated from S5, S6E and S7. That assessment will inform a decision on the implementation of S6W. As explained in the report from September 2023, officers will brief ward Councillors for both Sighthill/Gorgie and Fountainbridge/Craiglockhart Wards prior to any instruction being given to proceed with implementation.

Part C – Phase 2 Update

- 3.1 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.
- 3.2 With Phase 1 now largely in place and operational, monitoring of neighbouring areas is already under way, 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.
- 3.3 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:

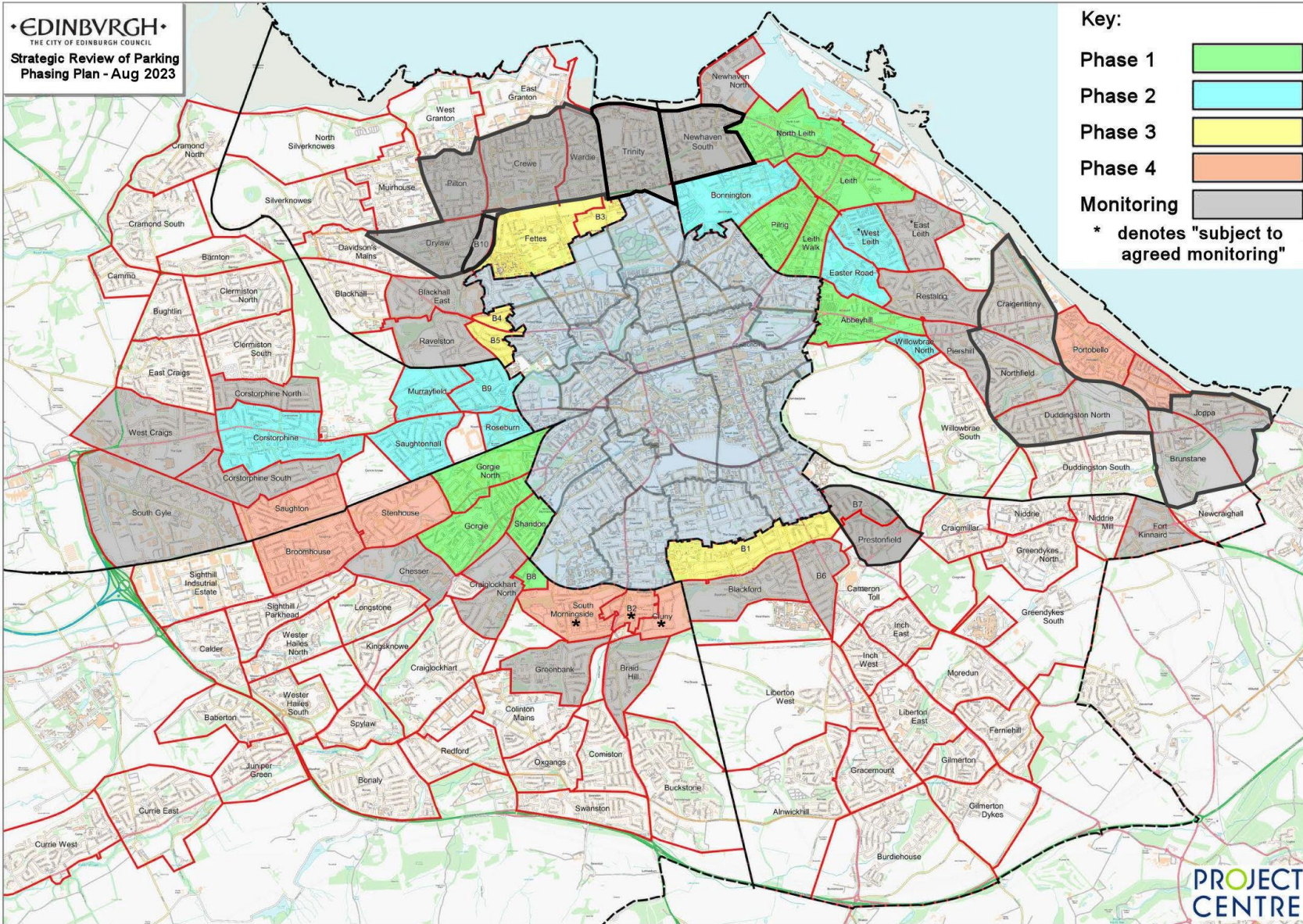
Review Area	Monitoring Status	Comments
Bonnington	Monitoring Ongoing	Adjacent to Zone N7 & N8
Easter Road	Monitoring Ongoing	Adjacent to Zone N6 & N7
Lochend (West Leith)	Monitoring Ongoing	Adjacent to Zone N7 & N8
Willowbrae North	Monitoring Ongoing	Adjacent to Zone N6
Roseburn	Monitoring Ongoing	Adjacent 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

- 3.4 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.
- 3.5 Contact will then be made 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 D - Phase 3 and Phase 4 Update

- 4.1 At its meeting of 8 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:
 - 3.5.1 B1
 - 3.5.2 B3
 - 3.5.3 B4
 - 3.5.4 B5
 - 3.5.5 Fettes
 - 3.5.6 Portobello
- 4.2 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.
- 4.3 The December 2022 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.
- 4.4 At the time of writing, work to reflect comments and suggestions made is almost complete. On that basis it is anticipated that the legal process to introduce parking controls to the areas listed in 4.1 above will start in Q1 2024 with notification to statutory consultees. Further work will be required in advance of formal advertising of the proposals, with advertising expected to take place in Q2 2024.
- 4.5 Further reports will be submitted to this Committee or to the Licensing Sub-Committee as required as the legal process is taken forward.

Part E – Map of current Phasing



Appendix 2: Westfield Street

This appendix responds to the motion approved by Committee on 16 November 2023.

It is split into four parts:

- A. The actions agreed by Committee
- B. Responses to the individual questions/action points.
- C. Potential outcomes and/or courses of action
- D. Next Steps

Part A – Westfield Street Parking – adjusted motion by Councillor Heap approved by Committee on 16 November 2023

A – Background

Committee notes:

1. The roll-out of the Controlled Parking Zone (CPZ) in Gorgie.
2. That Westfield Street is an unadopted street in Gorgie just outside the zone.
3. Residents of Westfield Street have had large numbers of parked vehicles in their street since the roll-out of the CPZ, causing significant difficulties for residents.
4. Residents cannot obtain a Parking Permit as the street is not contained in a CPZ.
5. That the Council has stated to some residents that Westfield Street is an area without parking restrictions, thus increasing parking pressure on the street.
6. That residents living between 314 and 374 on the north side of Gorgie Road previously relied on Westfield Street for parking and are also excluded from permits at this time.
7. The possibility that these problems may undermine support for the Strategic Parking Review which is necessary to address parking congestion and promote active and public travel.

B – Residents’ requests:

Committee notes:

1. That the parking congestion on Westfield Street, and also Westfield Road and Alexander Drive has been exacerbated since the introduction of the CPZ, and many affected residents support the immediate extension of the CPZ into those streets.
2. That the residents, meeting on Thursday 2 November 2023 at the BMC club, Gorgie, made the following requests:
 - a. Signage highlighting the private nature of the street to be erected.
 - b. Affected residents should be allowed to apply for a Parking Permit to park in the existing Gorgie CPZ.
 - c. The Council should stop stating that Westfield Street is a free parking area.
 - d. Council should adopt the street and extend the CPZ to it.
 - e. Council should expedite the extension of the CPZ to include Westfield Road and Alexander Drive.

C: Support for the motion

Committee noted:

1. That this motion was supported by Ward 7 Councillors.
2. That this motion has been written in consultation with residents

D – Actions

Committee reaffirmed:

1. Its support for the aims of the Strategic Review of Parking but noted that there were differing views on extending controlled parking to Gorgie, with committee approval given by 7 votes to 4 and requested:
2. That ward Councillors are given a written briefing update in December and that the Strategic Review of Parking report in January to include recommendations on how best to:
 - a. Address the concerns highlighted in Background, points 3-6; and
 - b. Respond to the requests highlighted in Residents' Requests point 2 a – e.

Part B – Response to the motion

- 1.1 The following paragraphs answer both the points made and the questions raised by the motion.

Permit entitlement

- 1.2 The current boundary of S6 lies to the east of Westfield Street at the railway bridge. No properties lying to the west of that boundary are currently entitled to permits, regardless of the adoption status of the street the properties are located on.
- 1.3 This entitlement would change should S6W be implemented and, in the case of any privately maintained road, if that road were to be added to the governing Order via the required legal process.

Privately maintained roads

- 1.4 On 14 September 2023, Committee [noted](#) information on Controlled Parking Zone (CPZ) anomalies which apply to privately maintained roads that generally lie within the area covered by a CPZ.
- 1.5 The report explained that the Council does not, by default, extend CPZ controls to include privately maintained roads. The report also explained that the restrictions of the CPZ do not apply to such roads and that there is no ability for residents of these roads to obtain permits.
- 1.6 However, these situations are addressed within the *Residents Permits on Private Roads Protocol*. This protocol, introduced as part of the Council's Parking Action Plan, sets out scenarios where the Council could offer permits (subject to certain criteria and the successful completion of a legal process that would formally add the road in question to the legal list of roads where the Council may issue permits). In certain circumstances, this could be accompanied by the adoption of said road, but consideration of whether a road should, or should not, be adopted is entirely separate to considerations relating to whether or not permits can, or should, be issued.
- 1.7 If S6W were to be implemented following the period of monitoring that is set out in Appendix 1 to this report, then an assessment of whether the additional permit demand from privately maintained roads (such as Westfield Street) would have to be undertaken in accordance with the protocol. If that demand were able to be accommodated, only then could the legal process commence to allow permits to be issued.
- 1.8 There are no other legal routes to enabling the issue of permits to residents of Westfield Street, nor any other legal route by which any allowance could be made for those who are not residents of the CPZ to park within the CPZ.

Free Parking Area

- 1.9 The motion notes that Council has stated to some residents that Westfield Street is an area without parking restrictions. Officers engaged in the Strategic Review

of Parking have been reminded of the need to ensure that no such indications are provided in response to any enquiry. This applies not only to Westfield Street but also to any other location in a similar position.

Monitoring

- 1.10 The Strategic Review is an important part of delivering the aims of the City Mobility Plan, with specific actions related to the expansion of parking controls.
- 1.11 The decision to assess the western part of S6 was taken in recognition that some parts of this area did not experience the same pressures as the eastern extent of S6. Splitting S6 will help the Council to understand the impact of possible westwards migration and to understand the experience of residents close to the current S6 boundary are part of that process. This is important to highlight the benefits of the strategic rollout of parking controls to those who may currently see no need for them.

Expedite implementation of S6W

- 1.12 The report to Committee in September 2023 set out the process for considering the results of the ongoing monitoring surveys. Final monitoring results following the implementation of Zones S6E, S5 and S7 are expected at the beginning of 2024. These results will be analysed as part of the ongoing monitoring of the wider Review.
- 1.13 It is anticipated that a decision will be taken on the future of S6W in early 2024 and that, should that decision be to implement S6W, that this work could be undertaken as soon as Q2 2024.

Signing

- 1.14 Roads' authorities are permitted to use a range of signs that are governed by national legislation. There are no signs that could legally be provided that would indicate that a road was private.
- 1.15 The situation is further complicated by the nature of roads, as explained in the report in September 2023. Roads, both publicly maintained and privately maintained, are the same in the eyes of the law. The same legal requirements apply, which means that the road-going public have the same right of use of a road that is maintained by a third party or parties as they do of a road maintained by the Roads' Authority. A sign indicating that a road was privately maintained therefore has no legal meaning other than to confirm that, as a road, the public have a right to use that road.
- 1.16 A sign that indicated that a road was entirely private, and therefore indicated that use was prohibited, would require legal backing. Without such legal backing, in the form of an Order, such signing would imply an illegal prevention of a legal right of the road-going public to use the road.

Part C – Potential Outcomes and/or Courses of Action

1.17 In terms of potential outcomes, there are two significant scenarios, as follows:

Scenario 1: The implementation of S6W does not proceed; or

Scenario 2: The implementation of S6W proceeds following monitoring of the migration of parking pressures

1.18 In the case of **Scenario 1** above, the outcome would be that:

- i) Parking controls would not be extended west of the railway line; and
- ii) Westfield Street would remain uncontrolled and, like other streets within S6W, would remain available for use by any road user.

1.19 In the case of **Scenario 2**, the options available in terms of addressing the concerns of residents would be:

<p>Option 1</p>	<p>That Westfield Street remains a privately maintained road and the parking is uncontrolled. Residents of Westfield Street are not entitled to permits to park in the wider S6 Zone. As a road, no other form of control can be exercised to manage parking.</p> <p>This option would see the situation remaining as it is at present, with no legal means of managing parking in Westfield Street and no right to obtain permits to enable residents to have access to parking elsewhere in the vicinity.</p> <p>In terms of addressing the concerns that have been relayed to the Council, Option 1 offers no benefit and is therefore set aside as a solution.</p>
<p>Option 2</p>	<p>That Westfield Street remains privately maintained and the parking is uncontrolled. Subject to the requirements of the <i>Residents Permits on Private Roads Protocol</i> (the protocol), residents of Westfield Street are entitled to obtain permits to park in the wider S6 Zone. As a road, no other form of control can be exercised to manage parking.</p> <p>This option relies on the requirements of the protocol being met, i.e. that in the adjacent streets and in the wider S6 zone, that there is an availability of space that could accommodate additional demand that would facilitate providing access to permits by Westfield Street residents. This option provides no means to manage the available space in Westfield Street, however, and means that the street is likely to be used by non-residents.</p> <p>Similar to Option 1, this option provides no elements of control of the available parking and would simply charge Westfield Street residents to park in other streets nearby. For these reasons this</p>

	<p>option offers little benefit and is again set aside as a potential solution.</p>
<p>Option 3</p>	<p>That Westfield Street remains privately maintained and, subject to the requirements of the <i>Residents Permits on Private Roads Protocol</i>, parking controls are extended to Westfield Street. Residents are entitled to permits to park in the wider S6 Zone, and on-street parking provision in Westfield Street can be utilised by other permit holders.</p> <p>This option also relies on the requirements of the protocol being met, i.e. that in the adjacent streets and in the wider S6 zone, that there is an availability of space that could accommodate additional demand that would facilitate providing access to permits by Westfield Street residents. However, unlike Option 2, the extension of parking controls to Westfield Street would provide protection from non-residential parking and would continue to enable Westfield Street residents to park near to their homes.</p> <p>As per the protocol, residents would be entitled to one permit per household.</p> <p>This is the preferred option, providing for management of the available space, should the requirements of the protocol be met, but with no transfer of maintenance responsibility.</p>
<p>Option 4</p>	<p>That Westfield Street becomes an adopted road, with parking controls being extended to apply to the adopted road. Residents are entitled to permits to park in the wider S6 Zone, and parking provision in Westfield Street can be utilised by other users.</p> <p>Under the terms of Section 16 of the Roads (Scotland) Act 1984, those responsible for the maintenance of a privately maintained road may make application to the local roads authority to have said road become a public road, where the maintenance burden would transfer to the Roads' Authority. The same section does explain that there is no obligation on the Roads Authority to adopt any road, but that they can choose to do so if the road is of a "standard satisfactory to the local Roads Authority". In practice, any privately maintained road would need to be of adoptable standard for this authority to adopt it. Adopting roads, like Westfield Street that are not to an adoptable standard, and which are likely to require significant works to bring them up to an adoptable standard simply adds to an existing maintenance burden.</p> <p>All costs involved in bringing Westfield Street up to an acceptable or adoptable standard would therefore be required to be met by</p>

	<p>residents, with all work being completed before either the adoption process or the process of adding Westfield Street to the CPZ could begin. It is, however, likely that both the costs and timescales would be prohibitive.</p> <p>It is suggested that this option also be set aside.</p>
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Part D – Next Steps

- 1.20 The investigation carried out in advance of the preparation of this report looked at both the adoption and ownership status of Westfield Street. That process revealed that the strip of land that runs down much of the western side of Westfield Street is, in fact, owned by the Council.
- 1.21 As was set out in the report to Committee on 14 September 2023, ownership and adoption are two different things. In this case, while the Council may own part of Westfield Street, said area does not constitute part of the road, but is an off-road area of land. There has been no process that would formalise this area as being part of the road, and therefore no process of adoption that would make the area in question an adopted road. Said area is also not of an adoptable standard.
- 1.22 It is, however, proposed that the process of offering a solution also provides an opportunity to address this anomaly. If it were proposed to pursue option 3 as set out above, then the next steps would be to:
- i) Make a decision on the implementation of S6W as soon as it is possible to do so.
 - ii) If the decision is to proceed with S6W, to set in motion the following processes:
 - a) Assessment of permit demand across S6, to inform a decision on Westfield Street;
 - b) Reliant on a), seek confirmation from the residents of Westfield Street that they wished their road to be included in the CPZ;
 - c) Make preparations for a legal process to add those parts of Westfield Street that are road to the CPZ, both in terms of permit entitlement and parking controls;
 - d) Transfer of the Council-owned strip of land to the residents of Westfield Street for a nominal sum.
- 1.23 Upon successful completion of those processes, Westfield Street residents would be entitled to permits, have parking controls in their road that protected them from ad-hoc parking, have ownership of the strip of land on the west side of Westfield Street and have full maintenance responsibility for the entirety of their street.

Appendix 3: Dissemination of information

This appendix addresses concerns related to the dissemination of information regarding the Strategic Review of Parking. It provides background to the engagement that has taken place and the methods by which information has been provided to residents, to Community Councils and to Ward Councillors.

Background

- 1.1 The Strategic Review of Parking was initiated in 2018 as a result of growing concern in respect of the impact that non-residential parking continued to have on the ability of residents to park near to their homes, and on the ability of residents and businesses to receive visitors, deliveries and tradesmen as a result of parking levels and pressures.
- 1.2 While the Review has always been evidence led, the project has involved consultation not only during the required legal processes, but also informal consultation prior to the commencement of those processes. In addition, the Council has utilised a number of different information streams to keep those likely to be impacted by the proposals, or the work to implement the changes, informed of progress in their area.
- 1.3 There has been some criticism that there has been a lack of awareness of the Review and its outcomes, particularly in the Gorgie area. The following paragraphs set out the methods by which the Council has made information available during each stage of the project and, where practicable, suggests areas where improvements might be made.

Informal Consultation

- 1.4 Prior to seeking authority to proceed to any legal process, informal consultations were carried out in those areas affected by the four phases of the review.
- 1.5 These consultations were intended as an information gathering exercise, allowing residents and businesses, as well as organisations and individuals representing them, to make their views known to the Council.
- 1.6 This process included:
 - 33,000 leaflets explaining the background to the consultation being distributed to every address within the Phase 1 area. The leaflets explained how to respond, how to view details of the proposals and how to further engage on the proposals;
 - Full details of the proposals placed online, including a dedicated project website;
 - Detailed questionnaire available to complete online, with an ability to request a paper copy to submit manually;
 - Interactive maps of the proposals, where comments could be left on the map regarding specific elements of the proposals;
 - A dedicated email address and feedback forms where queries and concerns could be made for the project team;
 - A series of drop-in sessions, held prior to the Covid lockdown, where the project team attended in person sessions to answer questions and explain

the detail of the proposals to attendees. These were held in each area, during 2019, as follows:

- Thursday 31 October, 4pm-7pm at St. Paul's Church, Pilrig
- Friday 1 November, 11am-2pm at Gorgie Dalry Stenhouse, Gorgie Road
- Friday 1 November, 4pm-7pm at Drennan Hall, Polwarth Parish, Polwarth Terrace
- Tuesday 5 November, 4pm-7pm at North Leith Parish Church, Madeira Place
- Wednesday 6 November, 11am-2pm at Fort Community Centre, North Fort Street; and
- Thursday 7 November, 11am-2pm at North Merchiston Club, Watson Crescent.

1.7 During this consultation the Council received 1,386 responses, with 1,098 of those coming from residents within the affected areas. The highest levels of response were received from Gorgie (22% of responses) and Shandon (24%).

1.8 These responses informed the decision-making process that led to the [report](#) in January 2021, recommending that Phase 1 proceed to the legal process.

Legal Process

1.9 The legal process, the requirements of which are set down in national legislation, requires a minimum standard of engagement as a means of ensuring that those likely to be affected by any proposal are offered an opportunity to provide input into that process. Those requirements state that the Council must:

- Notify statutory consultees in advance of the advertising of any Order;
- Inform the Chief Constable of Police Scotland in advance of said advertising;
- Advertise details of the Order in a newspaper circulating in the area in which the proposal lies;
- Send details of the advertising of the Order to those contacted at statutory notification stage; and
- Place full details of all advertised Orders on public deposit at a Council building, making them available to view by any interested person*.

1.10 In addition, the Council may:

- Erect street bills on each street affected by the proposals within the advertised Order**.

1.11 With the Phase 1 Traffic Regulation Order (TRO) advertising taking place within the period when the requirements of the Coronavirus (Scotland) Act 2020 were still in place, the requirement to place on public deposit (denoted above by *) was suspended. The option to place street bills (denoted above by **) was also

effectively suspended by the Coronavirus (Scotland) Act 2020, with no street bills for any Order erected during the pandemic. All other requirements were adhered to when the Order was advertised.

1.12 In addition, the Council also:

- Delivered leaflets to every address, 33,000 in total, advising recipients of the advertising of the Order, giving details of how to view the detailed Order and plans and how to respond to the consultation;
- Posted messages on social media;
- Issued press releases;
- Contacted Ward Councillors and Community Councils to advise of the advertising of the Order, providing details of the routes by which responses and feedback could be provided;
- Used a dedicated website containing details of the advertised Orders, explanations of the proposed operation of parking controls and methods by which objections could be lodged, feedback received and queries made to the project team;
- Placed details on the Council website, with links to the above website, but also with email details for the Traffic Order team as well as the email address for the consultation responses;
- Placed details on TellMeScotland, the Public Information Notices website operated by the Scottish Government, where notices from across Scotland are centrally available and where alerts can be set to advise interested parties of proposals relating to transport, licensing, planning etc in their local area; and
- Allowed for the required 21 day period during which objections can be made to the advertised Order.

1.13 When the Order was initially advertised, it was brought to officers' attention that the leaflet delivery in this instance had not achieved the desired result, and that the leaflets had not been successfully delivered. This was evidenced by significant reports of non-delivery. Therefore, a decision was taken to extend the consultation period to six weeks and to utilise a direct mailing approach to leaflet delivery using Royal Mail.

1.14 During the extended consultation period a total of 1,003 objections were received. A further 200 or so responses were supportive of the proposals or were queries or comments that did not contain indications of support or opposition to the proposals.

1.15 The results of the advertising of the draft Order were [reported](#) to Committee on 18 August 2022, when the decision was that the Council should proceed to make the Orders, with modifications, and proceed to implement the new Zones.

Implementation

- 1.16 Implementation works began in the new Zones in March 2023. That work was preceded by updates sent to all Ward Councillors across the city and to Community Councils within the areas affected by the works explaining the status of each of the Phases and giving information, website links and email addresses where further information could be found and where comments, queries etc. could be directed.
- 1.17 Further updates were sent to Ward Councillors and Community Councils as the work progressed into other areas.
- 1.18 In advance of the commencement of implementation work in each area, leaflets were delivered to every address within those areas, providing links to the Council's website, where information was regularly updated to provide a programme of work for each new zone, answers to commonly asked questions and a full background to the Review.
- 1.19 As each zone reached the end of the implementation stage, a further leaflet was delivered to every address within that zone giving information on the operational date of the zone and providing links to pages on the Council website where information could be found on applying for permits. Those leaflets also linked to the wider pages on the background to the Review and to the latest updates on progress.
- 1.20 The website continued to be updated as work progressed, as the new zones were implemented and became operational and as additional information became relevant for each of the new zones.
- 1.21 Each stage of implementation was accompanied by press releases and social media content advising that the zones were coming into operation and that permits were available to qualifying residents.
- 1.22 As each zone has neared completion, signing has been provided at key points, in addition to the road markings and road signs required for the operation of the zones themselves, indicating the date on which restrictions were to become operational. One of the most obvious indications of change in each area is the work itself with line marking and signing work being carried out in every street within each of the six new zones.

Overview of engagement

- 1.23 Throughout the Review, the Council has used a variety of means of disseminating the necessary information on the new controls to those likely to be affected.
- 1.24 Since implementation work began, the project team have responded to significant numbers of queries from residents, businesses, ward Councillors, MSPs and MPs, indicating that there is generally widespread knowledge of the new restrictions.

- 1.25 As per the Review's engagement plan, each area (since the project began) should have received information delivered to their address on at least four occasions, with each successive leaflet providing an update on progress and an indication that the process was moving forward.
- 1.26 Each stage of the process has elicited high numbers of responses, and in each of the new zones the leaflet indicating the availability of permits and the coming into effect of the zone has been accompanied by queries to both the Controlled Parking Zone and Residents Permit email addresses, as well as uptake of permits in line with what was anticipated.
- 1.27 Leaflet deliveries continue to provide a cost-effective means of disseminating information directly to residents and businesses. As part of the service that delivery companies provide, it is possible to obtain GPS evidence of the route followed by those delivering the leaflets, and this is something that will be a requirement of all future leaflet deliveries. It is also possible to obtain details of any premises where delivery has not been possible and where redelivery has been attempted or is to be attempted.
- 1.28 It is acknowledged that no delivery of this type is entirely infallible, and there may be instances where Council leaflets have become mixed with other unsolicited mail. However, the level of engagement the Council has received relating to the Review indicates that the chosen methods of communication have been generally successful.
- 1.29 The project team will continue to use the many communication channels available to make sure that information is disseminated to as many people as possible.
- 1.30 Regular updates to Ward Councillors and Community Councils, where key information can then be placed on websites or on social media play an important part of ensuring that communities are well-informed, but also rely on individuals seeking out or having access to those channels.
- 1.31 TellMeScotland is an underused resource that allows anyone to set alerts for specified areas, ensuring that they are informed of proposals or decisions that might affect them. The Council encourages use of this resource, but it does require the individual to take the required steps to register for alerts.
- 1.32 The project team will continue to promote awareness of all communications channels available to the public.

Conclusions and Actions

- 1.33 No process, whether for consultation, engagement or to inform, will ever achieve 100% coverage. While the aim is, and will always be, to reach as many people as possible and to spread key messages about parking projects to as wide an audience as possible, there are no means of doing so that can guarantee to reach everyone affected.

- 1.34 Moving forward, the project team will require distribution companies to provide improved proof of the routes covered by delivery staff and to provide detailed non-delivery information that can be used to ensure that delivery is either repeated for those locations, or that additional methods of reaching those locations can be adopted.
- 1.35 The main methods of imparting information remain online. For any future rollouts of controlled parking, the project team will provide regular updates online and to key stakeholders at project milestones in conjunction with web updates to ensure that information is readily available.
- 1.36 The project team will also work closely with organisations and individuals representing residents and businesses to raise awareness of all available communications channels.

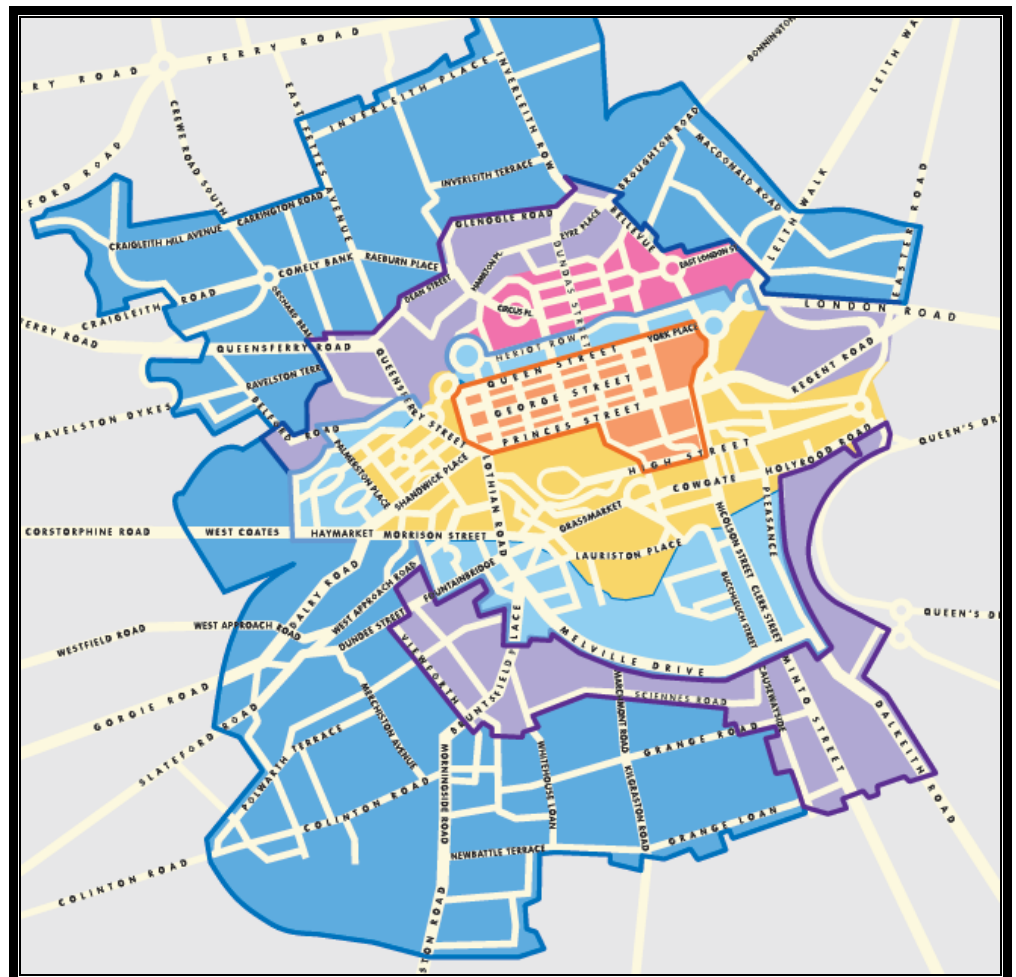
Appendix 4: Private Roads Protocol

This appendix contains the following protocol:

Issue of Residents Permits on Private Roads Protocol

This protocol forms part of the Council's Parking Action Plans and was approved by the Transport and Environment Committee on 10 August 2017.

ISSUE OF RESIDENTS’ PERMITS ON PRIVATE ROADS PROTOCOL



Date	Version	Update notes
20 March 2017	Version 1	

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2	Notes	7
	Appendices:	8
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INTRODUCTION

The Controlled Parking Zone (CPZ) is governed by a traffic order which sets out how parking restrictions work and also the terms and conditions that apply for the issue of various types of permits, including permits that are available to residents of the CPZ.

Under the terms of the CPZ traffic order any “qualifying resident” may apply for a permit to park their vehicle within the CPZ. To be a “qualifying resident”, you must be able to prove that you reside at an address listed as being part of the CPZ.

Privately maintained roads subject to no parking controls, are not described in the traffic order and are not part of the CPZ. This means that residents of these roads are not entitled to permits that would allow them to park in permit holder or shared-use parking places within the CPZ.

With many of the zones of the CPZ being oversubscribed in terms of the ratio between permits issued and space available, it is considered that the inability of residents of privately maintained roads to obtain permits provides protection for CPZ permit holders from further oversubscription and increased demand.

This protocol determines the circumstances in which the Council will issue permits to the residents of privately maintained roads, with the primary aim of ensuring that such permit issue does not result in any further pressure being placed on the availability of kerbside space.

This scope of this protocol is to:

- determine under what conditions the Council will issue permits to the residents of private roads.

The purpose of the Protocol is to ensure:

- a consistent approach when dealing with requests from residents of privately maintained roads;
- that the operation of the CPZ and the benefits it provides to a range of users is not undermined by additional parking pressures;
- that requirements and policies are clear to members of the public, elected members and all Council officers who work within the Parking function or who might deal with parking-related enquiries from members of the public;
- that there is clear guidance available for Community Councils and other resident’s groups on the processes and requirements for issuing permits to residents of privately maintained roads; and
- that there is a single point of reference for the City of Edinburgh Council and members of the public.

Section 1 – Proposed Permit Issue Restrictions

Before the Council will consider issuing permits to the residents of uncontrolled, private roads certain conditions or criteria will need to be met. This section explains the criteria that will need to be met in situations where there is either low or high demand upon available permit space.

The level of demand will be established from an assessment of the number of permit holders and the number of spaces available to permit holders in the:

- **zone** of the CPZ in which the privately maintained road, where the Council has been asked to issue a permit or permits, is located; or
- **area** comprised of adjacent roads which surround the privately maintained road where the Council has been asked to issue a permit or permits.

1. Areas where there is low demand

For the purposes of this protocol, “Low Demand” will be where:

- the ratio of permits to spaces is less than 1:1 in both the **zone** AND the **area** where the privately maintained road is situated;
- an analysis of available parking usage data indicates that issuing permits equal to the number of properties within the privately maintained road would have no detrimental impact upon parking availability within the immediate area.

In instances meeting the above criteria the Council will determine the extent of existing or potential parking opportunities on the privately maintained road. Where the existing or potential parking spaces on the privately maintained road are:

- equal or greater than the number of households, residents will be offered the opportunity to have the road brought into the CPZ and adopted by the Council, subject to the road being of adoptable standard. Where the road becomes part of the CPZ, all residents will be entitled to purchase:
 - No more than two resident permits per household;
 - Visitor Permits
- fewer than the number of households, or where residents do not wish their privately maintained road to become part of the CPZ, residents will be entitled to purchase:
 - No more than **one** resident permit per household.

Section 1 – Proposed Permit Issue Restrictions

2. Areas where there is high demand

For the purposes of this protocol, “High Demand” will be where:

- the ratio of permits to spaces exceeds 1:1 in either the **zone** or the **area** where the privately maintained road is situated; or
- there is quantifiable evidence of high levels of demand from:
 - residents; or
 - pay-and-display customers.

In instances meeting the above criteria it will continue to be the case that residents of privately maintained roads which are subject to no parking controls will remain ineligible for parking permits.

Section 2 – Notes

1. The approach detailed within this protocol will ensure:
 - that, in areas of high parking demand, no additional demands should be placed upon surrounding streets;
 - that privately maintained roads that are already well-served by on-street parking provision, where there is sufficient space to accommodate at least one vehicle per household, will either:
 - need to become part of the CPZ in order to gain a two permit per households, in which case the net impact upon surrounding streets will be no more than one permit per household; or
 - remain free of CPZ control, in which case the impact on surrounding streets will be no more than one permit per household;
 - that in situations where privately maintained roads have restricted availability of on-street parking provision, the potential impact on surrounding streets will be no more than one permit per household.
 - That where there is available capacity, accessibility for the residents of privately maintained roads will be improved, but without significant impact on surrounding areas.

2. In order to:
 - a. allow the resident of any privately maintained road the ability to obtain a permit, or
 - b. add a privately maintained road to the CPZ,
the traffic order that governs the operation of the CPZ must first be amended or updated. That legal process can take several months to complete. It will not be possible to issue permits to a privately maintained road until that process has been fully and successfully completed.

3. In all instances where either resident or visitors' permits are issued, the eligibility and usage requirements as stated in the governing traffic order will apply.

Appendix A – Current Legislative Criteria

The legislation that determines what rights of management or control local authorities have upon roads within their area makes little differentiation between a road that is maintained by the Council (a “Public Road”) and a road that is maintained by another party (a “Private Road”).

As the roads authority for Edinburgh, the Council is solely responsible for the management of roads within its area. That responsibility includes both restrictions on moving traffic (one way roads, banned turns, restrictions on vehicle types etc), but also restrictions on how kerbside space may be used (yellow lines, parking bays etc).

In general, roads authorities have the same rights of management or control over a privately maintained road as they do over a publicly maintained road, subject to the completion of a traffic order to introduce the necessary restrictions.

Where the legislation differs is with any restriction on parking that requires the payment of a charge. In any instance where it is proposed to introduce paid for parking, whether in the form of pay-and-display or permit parking, it is a legal requirement that the roads authority must seek the permission of the person or persons responsible for the maintenance of the road.

While there are instances where residents of private roads have asked the Council to introduce restrictions as a means of restricting parking, the majority of private roads are subject to no parking controls. There is little evidence to suggest that residents of those roads wish parking on their road to be managed by the Council.

From the requests that are received, there is evidence to show that some residents of uncontrolled, private roads would like the Council to issue resident permits to their properties.

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Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Incorrect Parking on the Tram Line

Executive/routine
Wards

Executive
1 - Almond, 3 – Drum Brae/Gyle, 6 –
Corstorphine/Murrayfield, 11 – City Centre, 12 – Leith
Walk and 13 - Leith

1. Recommendations

- 1.1 It is recommended that Committee notes this update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Head of Network Management and Enforcement

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

Incorrect Parking on the Tram Line

2. Executive Summary

- 2.1 This report provides a further update for Committee on incorrect parking on the tram line, as requested by the Council in August 2023 and Transport and Environment Committee in October 2023.

3. Background

- 3.1 On 31 August 2023, the Council approved a [motion](#) on Illegal Parking Disrupting Tram Operations.
- 3.2 The approved motion stated that the Council:
- 3.2.1 Notes that there were 22 incidents of trams being delayed by illegally or irresponsibly parked vehicles in the period 7 June to 31 July 2023, and there have been further incidents in August;
 - 3.2.2 Agrees that it unacceptable for illegally or irresponsibly parked vehicles to impede the city's public transport infrastructure, that these incidents can have a significant negative impact on the reliability and journey times of our public transport network and can bring significant inconvenience to public transport users;
 - 3.2.3 Notes that the council's removal trucks are currently unable to operate near the tram line because of the overhead power cables;
 - 3.2.4 Notes that, while the cost of a penalty charge notice (parking ticket / PCN) recently rose to £100, or £50 if paid within 14 days, that issuing a parking ticket does not remove the obstruction from the tram network;
 - 3.2.5 Notes there are numerous designs of tow trucks in use in municipalities around the world, including wheel lift, hook and chain or flatbed trucks, which do not require an overhead lift and therefore may be safely operated near overhead lines;
 - 3.2.6 Agrees that officers will urgently arrange to procure the use of one or more suitable vehicles to allow uplift of illegally or irresponsibly parked vehicles

obstructing tram lines, and will ensure this service is available during tram operational hours;

3.2.7 Agrees that consideration will be given to additional measures to address the problem, including, but not limited to, consideration of:

- a) Installation of physical barriers, such as bollards, correctly installed Sheffield cycle stands or planters at the worst-affected areas to prevent parking outside of a designated parking bay;
- b) Increased use of parking attendants along the tram route, including travelling on trams, to facilitate enforcement;
- c) Streamlined processes to allow members of the public to report potential breaches, and for this information to be passed timeously to parking attendants to allow enforcement;
- d) Streamlined processes to allow photos and videos submitted by members of the public to be used in enforcement;

3.2.8 Agrees that Transport spokespeople and Leith and Leith Walk councillors will be offered a briefing from parking officers within the next month outlining progress to resolve this issue;

3.2.9 Agrees to receive a report to the next meeting of Transport and Environment Committee outlining progress to resolve this issue, and considering all the proposals outlined at paragraph 3.2.7 above, and considering whether the council's Parking Enforcement Protocol needs to be further updated to address this issue; and

3.2.10 Agrees the Transport Convenor will write to Scottish Ministers requesting that powers to set penalty charge notices, powers to use CCTV installed on trams for enforcement, and powers to allow local authorities to use mobile phone footage submitted by the public for enforcement, should all be devolved to local authorities.

3.3 An initial [report](#) in response to the motion was submitted to Committee on 12 October 2023. This report did not address all of the actions agreed by the Council in August 2023 and a further report was requested to the January meeting of Committee to address the outstanding action points.

4. Main report

Update on Incidents

4.1 Since 7 June 2023, 36 instances of delay to the tram service have occurred due to parked vehicles causing obstructions on the tram route between Princes Street and Newhaven.

4.2 Between 1 September 2023 and 30 November 2023, there were 11 instances where parked vehicles caused obstructions on the tram line, causing an average

delay of approximately 10 minutes. The longest delay was 20 minutes and the shortest delay was three minutes. The table in Appendix 1 shows the number of incidents by month.

Action by Parking Attendants

- 4.3 A review of the recorded incidents highlighted that few were reported to the Council's parking enforcement contractor to take action. Therefore, a streamlined system has been introduced where the tram operations team contacts the parking contractor directly when incidents occur. In addition, regular patrols are being made by Parking Attendants to deter such parking.
- 4.4 The Council also has an agreement in place with Lothian Buses and Edinburgh Trams to allow Parking Attendants to travel on buses and trams so that they can better monitor main routes and attend incidents as they occur.

Removal of vehicles

- 4.5 An overhead power line does not need to be touched by a lifting crane to cause serious injury or death as electricity can arc across small gaps. Extreme care requires to be taken and appropriate Health and Safety procedures need to be put in place before any removal operations could commence to protect both operatives and members of the public in the vicinity.
- 4.6 As reported to Committee in October 2023, the current fleet of parking removal trucks are unable to operate near to the Tram line due to overhead power lines. While detailed consideration has been given to the procurement of additional vehicles which can remove vehicles from the tram line without the need for overhead lifting, these options are often costly, with limited availability and which have both benefits and drawbacks.
- 4.7 The Council's current Decriminalised Parking Enforcement (DPE) contract is due to expire in September 2024. An update on the specification for this is planned for Committee on 1 February 2024.
- 4.8 The draft specification will consider removals from tram tracks in greater detail and the new contract will provide the Council with the opportunity to procure additional recovery solutions, if required.
- 4.9 In the meantime, the Council's current enforcement contractor will continue to utilise dolly wheels which allow for vehicles to be manoeuvred away from the tram tracks into safe areas, or areas where they can be safely lifted by our removal trucks.
- 4.10 Although there are limitations on how the dolly wheels can be used, relating to the weight and size of the vehicle being moved, they are considered the most cost-effective option for the Council until the next DPE contract can be awarded.
- 4.11 In addition, a number of local third-party suppliers have been identified as having appropriate vehicle recovery capabilities. These could be used on a case-by-case basis to remove vehicles from the tram tracks without the need to use a lifting arm. These options will be discussed further with the tram operations team.

Other Actions and Considerations

- 4.12 Contact has been made with several other cities around the UK who operate light rail or tramways systems to enquire about removal systems currently in operation.
- 4.13 The responses received highlight that that, in the main, their tracks are sufficiently segregated from moving traffic with no parking bays positioned directly adjacent to the track. Therefore, they have not experienced the same issues as have been reported in Edinburgh.
- 4.14 In Edinburgh, parking places were introduced following consultation with local residents and businesses. Officers are currently considering whether it may be possible to remove parking bays from some of the more problematic locations and whether additional physical barriers could be of benefit in some locations. Any proposals will be discussed with stakeholders and appropriate alternatives will be identified if possible.
- 4.15 New parking controls around Leith have extended more effective parking management within the vicinity of the tram line. As a result, it is expected that better parking opportunities will be available nearby and the number of instances of incorrect parking will reduce. Additional enforcement visits will also continue in problematic locations.
- 4.16 An [online form](#) can be used by members of the public to report incorrectly parked vehicles. Reports are submitted directly to the parking contractor to take action as necessary.
- 4.17 There is currently no legal mechanism to allow members of the public to submit photographic or video evidence, captured by themselves (such as on mobile phones) which would allow the Council to retrospectively issue Penalty Charge Notices (PCNs). Legislation currently requires that all evidence be gathered by a designated Parking Attendant before a PCN can be issued.
- 4.18 As agreed by Council the Convenor will write to Scottish Ministers to address this issue and request other additional powers to assist with the Council's ability to robustly enforce against inconsiderate parking.
- 4.19 The Council's Parking Enforcement Protocol reflects the legislation and regulations that are in place, so does not require to be updated as a result of this report.
- 4.20 It is also considered that further powers are not required to create a new road traffic offence of blocking a tramway with a parked vehicle when the issue of parking can be physically mitigated, and enforcement managed through existing means.

5. Next Steps

- 5.1 Should issues continue to arise, the tram operations team can now make direct contact with the Council's parking enforcement contractor to respond to instances of incorrect parking on the tram tracks. Parking Attendants will continue to carry out regular patrols in the areas of concern.

- 5.2 Council officers will continue to work closely with the tram operations team to monitor instances of incorrect parking and will consider additional actions if necessary.
- 5.3 Physical mitigation measures will be considered, alongside investigating cost effective options for removal of vehicles when issues arise.
- 5.4 The procurement of a new DPE contract will consider removals from tram tracks in greater detail and the new contract will provide the Council with the opportunity to procure additional recovery solutions, if required

6. Financial impact

- 6.1 The actions set out in this report are met from the Council’s existing revenue budget.
- 6.2 The indicative costs for purchasing additional vehicles are outlined in the table below:

Vehicle Type	Costs
Winch and flatbed	£70-80,000
Wheel lift	£130-140,000
Tow Track	£250-260,000

- 6.3 There is no funding currently available within the Council’s revenue budget to meet the cost of an additional vehicle (or vehicles) at this time. However, it is anticipated that such costs could be contained (and spread) across the Council’s next DPE contract.
- 6.4 The cost of physical measures, including the removal of parking bays, will be considered as part of the business case for this action should it be considered necessary.

7. Equality and Poverty Impact

- 7.1 There is no equality, human rights (including children’s rights) or socio-economic disadvantage implications as a result of this report.

8. Climate and Nature Emergency Implications

- 8.1 There are no climate or nature emergency implications as a result of this report.

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

9.1 There are no known risk, policy, compliance, governance or community impacts arising as a result of this report.

10. Background reading/external references

10.1 None.

11. Appendices

Appendix 1 – Summary of incidents of incorrect parking on the tram tracks.

Appendix 1 - Summary of incidents of incorrect parking on the tram tracks

Month	Number of incidents
June	12
July	10
August	3
September	3
October	4
November	4

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Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Accessibility Commission

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

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

Accessibility Commission

2. Executive Summary

- 2.1 This report summarises progress towards establishing an Accessibility Commission for Edinburgh including its Terms of Reference and associated next steps to enable formal establishment.

3. Background

- 3.1 Several motions have informed the need to establish an Accessibility Commission for Edinburgh, with a core aim of supporting the Council in meeting Transport for All's [Equal Pavements Pledge](#). The approval of a [motion](#) by the Council in September 2021 established the Council's commitment to meeting the Pledge.
- 3.2 On 30 June 2022, the Council approved an [adjusted motion](#) seeking actions, including a round-table discussion with representatives of the Edinburgh Access Panel, to better understand priorities and improvements which could be delivered to improve accessibility across the city. The Council also agreed for an annual accessibility report, detailing the steps taken by the Council over the preceding 12 months to address accessibility issues and set out key priorities and additional actions to be taken in the following year. An [update](#) on the actions taken in respect of this was considered by Committee on 2 March 2023.
- 3.3 On 17 August 2023, a [motion](#) was approved by Committee reaffirming support for the Equal Pavements Pledge and noting that the majority of the Pledges are not being met. The motion supported progress on the formation of an Accessibility Commission and set out a number of areas for discussion by the Commission, once established.

4. Main report

- 4.1 In response to the motions summarised in section 3 of this report, work to establish an Accessibility Commission began in early Spring 2023, with an initial meeting comprising several accessibility group representatives, Council officers and Committee members (on 29 March 2023).

- 4.2 The meeting facilitated discussion on some of the challenges faced by people with disabilities in accessing Edinburgh’s public streets and spaces. It also enabled the sharing of initial ideas around the role, remit and membership of a new Accessibility Commission. Councillor Scott Arthur chaired the group, and it was given an interim title - ‘Accessible Streets’ group.
- 4.3 Two further meetings of the Accessible Streets group were held in September and November 2023 to progress discussions on the establishment of the Commission, including the production of Terms of Reference and selection of a Commission chair and vice chair.
- 4.4 The Terms of Reference (Appendix 1) set out the remit, commission membership, elected member involvement and officer roles in the Commission.
- 4.5 This report seeks to make Committee aware of the establishment of the Commission as set out in the Terms of Reference, and the next steps (as set out in section 5 of this report).

5. Next Steps

- 5.1 The next steps to establishing the Accessibility Commission are:
- 5.1.1 To hold the first meeting of the Commission, subject to Commission members availability, in February or early March 2024;
- 5.1.2 To establish a Work Plan and meeting timetable at the inaugural Commission meeting and provide an update to Committee once agreed; and
- 5.1.3 Thereafter, provide annual updates to Committee during the Commission’s lifespan (of an initial two years) to report on progress, challenges, opportunities and recommendations.

6. Financial Impact

- 6.1 The success of the Commission is largely dependent on the Council providing support for activities/administration. Some examples may include:
- 6.1.1 Financial support for Commission members to undertake site visits, for example, as required. It is expected that this should be no more than £1,000 - £1,500 a year;
- 6.1.2 Financial support to ensure meetings, communication and engagement on the work of the Commission are as accessible as possible, where Council resource is limited. This may include, for example, seeking external support to convert documents to ‘Easy Read’ format;
- 6.1.3 Funding (internal and/or external) to deliver the recommendations of the Commission. This will become clearer once the Work Plan and recommendations have been established and will be reported to Committee as appropriate; and

- 6.1.4 Officer resource in the form of expertise, knowledge sharing, reporting and in providing secretariat support.
- 6.2 The costs associated with the Commission's operations can be contained within the Council's Placemaking and Mobility revenue budget.

7. Equality and Poverty Impact

- 7.1 The Accessibility Commission will provide independent advice to the Council on the challenges, opportunities and actions required to ensure the city's public streets and spaces are as accessible as possible to people with disabilities. The Commission will therefore have a positive impact on supporting equal access to the city. Opportunities to consider impacts on poverty will also be maximised.

8. Climate and Nature Emergency Implications

- 8.1 The Commission is expected to have a positive impact on supporting people with different needs and abilities to travel as sustainably as possible in line with the objectives of the Council's City Mobility Plan.

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

- 9.1 The establishment of an Accessibility Commission responds to requirements via various Council and Committee motions, as outlined in section 3 of this report, to support delivery of the Equal Pavements Pledge.

10. Background reading/external references

- 10.1 [City Mobility Plan](#), approved by Transport and Environment Committee February 2021

11. Appendices

Appendix 1 Accessibility Commission Terms of Reference

Edinburgh Accessibility Commission

Terms of Reference

Contents

1. Remit and Deliverables
2. Roles and Responsibilities
 - Commission Chair and Vice Chair
 - Commissioners
 - Elected Members
 - Council Officers
3. Commission Meetings
4. Secretariat
5. Relationship with Transport and Environment Committee
6. Remuneration and Expenses
7. Information Sharing

1. Remit and Deliverables

- 1.1 Edinburgh's Accessibility Commission (the Commission) has been established for an initial two-year period to provide independent advice to the City of Edinburgh Council (the Council) on the challenges, opportunities and actions required to ensure the city's public streets and spaces are as accessible as possible to disabled people.
- 1.2 The Commission will have strategic role which will complement and support the remit of [Edinburgh Access Panel](#).
- 1.3 The Commission will primarily focus on examining overarching Council practices and processes, within the initial two years of its inaugural meeting, to deliver outcomes across the following key themes:
 - 1.3.1 **Design** – the Commission will set fundamental principles as to how the Council, working with partners and stakeholders, will ensure that policymaking and project delivery embeds accessibility into the design and development of our public streets and spaces. It will also establish a process to follow to support resolution, where possible, if principles are not being met.
 - 1.3.2 **Communication** - the Commission will establish principles as to how the Council, working with partners and stakeholders, will ensure its communications, including presentation/sharing of information, are as

accessible as possible to maximise awareness and input from disabled people in Council activities, with a focus on delivering accessible public streets and spaces.

1.3.3 **Engagement** – the Commission will set principles for the delivery of best practice engagement which facilitates meaningful contributions from disabled people on Council policymaking and project development and delivery.

1.4 At the outset the Commission will have defined a work plan to support delivery of the three key themes above. The following activities will support this:

1.4.1 Undertake a review of the effectiveness of activity currently undertaken to address accessibility needs across the city's public streets and spaces, including consultation and Integrated Impact Assessment (IIA) processes;

1.4.2 Hear and respond to the experiences of citizens with disabilities who experience challenges in accessing Edinburgh's public streets and spaces;

1.4.3 Build on existing research, and the learning achieved by other Commissions across the UK, to find best practice examples of interventions and approaches to be adopted in Edinburgh to inform actions defined;

1.4.4 Input into national, regional and local consultations as appropriate;

1.4.5 Define a practical, realistic, affordable programme of short, medium and longer term actions and recommendations to improve accessibility across the city's public streets and spaces, informed by the [Equal Pavements Pledge](#) and feedback from engagement with key stakeholders; and

1.4.6 Define a practical approach to monitoring the effectiveness of the actions and recommendations defined by the Commission.

Ways of working

1.5 The Commission will develop and maintain a work plan to guide its work. To fulfil its remit, the Commission will need to conduct meaningful engagement with parties likely to be affected by, and contribute to, improving the accessibility of the city's public streets and spaces.

1.6 To ensure meaningful engagement, the Commission will actively involve stakeholders in its considerations, taking a range of opinions into account, with a view to developing a shared understanding of the key issues. The Commission will actively feedback actions to those consulted.

1.7 The Commission will support the Edinburgh Access Panel in providing a place where strategic issues can be escalated for discussion.

1.8 A Communications and Engagement Plan will be maintained, alongside the work plan, outlining how the Commission will engage with others and ensure its purpose/outcomes are widely publicised and understood.

1.9 The Commission will undertake site visits where appropriate to aid understanding of challenges and potential solutions.

2. Roles and Responsibilities

Commission Chair and Vice Chair

- 2.1 Meetings of the Commission will be chaired by Zara Todd.
- 2.2 The Chair is independent from the Council, and responsible for determining the work plan of the Commission, in consultation with Commissioners.
- 2.3 The Chair is expected to:
 - 2.3.1 Prepare for, and attend, meetings of the Commission.
 - 2.3.2 Attend other meetings and seminars on behalf of the Commission (as required).
 - 2.3.3 Assist in the development, approval and monitoring of the Commission's work plan.
 - 2.3.4 Identify and specify potential areas for research.
 - 2.3.5 Establish good partnership working with other organisations and participate in reference groups, discussion forums and open meetings (as required).
 - 2.3.6 Provide effective leadership to the Commission, including chairing meetings and fostering sound decision-making and full participation by other members of the Commission in the exercise of their functions and in the work of the Commission.
 - 2.3.7 Act as the principal spokesperson and public face of the Commission, representing it at meetings with other bodies and at conferences / events and in the media.
- 2.4 The Vice Chair is Councillor Scott Arthur. The role of the Vice Chair will be to support the work of the Chair, deputising where needed.

Commissioners

- 2.5 Commissioners have been invited to sit on the Commission and will bring both individual expertise and expertise from the organisations they represent.
- 2.6 Commissioners are asked to:
 - 2.6.1 Exercise their talents and areas of expertise by briefing and guiding the Commission.
 - 2.6.2 Prepare adequately for Commission meetings by, for example, proposing agenda items, reading papers in advance, preparing and presenting papers for consideration, participating in discussion, and helping to reach a consensus view.
 - 2.6.3 Respect the views of other Commission members.

- 2.6.4 Act on the Chair's behalf in representing the Commission at meetings with other bodies, at conferences / events and in the media, where possible (and as agreed with the Chair).
 - 2.6.5 Act as Commission champion/lead, where possible in relation to specific elements of the work plan.
 - 2.6.6 Protect information received in confidence from unauthorised disclosure.
 - 2.6.7 Identify and specify potential areas for research where possible.
 - 2.6.8 Notify the Secretariat at the earliest opportunity if they are unable to attend scheduled meetings.
 - 2.6.9 Attend Commission meetings regularly and on time.
- 2.7 The Commissioners currently comprise a representative from each of the following organisations below. Identification of additional commission members across the life of the Commission will be referred to the Commission for review in advance of any changes being made:
- 2.7.1 Edinburgh Access Panel
 - 2.7.2 Edinburgh Trams
 - 2.7.3 Equality and Rights Network
 - 2.7.4 Euan's Guide
 - 2.7.5 HCL Transport
 - 2.7.6 Inclusion Scotland
 - 2.7.7 Living Streets Edinburgh Group
 - 2.7.8 Lothian Buses
 - 2.7.9 Lothian Centre for Inclusive Living
 - 2.7.10 Mobility and Access Committee for Scotland
 - 2.7.11 National Federation for the Blind Scotland
 - 2.7.12 People First (Scotland)
 - 2.7.13 Royal National Institute of Blind People
 - 2.7.14 Sight Scotland and Sight Scotland Veterans
 - 2.7.15 Sustrans
 - 2.7.16 The Guide Dogs for the Blind Association (Scotland)
 - 2.7.17 The Scottish Assembly
- Elected Members**
- 2.8 Strong engagement and input from elected members on the work of the Commission will be critical to its success, both during the life of the Commission

itself, and for successful implementation of the actions and recommendations it makes.

2.9 Towards this it is proposed that:

2.9.1 A report will be presented to the Council's Transport and Environment Committee noting the intention to establish the Commission, these Terms of Reference and key next steps;

2.9.2 A representative from each political party on the Transport and Environment Committee will be invited to take part in the Commission; and

2.9.3 Annual updates will be presented to the Transport and Environment Committee throughout the life of the Commission to report on progress against the Commission's work plan, emerging actions and recommendations arising. This will provide strong governance and accountability.

Council Officers

2.10 Relevant officers across the Council's Sustainable Development division will support the work of the Commission by informing the work plan, actions, recommendations and engagement as required. The Council's lead service area will be Placemaking and Mobility.

3. Commission Meetings

3.1 The Commission will meet at least quarterly across its lifespan.

3.2 A work plan will be maintained as a standalone document by the secretariat (directed by the Chair) and used to inform the agenda items for meetings.

3.3 These meetings will be structured on a range of themes, as outlined in the work plan, and take place either online, at Council offices or a hybrid of both.

Absence

3.4 Whilst every effort should be made to attend all meetings of the Commission, it is recognised that the Chair, Vice Chair and Commissioners may need to be absent on occasion due to annual leave, conflicting arrangements or other requirements out-with their control.

3.5 Once you are aware that you are unable to attend, you should notify the Secretariat at the earliest opportunity.

Agenda

3.6 The agenda for each meeting will be decided by the Chair following discussion with the secretariat. If members wish to contribute agenda items, they are asked to notify the secretariat by email no later than 2 weeks before the relevant meeting. The secretariat will circulate the final agenda and all papers 5 working days ahead of each meeting.

- 3.7 Whilst time will be allocated for any other business, advanced notice should be given of any significant issues to be considered. These issues should be notified to the secretariat as above.

Conflict of interests

- 3.8 As a standing item at the start of each meeting, the Chair will ask members to state any potential conflicts of interest that may arise through the course of the meeting. In this context, “conflict of interest” refers to specific bias or financial interest that may influence the discussions and decisions of the Commission. Members are also expected to declare interests as they arise during discussions. In these circumstances, it would be for the Chair to decide an appropriate course of action. This may include, for example, asking the member to leave the meeting for the specific agenda item which relates to the conflict of interest.

Minutes

- 3.9 Minutes of meetings will be made available through the Commission’s dedicated web presence on the Council’s website within 21 working days of the meeting. The secretariat will circulate draft minutes to members within 10 working days of the meeting. Minutes will reflect the discussion but will not make specific reference to Commissioners by name. Points agreed will be noted accordingly.

Meeting documentation

- 3.10 In general, documentation considered by the Commission will be considered public, and will be made available online following meetings. However, it is acknowledged that there may be occasions where this default position is not appropriate; this will be at the Chair’s discretion. By way of example, relevant documentation for the Commission may contain information that is not in the public domain, contain issues of commercial sensitivity or raise copyright issues. Where possible, sensitive material will be partially redacted and published. Where the Chair considers that documentation should not be made available online, the minutes will include a record that they have been considered by the Commission.

Guests and information gathering

- 3.11 A wide range of stakeholders may be asked to provide input to the Commission at the Chair’s discretion. The Chair will determine the extent to which those invited to contribute to Commission meetings should participate in the remainder of the meeting on a case by case basis.

Decision Making

- 3.12 The Commission should, as far as possible, reach decisions by consensus. Where necessary, a vote will be taken where the Commission needs to make a decision. Each member will be allocated one vote and, in the event that no clear decision is reached, i.e. equal votes, the Chair will have the casting vote. All decision outcomes and the numbers for and against will be noted in the minutes.

Quorum for Meetings

- 3.13 The quorum for any Commission meeting and vote must be one third (rounded up to a whole number) of the complete membership.

4. Secretariat

- 4.1 The secretariat is based within the Placemaking and Mobility service area of the Council and will undertake the following functions as directed by the Chair of the Commission:
- Preparing and circulating agenda and related papers.
 - Arranging suitable locations and dates for meetings of the Commission.
 - Inviting individuals and organisations to meetings of the Commission, as directed by Commissioners.
 - Recording minutes and action points.
 - Drafting reports and other documents, as directed by the Commission.
 - Managing communications for the Commission, including:
 - dealing with all enquiries in relation to the Commission's work;
 - maintenance of the Commissions dedicated web presence;
 - publicising work online and coordinating other online engagement, as required; o drafting responses to press queries.
 - Commissioning and managing third party research and specialist input, as required.
 - Providing the Commission with updates on relevant areas of interest in the wider policy landscape, as required.
 - Notifying Commissioners of any significant issues or events (within the Council or otherwise) relevant to its work.
 - Synthesising existing research on energy transitions, monitoring relevant information/media.
 - Supporting the Commission to engage with Scottish Government officials and Ministers as necessary.
 - Administration of Commissioner remuneration, where appropriate.
- 4.2 The secretariat will also lead on drafting business cases to ensure the Commission has the appropriate funding to carry out its remit once its requirements become clear. This may include funding for items such as research support and the booking of venues for meetings or events.

5. Remuneration and Expenses

- 5.1 The Commission members may be remunerated for time committed and/or travel expenses.

6. Information Sharing

- 7.1 The Commission is committed to being as open and transparent as possible and will proactively share what information it can. Information to be released in consultation with the Chair and where appropriate, the Council's Data Protection Officer. Reports, Minutes and other information will be made available through the Council's dedicated webpages.

Transport and Environment Committee

10.00am, Thursday, 11 January 2023

Air Quality Annual Progress Report

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Committee notes the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: Daisy.Narayanan@edinburgh.gov.uk

Air Quality Annual Progress Report

2. Executive Summary

- 2.1 This report provides an annual update on the most recently available ratified annual air quality monitoring data (2022), local pollutant trends and emerging issues in Edinburgh, fulfilling the requirements of the statutory Local Air Quality Management Framework.

3. Background

- 3.1 The Local Air Quality Management (LAQM) framework is set out in the Environment Act (1995) and obliges local authorities to review and assess air quality in their areas against statutory objectives. When a pollutant fails to comply with an objective, an Air Quality Management Area (AQMA) must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.
- 3.2 The Council is obliged to produce an Annual Progress Report, described herein, to give an update on progress made with respect to actions that may improve air quality in the past year. The Annual Progress Report must also detail the latest annual air quality monitoring data (2022), trends in local pollutants and emerging issues.
- 3.3 Reports are compiled in accordance with the Technical Guidance issued by the Department of Environment Food and Rural Affairs and updated Scottish LAQM Policy Guidance (PG(S)(23)) which took account of the Cleaner Air for Scotland strategy (CAFS) LAQM review, the findings of the Environmental Standard Scotland (ESS) Air Quality Investigation 2022 and Scottish Government's response to this. (Section 10 provides links to relevant reports.)
- 3.4 In Edinburgh there are five AQMAs declared for breaches of the nitrogen dioxide (NO₂) objectives – Central, St John's Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith Row. Revocation of the Inverleith Row AQMA and amendment of the St John's Row AQMA are in-process.

- 3.5 The Council is also in the process of developing a new Air Quality Action Plan (AQAP) in respect to these AQMAs.
- 3.6 There is one additional AQMA declared for fine particles (PM₁₀) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions.

4. Main report

- 4.1 The Council is predominately concerned with the review and assessment of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}). Statutory objectives for these pollutants are defined in Appendix 1. Scotland has set tighter standards for particulate matter (PM₁₀ and PM_{2.5}) compared with the rest of the United Kingdom (UK).
- 4.2 In general, there continues to be a decreasing trend of annual mean NO₂ concentrations observed (Appendix 2). This general downward trend remains to be in line with the national trend of NO₂ pollution, showing long-term improvement at urban background and roadside locations and is likely to be the result of lower traffic flows since the COVID-19 pandemic and a cleaner fleet supported by the city getting ready for enforcement of the Low Emission Zone. A detailed traffic survey is planned for early 2024, which will allow further analysis of these factors.
- 4.3 Only one exceedance of the annual mean NO₂ air quality objective was reported in 2022. The monitoring site (Queensferry Road) is not located at a site of relevant exposure e.g., residential properties, and therefore required distance correction. Once distance corrected, the concentration was within the statutory parameters.
- 4.4 There were no exceedances (or risk of exceedances) of the one-hour NO₂ objective.
- 4.5 2022 was the first year there were no travel restrictions following the COVID-19 pandemic. However, NO₂ concentrations were similar to that in 2021 and generally have remained lower than pre-pandemic years. Areas where relative annual mean concentration increased from 2021 are largely surrounding junctions or areas of known congestion. This is to be expected with traffic levels stabilising following the easing of the pandemic restrictions.
- 4.6 Whilst 2020 and 2021 monitoring data should be taken with a degree of caution, due to the pandemic travel restrictions, changes to the AQMAs will be considered on an annual basis. Revocation and amendment of the Inverleith Row and St John's Road AQMAs are in-process, with orders to be published in January 2024.
- 4.7 There were no reported exceedances of the Scottish PM₁₀ annual mean objective or of the PM_{2.5} annual mean objective during 2022. Trend analysis of particulate matter shows a slight decreasing pattern, except at St John's Road (Appendices 3 and 4).
- 4.8 St John's Road exceeded the PM₁₀ 24-hour mean objective in-part due to a one-off event during road surface dressing works. An accumulation of aggregate materials

occurred on the main road following the works and heavy rain. Thereafter, with the fine dry weather that ensued, there was an increase in concentrations due to resuspended dust from the crushing of the material by vehicles on the road. The levels of PM₁₀ concentrations remained high until the material was removed and the road swept.

Air Quality Action Planning

- 4.9 In December 2022, Committee approved a draft [Air Quality Action Plan](#) (AQAP) for consultation. The draft AQAP set out actions to tackle NO₂ in Edinburgh and covered eight key themes:
- 4.9.1 Low Emission Zone (LEZ);
 - 4.9.2 Strategic Transport;
 - 4.9.3 Behavioural Change to Active Travel;
 - 4.9.4 Public Transport;
 - 4.9.5 Low Emission Vehicles;
 - 4.9.6 2030 Climate Strategy;
 - 4.9.7 Integrated Policies and Guidance; and
 - 4.9.8 Domestic Emissions.
- 4.10 Statutory consultation was undertaken in Spring/Summer 2023 and the finalised Plan will be presented to Committee in February 2024, taking account of the feedback.
- 4.11 The draft AQAP focuses on locations where exceedances or risk of exceedances of the NO₂ objectives are identified, but it also includes strategic measures which will ensure concentrations of several pollutants are reduced across Edinburgh, even below current statutory objectives. This precautionary approach to public health is supported by the [Cleaner Air for Scotland 2 Strategy](#) and assists in ensuring the objectives continue to be met and maintained.
- 4.12 Priority is being given to the ongoing delivery of the LEZ as a significant measure in the new AQAP. This will ensure enforcement by 1 June 2024 following its implementation in May 2022. The LEZ scheme remains a necessary intervention, as evidenced by the National Modelling Framework, to contribute towards meeting air quality objectives and in maintaining them, with helping to ensure that a cleaner fleet operates in the city. Annual uptake of Scottish Government funding to support eligible businesses and residents remains high. National and local awareness-raising will continue to support LEZ readiness.
- 4.13 Continuing economic growth in the city and wider region presents a challenge for air quality. Population growth has inevitable demand for all modes of transport and supported infrastructure. The new freeport status at the Port of Leith may also change transport and industrial patterns in the area.
- 4.14 In May 2023, the Scottish Parliament published a report on the Scottish Government's Air Quality Improvement Plan and Wider Air Quality Issues, which

supported the aspiration of adopting the 2021 World Health Organisation (WHO) recommended Air Quality Guideline (AQG) levels on air pollutants as statutory measures. There was also some acceptance that the immediate adoption of such measures would present practical challenges.

- 4.15 Some of the recommended annual mean AQG levels are significantly lower than existing objectives in Scotland. For example, Scotland's NO₂ objective is 40µg/m³; the AQG level is 10µg/m³. An estimated comparison with Edinburgh's 2022 monitoring data shows the concentrations at every roadside monitoring location would breach the WHO recommended AQG level. Additionally, most background concentrations (predominately emissions from commercial and domestic heating as well as the general road network) were also above the level.
- 4.16 There is a similar outcome when comparing Edinburgh's PM_{2.5} 2022 monitoring data, with the recommended AQG level of 5µg/m³. The current Scottish objective is 10µg/m³, with concentrations from all eight monitoring locations in Edinburgh showing this is met. However, only Currie, the suburban monitoring location, would meet the recommended AQG level.
- 4.17 Scotland has already set some of the tightest PM₁₀ objectives in the world – annual mean of 18µg/m³. The recommended AQG level is 15µg/m³ for the same averaging period. In 2022, Salamander Street and St John's Road would fail to meet the WHO recommended AQG level.
- 4.18 The Scottish Parliament has urged the Scottish Government to work with local authorities and others to map out pathways for achieving these ambitious targets and consider enshrining a continuous improvement approach into air quality policy, as part of the next review of the Cleaner Air for Scotland Strategy. Officers will continue to engage on this.
- 4.19 It is recognised that there are air quality policy areas that are outside of the direct control of the Council, such as vehicle emissions standards. The Council will therefore continue to work with the Scottish Government and key stakeholders on policies and issues beyond the Council's direct influence, particularly where local evidence can be provided to support and influence change.

5. Next Steps

- 5.1 The 2023 Air Quality Annual Progress Report is published on the [Council's website](#).
- 5.2 The main priorities for the Council in 2024 will be finalising the delivery and commencing enforcement of the LEZ and finalising the NO₂ AQAP for approval by Committee in February 2024.
- 5.3 Work will also progress in respect to the Salamander Street PM₁₀ AQAP and monitoring will be further considered in the area.
- 5.4 The revocation and amendments to Inverleith Row and St John's Road AQMAs will also proceed.

6. Financial impact

- 6.1 There are no direct financial impacts with noting this report.

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment (IIA) is not required for consideration of this report. The report is a routine submission to Committee to give an update on progress which has been made with respect to actions that may improve air quality in the past year, detail the latest monitoring data (2022), trends in local pollutants and emerging issues.
- 7.2 The presentation of the finalised NO₂ Air Quality Action Plan to Committee in February will be accompanied by an updated IIA.

8. Climate and Nature Emergency Implications

- 8.1 Action to progress improvements in air quality will have a positive effect on the environment. As the new Air Quality Action Plan is confirmed (in 2024 subject to Committee approval) and actions progressed thereafter, the annual update will include emissions benefit and any other wider benefits.

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

- 9.1 The 2023 Air Quality Annual Progress Report discharges the Council's statutory duty to report on the review and assessment of air quality, as specified under the terms of the Environment Act 1995 and the associated Local Air Quality Management framework.

10. Background reading/external references

- 10.1 Local Air Quality Management – Policy Guidance PG(S) (23)
https://www.scottishairquality.scot/sites/default/files/publications/2023-04/Air-Quality-Cleaner-Air-for-Scotland-2-LAQM-PG%28S%29-23-revison-final-22-March-23_0.pdf
- 10.2 Local Air Quality Management – Technical Guidance TG(22)
https://www.scottishairquality.scot/sites/default/files/publications/2023-04/LAQM-TG22-August-22-v1.0_0.pdf
- 10.3 Cleaner Air for Scotland 2 Strategy <https://www.gov.scot/publications/cleaner-air-scotland-2-towards-better-place-everyone/>
- 10.4 Environmental Standards Scotland Air Quality Investigation –
<https://environmentalstandards.scot/investigations/air-quality-investigation-summary-report/>

- 10.5 Scottish Government improvement plan relating to Environmental Standards Scotland (ESS) air quality investigation
<https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2023/03/environmental-standards-scotland-air-quality-investigation-scottish-government-improvement-plan/documents/environmental-standards-scotland-air-quality-investigation-scottish-government-improvement-plan/environmental-standards-scotland-air-quality-investigation-scottish-government-improvement-plan/govscot%3Adocument/environmental-standards-scotland-air-quality-investigation-scottish-government-improvement-plan.pdf>
- 10.6 Scottish Parliament's Report On The Scottish Government's Air Quality Improvement Plan And Wider Air Quality Issues
<https://digitalpublications.parliament.scot/Committees/Report/NZET/2023/5/11/3bd4a2ae-c7fb-4738-8693-c9b37b6bbd46-2#9a5a1c18-999e-438a-a6d3-436f6edeab19.dita>
- 10.7 [WHO Air Quality Guidelines 2021](#) - World Health Organisation Air Quality Guidelines updated 2021.
- 10.8 2023 Air Quality Annual Progress Report (APR) for City of Edinburgh Council
<https://www.edinburgh.gov.uk/downloads/download/12967/local-air-quality-management-reports>

11. Appendices

- Appendix 1 Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀ and PM_{2.5}) Air quality objectives prescribed in regulations for LAQM purposes in Scotland.
- Appendix 2 NO₂ Concentration Trends at Automatic (Continuous) Monitoring Locations and Non-Automatic (Passive Diffusion Tube) Monitoring Locations.
- Appendix 3 PM₁₀ Concentration Trends at Automatic (Continuous) Monitoring Locations.
- Appendix 4 PM_{2.5} Concentration Trends at Automatic (Continuous) Monitoring Locations.

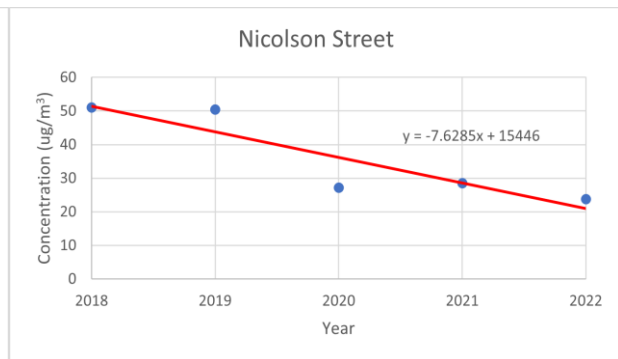
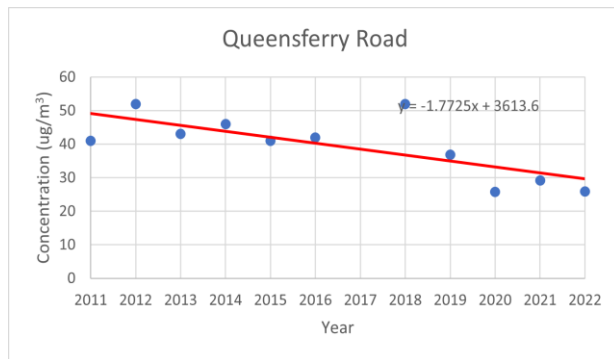
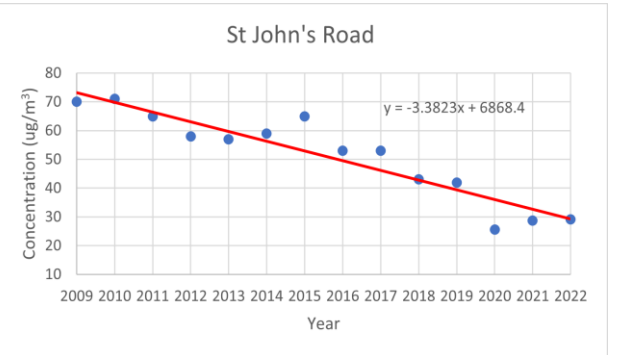
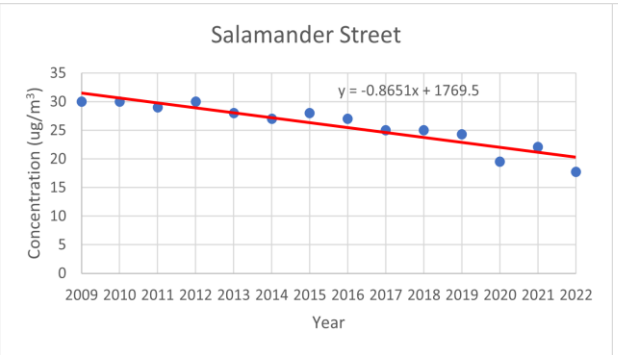
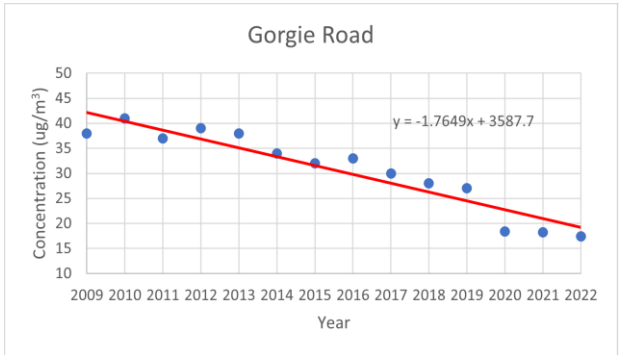
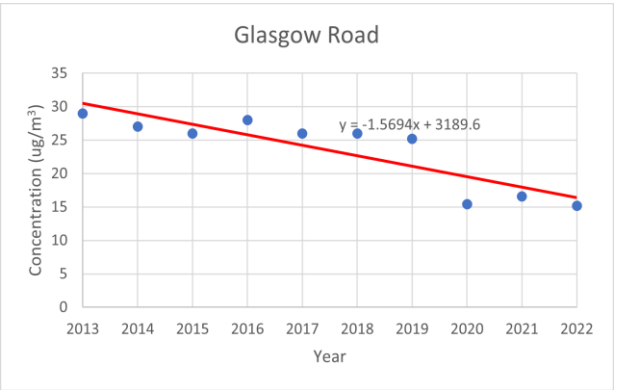
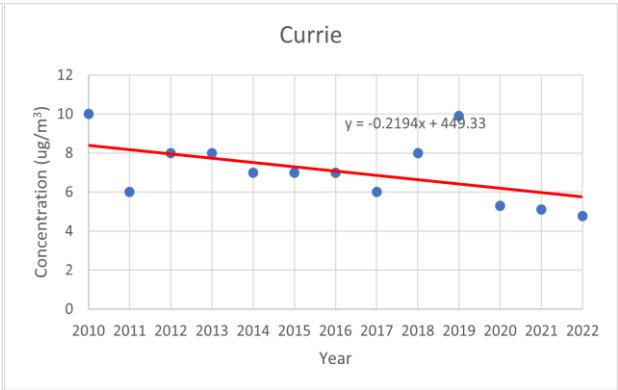
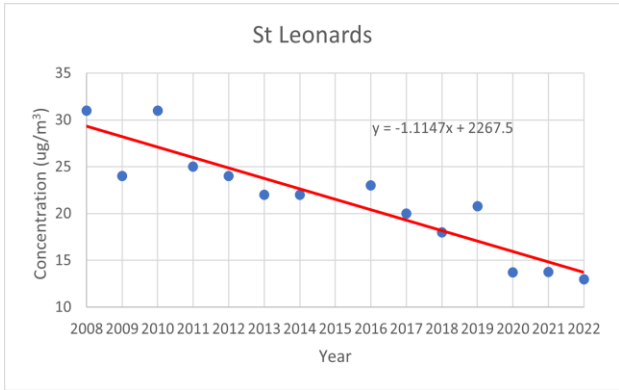
APPENDIX 1

Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀ and PM_{2.5}) Air quality objectives prescribed in regulations for LAQM purposes in Scotland

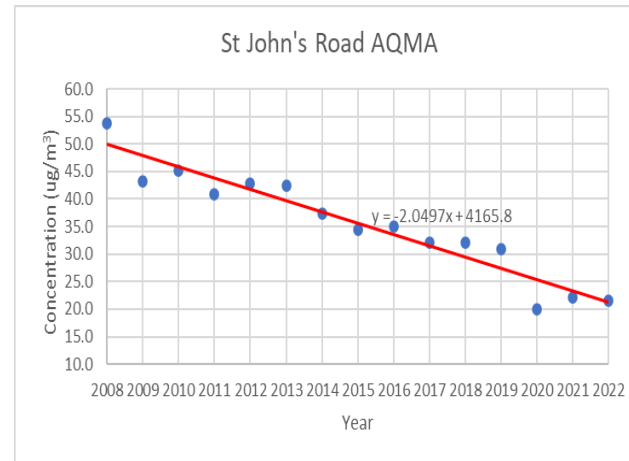
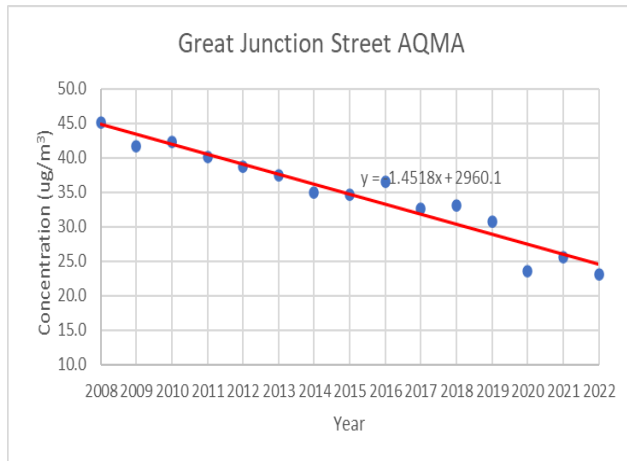
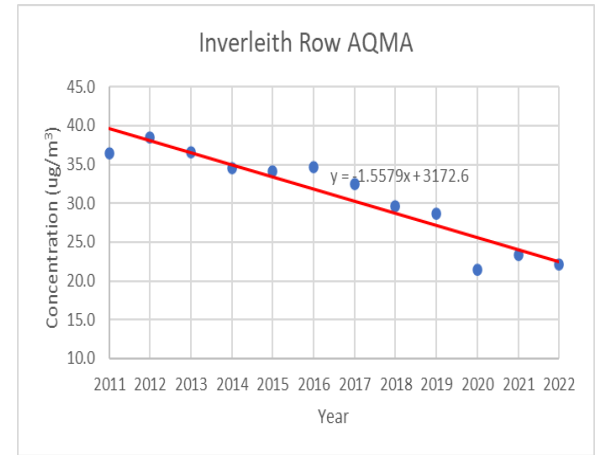
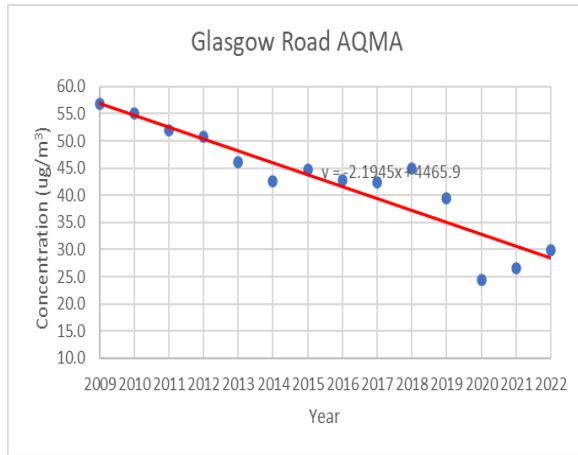
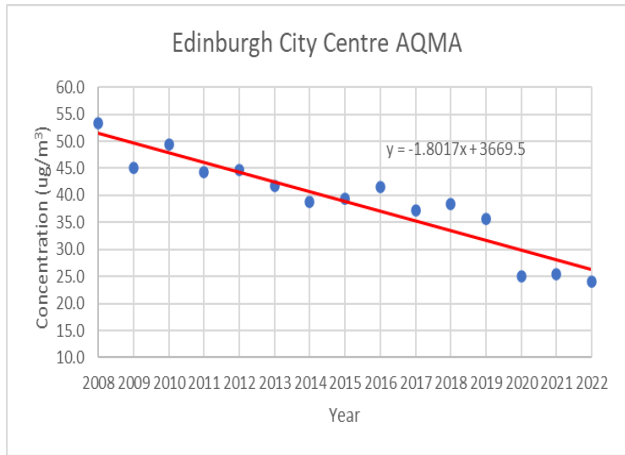
Pollutant	Status	Concentration in Ambient air	Measured as	To be achieved by
NO₂	Scottish & UK Statutory Air Quality Objective and EU limit values	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005*
		40 µg/m ³	Annual mean	31.12.2005*
PM₁₀	Scottish Statutory Air Quality Objectives	18 µg/m ³	Annual mean	2010
		50 µg/m ³ not to be exceeded more than 7 times a year	Daily mean	2010
PM_{2.5}	Scottish Statutory Air Quality Objective	10 µg/m ³	Annual mean	2020

* The European Commission allowed an extension until 1 January 2015 for compliance.

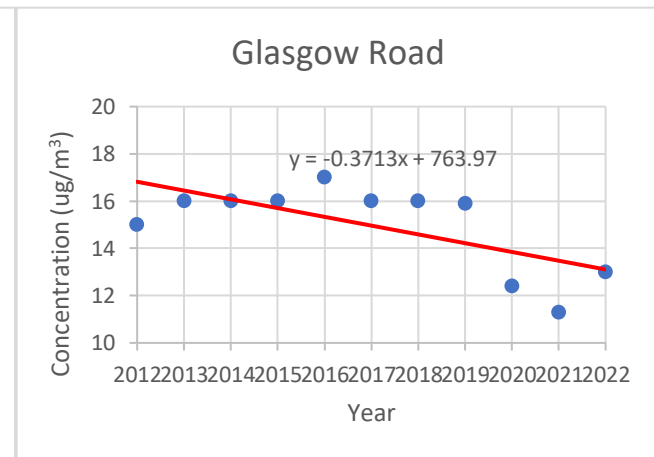
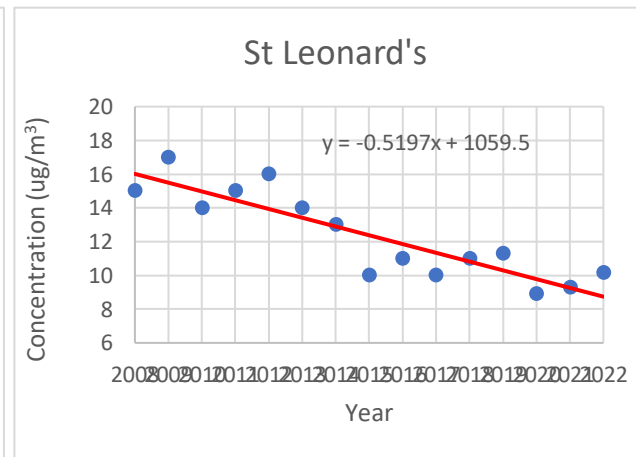
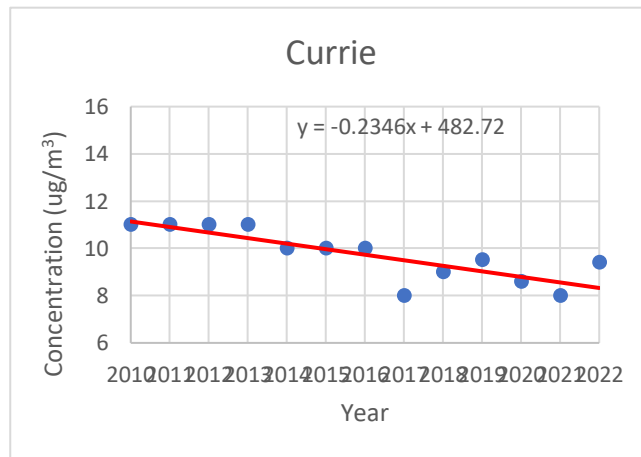
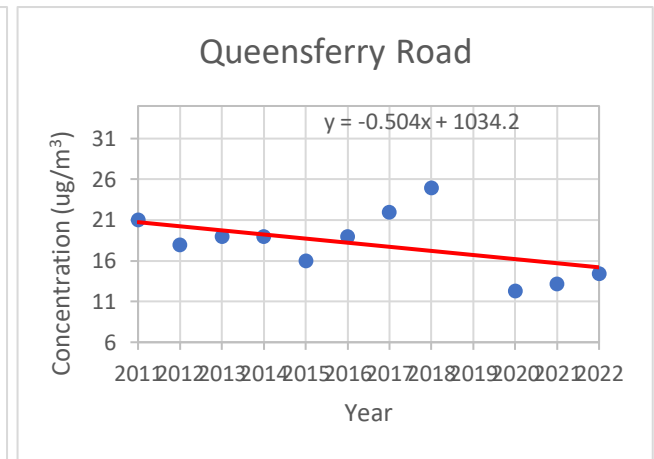
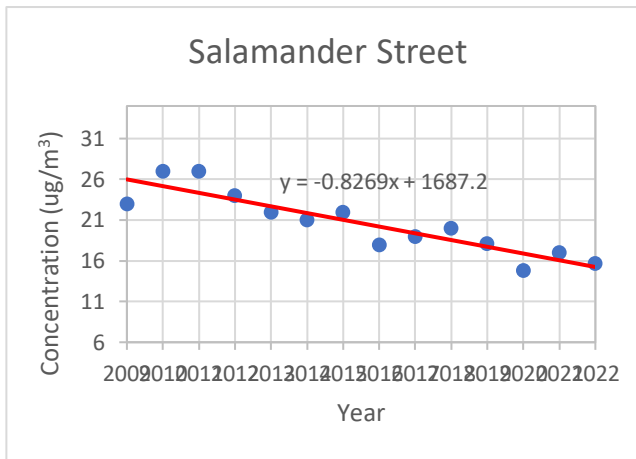
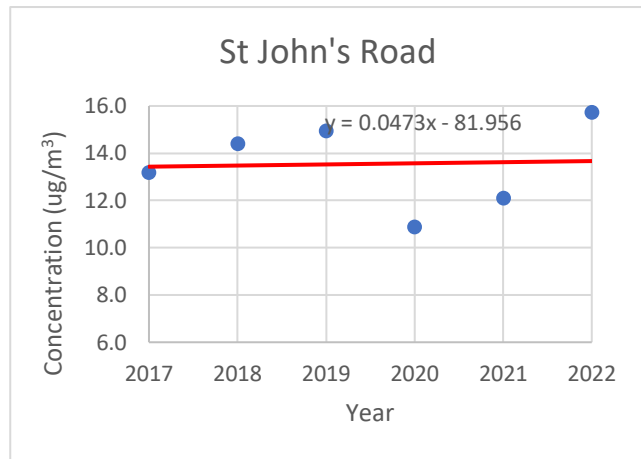
Appendix 2 – NO₂ Concentration Trends at Continuous Monitoring Locations



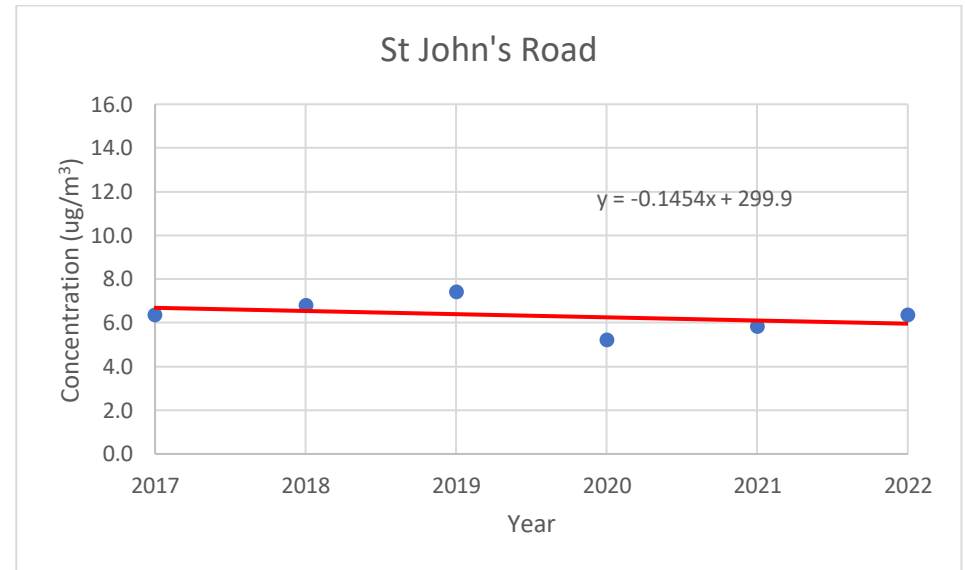
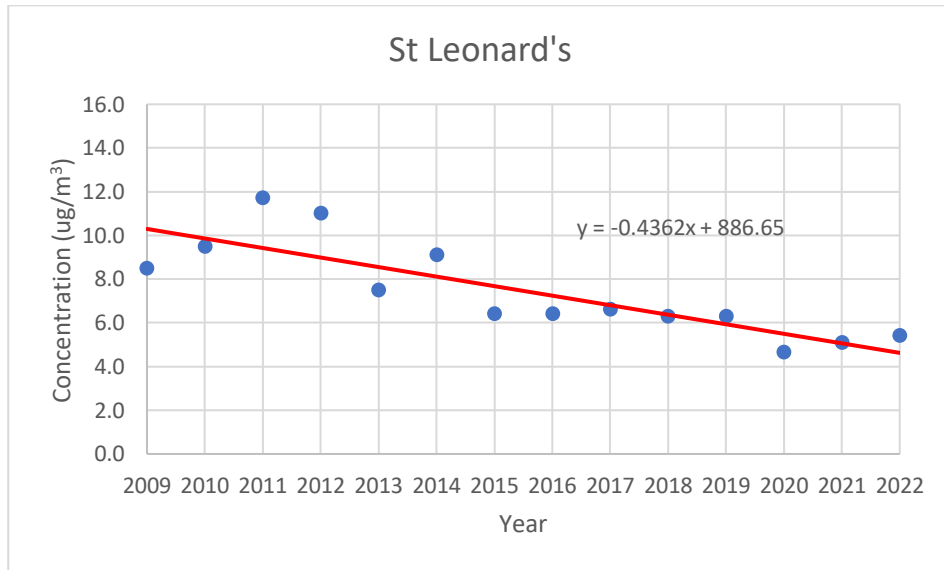
Appendix 2 (continued) - NO₂ Concentration Trends at Passive Diffusion Tube Monitoring Locations



Appendix 3 – PM₁₀ Concentration Trends at Continuous Monitoring Locations



Appendix 4 - PM_{2.5} Concentration Trends at Continuous Monitoring Locations



Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Revenue Budget Monitoring 2023/24 – Month Five position

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note:
- 1.1.1 That services within the remit of this Committee are collectively forecasting an underspend against budget of £2.502m for 2023/24, as at month five. This is the net position, including £1.850m of non-recurring measures and adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures;
 - 1.1.2 Place Directorate overall is forecasting a net pressure of £0.711m as at month five after adjustment for the impact of relevant provisions made;
 - 1.1.3 Appropriate measures will continue to be progressed by Place Directorate to offset budget pressures and fully deliver approved savings targets to achieve a position in line with the approved revenue budget for 2023/24; and
 - 1.1.4 Updates will continue to be provided to Committee at agreed frequencies during the remainder of the year.

Paul Lawrence

Executive Director of Place

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E-mail: susan.hamilton@edinburgh.gov.uk

Revenue Budget Monitoring 2023/24 – Month Five position

2. Executive Summary

- 2.1 This report summarises the month five 2023/24 revenue monitoring position for the services within the remit this Committee.
- 2.2 The projected Council-wide General Fund revenue budget position for 2023/24, based on month five, was [reported](#) to Finance and Resources Committee on 21 November 2023. At this stage, an overall underspend of £1.880 is being projected, including a forecast overspend of £0.711m for the Place Directorate. There is potential for further risks to emerge, therefore the continuing recommendation is that no additional commitments should be taken on at this time.
- 2.3 The month five forecast in 2023/24 for services within the remit of this Committee is an underspend of £2.502m. Further information is provided in paragraphs 4.1 to 4.6 of this report. This is after assuming £1.85m of non-recurring favourable financial variances arising from slippage on investment of additional cleansing monies and income relating to Millerhill energy income. The projection also reflects application of funding of £4m in respect of continuing cost impacts of Covid-19 on parking income, and an additional £4.177m of corporate funding in respect of energy and other contract inflationary cost increases.

3. Background

- 3.1 The Council's Financial Regulations require submission of regular budget monitoring reports to all Executive Committees.
- 3.2 This report provides an update on the revenue budget 2023/24 forecast at month five for services within the remit of this Committee. A separate [report](#) to Finance and Resources Committee on 21 November 2023 set out the projected position on the Capital Investment Programme.
- 3.3 Ongoing impacts of Covid-19 on parking income and inflationary pressures have been separated from 'business as usual' in order to facilitate understanding of the underlying drivers of risks, cost pressures and underspends.

4. Main report

Transport and Environment Committee Remit – 2023/24 Month Five Forecast

- 4.1 The approved budget for 2023/24 is £39.841m after adjustment for approved savings and investment, as set out in section 4.7 and 4.8 of this report. Budgetary performance at month five is forecasting a £2.502m underspend in this area after the application of corporate provision made in respect of the continuing impacts of Covid-19 and inflationary pressures. The breakdown of budgets and variances is shown in Appendix 1.
- 4.2 In terms of the Transport and Environment service portfolio, the key underlying pressure inherent in the overall forecast relates to the funding of public conveniences (details of partial in year mitigation in 4.6).
- 4.3 Covid-19 pressure funding of £4m relates to loss of parking income arising from changed driver behaviour following public health restrictions and changes to the way people work. Income shortfalls have shown year on year improvement since the start of the pandemic, including an improvement in the forecast position stated at month five compared to month three in respect of the parking income changes approved as part of the 2023/24 budget process. Progress against the associated income and expenditure in relation to the phases of controlled parking zone implementation continues to be monitored closely. As set out in paragraph 5.4, the provisions made in response to Covid-19 will reduce to £2m in 2024/25 and work is ongoing on a parking service medium term financial plan which will inform the future management of this pressure.
- 4.4 There is a mitigating favourable forecast income variance of £0.85m pertaining to the sale of outputs at the Millerhill plant to utility companies, however this cannot be relied on in the longer term.
- 4.5 In addition to management of risks and pressures within the Transport and Environment remit, there is a forecast overspend for Place Directorate. Therefore, current and emerging risks will be subject to ongoing tracking and development of mitigation measures.

2023/24 Budget – Approved Savings

- 4.6 Council wide savings of £26.597m were approved as part of the 2023/24 budget motion; £13.651m of these are required to be delivered by services within the remit of this Committee. At month five, a delivery assessment categorised 73% of these savings as 'green' and 27% at 'amber'. The savings which relate to the remit of this Committee are shown in Appendix 2.

2023/24 Budget – Approved Investment

- 4.7 Additional investment in the Cleansing service of £3.078m was approved as part of the 2023/24 budget process. It is forecast that this will be fully utilised in 2023/24, with £0.500m of this sum set aside for the in-year tranche of the multi-year Best Value review of Waste and Cleansing and £0.500m mitigating the cost

pressure of maintaining public convenience operations at current level (cost forecast to be £1.260m in 2023/24 with an approved budget of £0.500m). In the main, the costs of providing this service reflect the staffing required. The £1m allocation of funding against the Best Value review and public convenience service pressure is a 2023/24 measure only and can be accommodated by cost slippage in implementing the agreed investment plan in areas, such as recruitment and vehicle purchase.

2024/25 Budget – Proposals within the remit of this Committee

- 4.8 A number of savings proposals which have 2024/25 impacts were approved in principle as part of the 2023/24 budget decision making process and are as such inherent in the future years budget management strategy [reported](#) to Finance and Resources Committee on 21 November 2023. The proposals which relate to the remit of this Committee are shown within Appendix 3.

5. Next Steps

- 5.1 Given the range of pressures outlined in this report and the Council-wide report, Executive Directors will require to bring forward measures to offset residual service pressures and risks within their respective areas of responsibility during 2023/24.
- 5.2 The Place Senior Management Team (SMT) is looking to the 2024/25 budget management strategy as part of a rolling process. This will include bringing forward proposals to Executive Committees for consideration in the second half of the 2023/24 financial year if required.
- 5.3 Elements of the projected underspend for the services within the remit of this Committee are temporary in nature, including £1m of ongoing Cleansing investment pointed towards the best value review of Waste Services budget saving and public convenience operating costs as a one-off mitigating measure in 2023/24. The £0.850m of additional income arising from Millerhill plant energy outputs may continue into future years, but overall income will decrease as energy prices fall and the unencumbered element will reduce as commitments (such as the prudential borrowing debt servicing requirement of £0.5m per annum) come into effect in 2025/26. The reliance in 2023/24 on non-sustainable measures is material and will require to be addressed as part of the rolling budgeting process.
- 5.4 Place SMT will continue to monitor post Covid-19 recovery plans and implications of inflationary pressures, reporting budgetary impacts as appropriate. It should be noted that the budget provision parking services will reduce from £4m in 2023/24 to £2m in 2024/25. The financial implications of this, together with other potential impacts on the parking budget are currently being developed into a medium term financial plan and Committee will be updated on this in due course.

6. Financial impact

- 6.1 As of month five, and as reported to Finance and Resources Committee on 21 November 2023, an overall Council-wide underspend of £1.880m is forecast. Inherent within this is a £0.711m overspend for the Place Directorate and a projected underspend of £2.502m for the services within the remit of this Committee. Failure to break even at Directorate level in 2023/24 reduces the options to address future years' budget gaps and means that existing expenditure is exceeding in-year resources.
- 6.2 The Council's Financial Regulations set out Executive Directors' responsibilities in respect of financial management, including regular consideration of their service budgets. The position set out in the report indicates pressures emerging within the Place Directorate which require to be addressed.
- 6.3 This report emphasises the importance of proactive management of pressures and delivery of approved savings in maintaining the integrity of the Council's budget framework and business plan objectives.

7. Equality and Poverty Impact

- 7.1 There are no equality, human rights (including children's rights) or socio-economic disadvantage implications arising as a consequence of this report.

8. Climate and Nature Emergency Implications

- 8.1 There are no Climate and Nature Emergency implications arising as a consequence of this report.

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

- 9.1 Whilst the report provides forecasts of financial outturn based on financial performance and conditions existing on 31 August 2023, there remains a risk that changing circumstances and events will result in budget pressures.
- 9.2 All current and emerging risks will be subject to ongoing tracking, development of mitigation measures and review for the remainder of 2023/24.
- 9.3 Financial performance will be tracked by Place SMT and service management teams to identify and mitigate emerging financial risks.
- 9.4 There are no health and safety, governance, compliance or regulatory implications arising from this report.

10. Background reading/external references

[Revenue Monitoring Update](#) – 2023/24 Month Three position, Transport and Environment Committee 12 October 2023

11. Appendices

Appendix 1 – Transport and Environment Service Remit – Month five Forecast 2023/24

Appendix 2 - Transport and Environment Service Remit – Delivery assessment of 2023/24 Approved Savings

Appendix 3 - Transport and Environment Service Remit – Future Year Savings Proposals

Appendix 1 Transport and Environment Service Remit – Month five forecast 2023/24

The projected Council-wide General Fund revenue budget position, based on month five, was reported to Finance and Resources Committee on 21 November 2023. At this stage, an overall underspend of £1.880m is being projected, including a forecast overspend of £0.711m for the Place Directorate. The forecast for the services within the remit of this Committee is a £2.502m underspend after adjustment for appropriate Council provisions in respect of inflationary and Covid-19 impacts.

The breakdown of this and notable variances are shown in Table 1 below.

Table 1 – Transport and Environment Committee Remit – Month five forecast 2023/24

Service Area	Net Budget 2022/23	Net Out-turn Variance 2022/23	Main driver of variance
	£m	£m	
Waste	33.234	(0.703)	Impact of income from Millerhill plant heat outputs over budget.
Cleansing	13.935	0.034	Net position for public conveniences after non-recurring £0.5m mitigation.
Network Management and Enforcement	(22.379)	(1.609)	Favourable variances include improved positions in respect of cruise liner docking and parking permit income.
Roads and Infrastructure	14.276	(0.564)	Assumes a 'normal' severity winter weather response. Favourable variances in respect of Edinburgh Roads Services and Localities Transport re income and staffing.
Placemaking and Mobility	0.775	0.340	Costs over budget for City Mobility Plan and projected shortfall of salary recharge to capital projects. Mitigation required from overall portfolio.
Total	39.841	(2.502)	

Appendix 2 – Transport and Environment Service Remit – Delivery assessment of 2023/24 Approved Savings.

Proposal description/area	2023/24 Approved Saving	Saving BRAG assessment		Confirmed or planned mitigating actions where full or partial shortfall in delivery identified
		Green	Amber	
	£'000	£'000	£'000	
Transport and Environment Committee Remit				
Road Construction Consent Inspections	400	335	65	
Strategic Review of Parking	2,000	1,000	1,000	Although initial projections are consistent with business case assumptions, implementation remains at a relatively early stage. Contextually, the overall parking income loss for Pay & Display and Penalty Charge notices is contained within the £4m Covid-19 loss funding allocated.
Transport and Environment Organisational Review	120	0	120	Awaiting final matching and assumptions on capital recharges to projects.
Fees and charges. Place overall was allocated a £2.935m approved budget saving. This element relates to services within the remit of the Transport and Environment Committee only. Main uplifts relate to pay and display parking charges £1.9m, parking permits £0.32m and £0.17m of other charges spread over the remit.	2,389	1,262	1,127	Majority of amber-assessed element relates to parking-related uplifts pending further months' evidence of actual income received following 20% overall increase in parking charges implemented in early June.
Garden waste income consolidation	400	400	0	
Bus lane camera income consolidation	600	500	100	Bus lane cameras offline periods have resulted in income shortfall.
Glass collection and recycling - one-off contract saving	550	550	0	
Penalty Charge Notices	2,400	1,200	1,200	Following implementation of increase in early June, monitoring of income and behavioural impacts remains at a comparatively early stage.
Millerhill Income	3,450	3,450	0	£4.3m minimum income assumed in 2023/24
Best value reviews	500	500	0	As reported to the Transport and Environment Committee on 20 April 2023, £0.5m of the additional funding for street cleansing approved as part of the 2023/24 revenue budget has been set aside in recognition both of the lead-in times for implementation of the planned service improvements and that the best value service review is unlikely to be able to deliver the full saving in 2023/24.
Savings in prudential borrowing costs; includes planned debt servicing for Fleet assets, Depot review programme and Streetlighting assets.	838	546	292	Amber saving relates to cost of replacing Fleet Assets and has been considered as part of the Fleet Asset Replacement financing strategy.
	13,647	9,743	3,904	
		71.4%	28.6%	

Appendix 3 – Transport and Environment Service Remit – Future Year Savings Proposals.

A number of savings proposals which have 2024/25 impacts were approved in principle as part of the 2023/24 budget decision making process and are as such inherent in the future years budget 'gap' reported to Finance and Resources Committee, 21 November 2023.

The proposals which relate to the remit of this Committee are shown in Table 1 below.

Table 1 - Transport and Environment Service Remit – Future Year Savings Proposals.

Future Savings Proposals (and changes from 23/24 approved proposals).	2023/24 £m	2024/25 Incremental Change £m	Change from 23/24 Budget Narrative
Strategic Review of Parking	2.000	1.000	Additional saving of £1m assumed
Glass & Recycling Contractual arrangements	0.550	(0.550)	One off 23/24 saving – not required to be delivered in 24/25
Best Value Review – Waste Service	0.500	0.500	Additional saving of £0.5m assumed in 2024/25.
Millerhill Energy Income	3.450	(0.950)	Lower assumption re income receipt in 24/25; £2.5. In 2023/24 £4.3m assumed to be received against approved budget of £3.45m.
Net Impact	2.500	1.500	

A 5% uplift in fees and charges is also approved in principle. This will have a circa £1m impact on Place Directorate and will require to be disaggregated across services. Proposed charges for 2024/25 will be brought forward as part of the budget setting process.

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Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Transport Asset Management Plan (TAMP)

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee approves the updated Transport Asset management Plan (TAMP), shown in Appendix 1.

Paul Lawrence

Executive Director of Place

Contact: Sean Gilchrist, Transport Manager

E-mail: sean.gilchrist@edinburgh.gov.uk

Transport Asset Management Plan (TAMP)

2. Executive Summary

- 2.1 This report seeks approval for the latest update of the Council's Transport Asset Management Plan (TAMP).

3. Background

- 3.1 All 32 Local Authorities in Scotland have agreed to support the Society of Chief Officers in Scotland (SCOTS) Roads Asset Management project to produce a common framework for Road Asset Management Plans (RAMP).
- 3.2 The City of Edinburgh Council has developed and extended its RAMP to include additional transport asset groups and created a Transport Asset Management Plan (TAMP). The assets considered within a traditional RAMP comprise carriageways, footways, structures, street lighting and traffic management systems. However, Edinburgh's TAMP also includes cycling infrastructure and park and ride sites.
- 3.3 The purpose of the TAMP is to establish future maintenance and management of the overall road network and to set out options considered to take forward the management of the Council's transport assets. The TAMP records the Council's plans for the maintenance of the road asset. The "road asset" comprises of carriageways, footways, structures, street lighting and traffic management systems. The powers and duties of road authorities are defined by the Roads (Scotland) Act 1984 and additional relevant legislation.
- 3.4 The content of the TAMP has been produced using a framework common across all Scottish Councils (established by the SCOTS) and includes the production of the Code of Practice on Transport Infrastructure Assets published by the Chartered Institute of Public Finance and Accounts (CIPFA).
- 3.5 The transport network is the largest and most visible community asset that the Council is responsible for. It is used on a daily basis by a significant number of people and is fundamental to the economic, social and environmental well-being of communities. It helps to shape the character and quality of the local areas that it serves and makes an important contribution towards the delivery of the Council's vision and commitments.

- 3.6 In order to meet the demands placed on it, it is crucial that the transport network is adequately funded and maintained. Continuing growth in traffic has brought an increasingly widespread recognition of the importance of road maintenance, and the high value placed on it both by users and the wider community.
- 3.7 Edinburgh's first [TAMP](#) was approved by the Transport and Environment Committee on 6 December 2018.
- 3.8 The latest TAMP includes the updated asset inventory. This includes an increase in the carriageway and footway network as a result of new developments being adopted for maintenance.
- 3.9 The TAMP also details new future funding plans. It is possible that these could change on an annual basis, depending on agreed Council budgets.
- 3.10 Edinburgh's TAMP will support and contribute to achieving the measures set out within the Council's 2030 City Plan, City Mobility Plan and the Council Business Plan 2023/2027 and is consistent with the Council's corporate approach to asset management. The purpose of the TAMP is to formalise strategies for investment in transport asset groups and to define service standards.

4. Main report

- 4.1 The TAMP sets out the City of Edinburgh's Council's plans for its transport assets and details the extent of the asset inventory and future funding. Transport assets deteriorate slowly so the impact of a level of investment cannot be shown by looking at the next couple of years. Therefore, this report includes 20-year forecasts to enable decisions to be taken with an understanding of their long-term implications.
- 4.2 Whilst the capital investment strategy forecasts, over a 20-year period, continuous revenue repairs will continue to be carried out on small scale defects on the network.
- 4.3 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.
- 4.4 Edinburgh's RCI has improved from 35.0% in 2022/23 to 34.3% in 2023/24. The TAMP looks at options that aim to achieve the best possible return in the RCI over a 20-year period, based on the available funding.
- 4.5 It is widely recognised that the application of modern asset management practices can enable improved value for money. In these challenging times it is essential that the Council embraces these methods and strives to ensure that funding is invested as wisely as possible. This plan forms an important part of the Council's commitment to apply good asset management to roads.

- 4.6 The plan will also take account of the infrastructure renewal programmes procured through historic, current and future Revenue and Capital budgets and assesses to what extent these investments have arrested depreciation of the asset as a whole. On this basis, future plans will be able to indicate if funding is sufficient to arrest depreciation or what funding is required to enable this to happen or what funding is necessary to improve the asset year on year. The TAMP will also help prioritise infrastructure renewal projects to make the most efficient use of the funding available.
- 4.7 A [report](#) for Transport and Environment Committee on 14 September 2023 detailed investment options for roads and infrastructure. Within the existing Capital Investment Strategy there will be insufficient funding available to achieve an improvement in road condition within the TAMP 20-year forecast.

5. Next Steps

- 5.1 The annual Road and Infrastructure Investment report will continue to be presented to this Committee for approval on an annual basis.
- 5.2 If additional funding is received for roads and infrastructure investment, then the 20-year condition forecast will be adjusted to reflect this.
- 5.3 A report detailing updated prioritisation procedures for footway investment will be presented to this Committee in March 2023.

6. Financial impact

- 6.1 There are no financial implications associated with this report. The capital requirements for the road network are detailed annually in a separate report.

7. Equality and Poverty Impact

- 7.1 No equality or poverty impacts have been identified in preparing 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.

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

- 9.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

10. Background reading/external references

- 10.1 None.

11. Appendices

Appendix 1 – Transport Asset Management Plan (TAMP)



Transport Asset Management Plan (TAMP)

January 2024

Foreword

This plan sets out the Council's plans for the management of the Council's Transport Asset. It has been produced in accordance with national guidance and recommended good practice developed through the SCOTS Road Asset Management Project.

It is widely recognised that the application of modern asset management practices can enable improved value for money. In these challenging times it is essential that the Council embraces these methods and strives to ensure that every penny spent is invested as wisely as possible. This plan forms an important part of the Council's commitment to apply good asset management to roads.

The plan recognises the views of road users and residents and, in particular, the importance that is placed upon our Transport Assets. Recent harsh winters have shown that roads are susceptible to damage when bad weather occurs. It is essential that an appropriate level of investment is put into the road network to maintain and ultimately improve one of the main principles of the council, that of the economic wellbeing of the locality.

This plan supports the Council's Business Plan Priorities:

- 1. Create good places to live and work in Edinburgh.**
- 2. Take all the locations needed to end poverty in Edinburgh.**
- 3. Work to deliver a net zero city by 2030.**

In addition this plan supports the following actions within the Council's Business plan:

- | | |
|-------------------|--|
| Action 3: | Edinburgh is a cleaner, better maintained city that we can all be proud of |
| Action 7: | People use decarbonised public transport and active travel as the first choice way to get round the city |
| Action 10: | We have the capacity, skills, and resources to deliver our priorities efficiently, effectively and at lower cost. |

Document Control

Version Number	Amendments Made	Date
v1	Nil - Original	December 2018
v2	Updated Asset and Financial Information	January 2024
Next Review Due		

Council Approval

Version Number	Council Committee	Date
v1	Transport and Environment Committee	6 December 2018
v2	Transport and Environment Committee	

Responsibility for the Plan

The responsibility for the delivery of and updating of this plan are shown below

Council Officer	Responsible for
Sean Gilchrist	Updating TAMP

1. Introduction

Overview

This plan sets out the plans for the Council's Transport Assets for the period 2023-2026. The Transport Asset Management Plan (TAMP) records the Council's plans for the maintenance of the Transport Asset. The "Road Asset" comprises of carriageways, footways, structures, street lighting, traffic management systems and street furniture. The "Transport Asset" also includes cycling infrastructure and park and ride sites.

This Plan is consistent with the Council's corporate approach to asset management, as set out in the Corporate Asset Management Strategy.

The purpose of the TAMP is to:

- Formalise strategies for investment in Transport Asset groups; and
- Define service standards.

The Plan aims to improve how the Transport Asset is managed and to enable a better value for money roads service to be delivered.

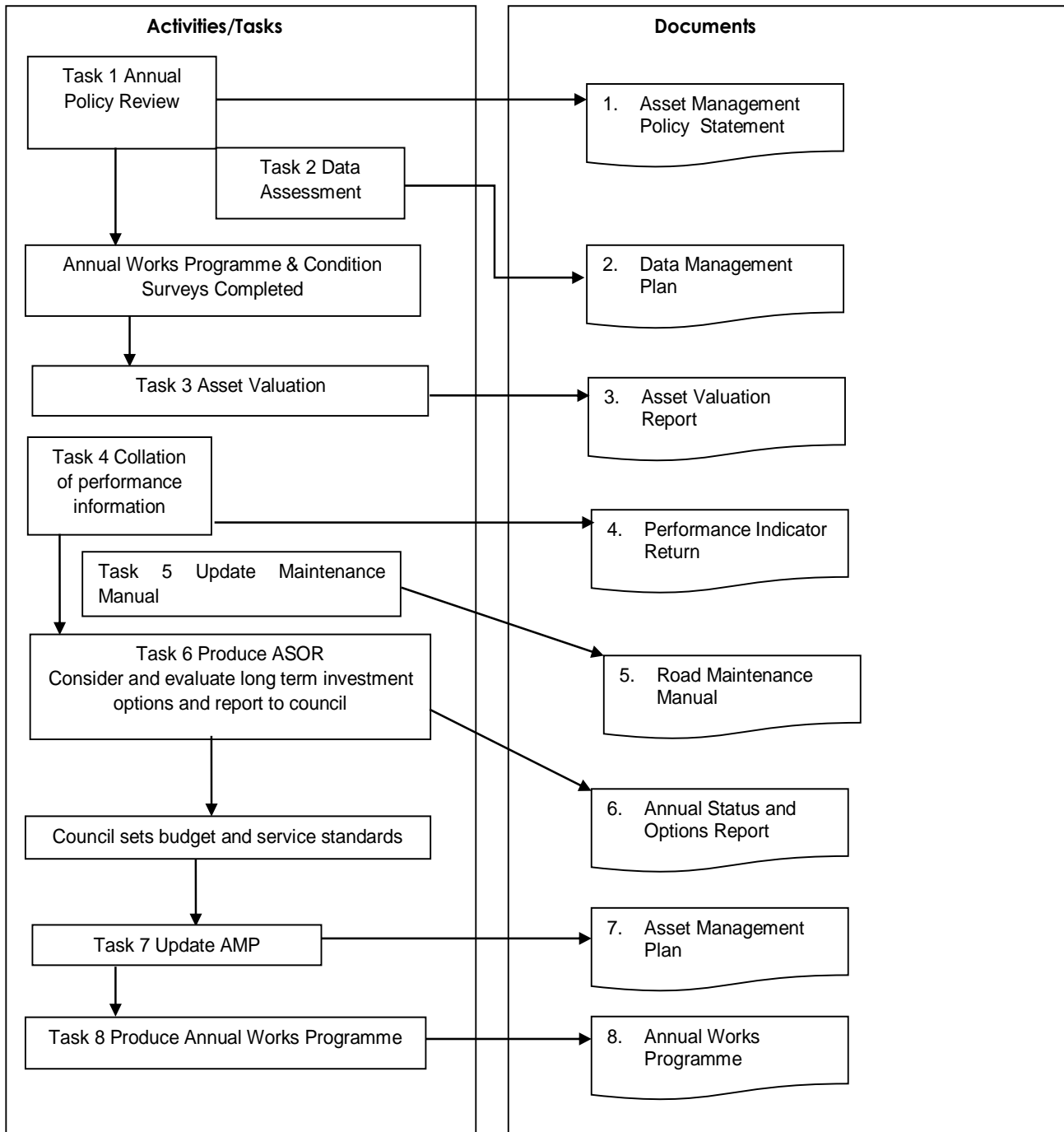
Corporate Asset Management

The Corporate Asset Management Strategy incorporates the following six assets managed by the Council:

- Buildings and Property
- Roads Infrastructure
- Council Housing
- Open Space
- Vehicle Fleet
- Information and Communications Technology (ICT)

Society of Chief Officers for Transportation in Scotland (SCOTS)

This plan has been developed in accordance with the SCOTS/CSSW recommended asset management planning practices and is informed by the tasks and documents illustrated.



2. Transport Assets

Transport Assets

The Council's Road Assets covered by this plan are:

- Carriageways 1,563 km
- Footways, footpaths & cycleways 2,249 km
- Structures 350 bridges /structures
- Street Lighting 59,462 street lighting columns
- Traffic Management Systems 23,821 traffic signal/equipment units
- Cycle Network 312 km of cycle routes
- Park and Ride Sites 3 sites.

There are a further 16 bridges which are maintained by the Tram Operating Company.

Assets Not Covered

Assets not included in this plan but which will be included in a future revision to the plan:

- Road Drainage Infrastructure
- Weather Stations
- Other Traffic Management Systems – Information Systems, Safety Cameras, Variable Message Signs, Vehicle Activated Signs, Real Time Passenger Information

Some related assets that are maintained by Road Operations are the responsibility of other council departments. The Council owned Road Assets not covered in this TAMP are:

- Pay and display car parks
- Footpaths managed by Housing Association
- Bus Shelters
- Public Rights of Way

Assets that have been specifically excluded from this plan are:

- Private Roads
- Private Bridges
- Council owned bridges, not on or crossing the road network
- Decorative, seasonal lighting
- Water related infrastructure that does not form part of the road network
- Assets relating to the other five key areas of Council asset ownership (e.g. Buildings and Property, Council Housing, Open Space, Vehicle Fleet and Information and Communications Technology)

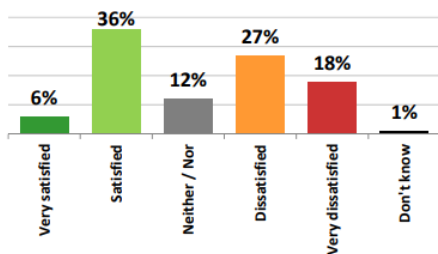
Inventory Data

This plan is based upon currently available inventory data for Road Assets, i.e. carriageway, footway, structures, street lighting and traffic signals. For some minor Road Assets inventory data is not currently held, however, an attempt has been made to incorporate these assets within this Plan using local estimates and sample surveys. A plan to improve asset data forms part of the Council's Transport Asset data management plan⁽⁴⁾.

3. Customer Satisfaction

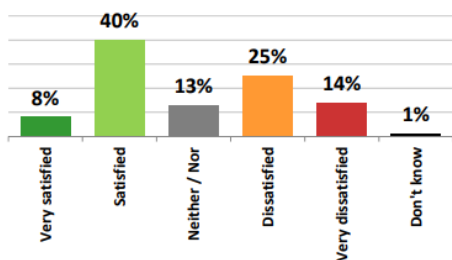
City of Edinburgh Council undertook a Citizens Survey to understand the level of public satisfaction in regard to council services. The last survey that relates to TAMP actions was the Edinburgh People Survey 2018.

42% satisfied with maintenance of roads



We would hope that as the Road Condition Index (RCI) of the network decreases this number begins to rise, and hopefully the public perception of surface treatment work improves also.

47% satisfied with maintenance of pavements and footpaths



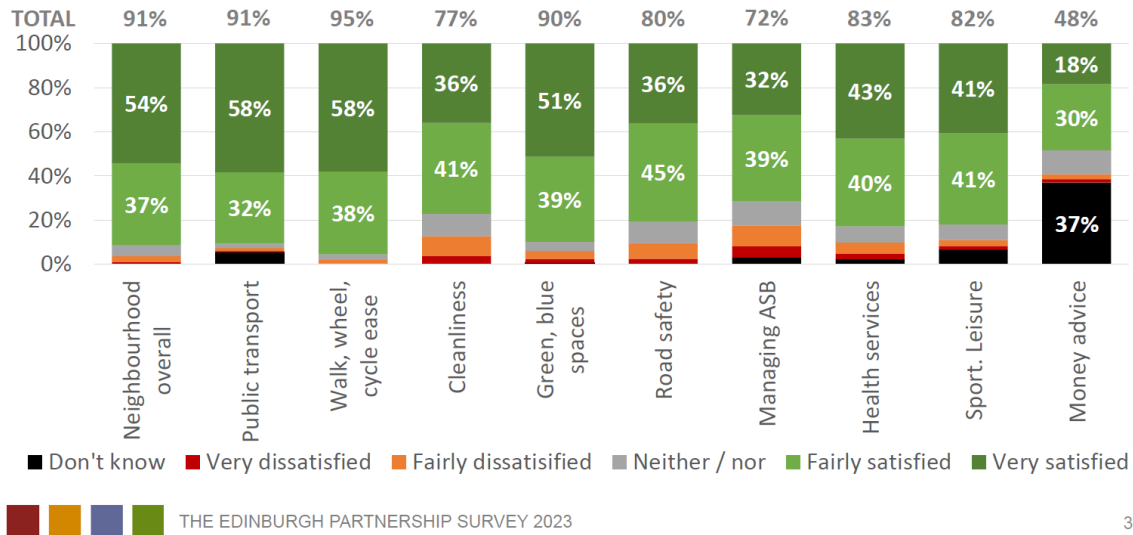
As with the roads maintenance, the approach given in the TAMP should hopefully see this score improve annually.

1. The results of the survey show that a lot of work is still required to improve public satisfaction with how the road network is maintained.
2. The continuation of the TAMP should also lead to an increase in how the public perceive the Council with regards to sound financial management.
3. Satisfaction with how the Council manage the city as a whole should again improve if the measures suggested in the TAMP are implemented as the road assets are maintained.

The Edinburgh Partnership Survey

The latest survey of customer satisfaction was conducted in 2023. Some of the responses from The Edinburgh Partnership survey are shown below:

Aspects of neighbourhood satisfaction, various questions (3,736 responses)



4. Demands

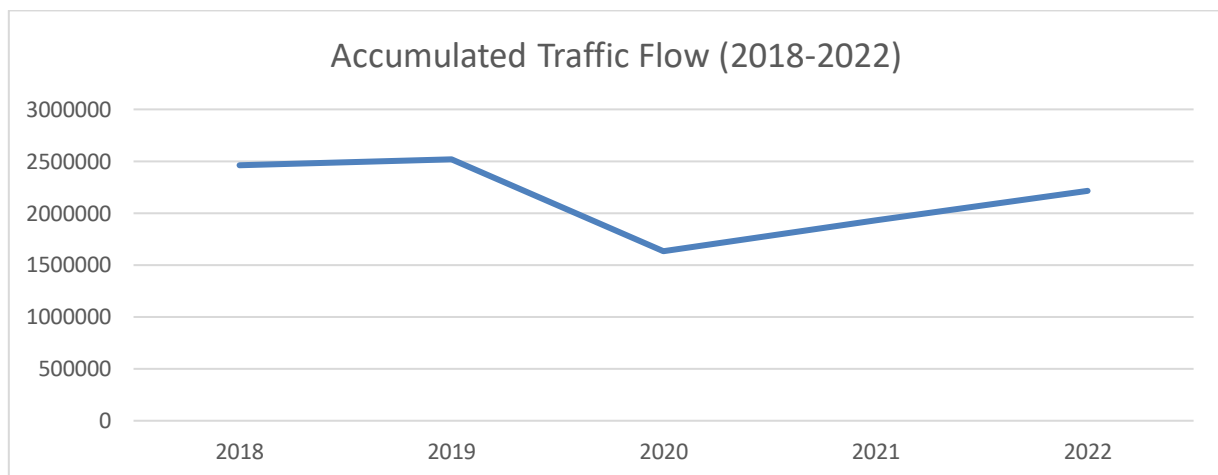
Asset Growth

The asset grows each year due to the adoption of new roads and construction of new road links. New assets create the need for maintenance, management and associated funding in future years as these additional assets age. This is particularly relevant to street lighting as energy costs increase immediately exacerbating the effect of rising energy prices.

Traffic Growth

Traffic growth places increasing pressure on the road network due to the significant increase in the general volume of traffic and in particular, large commercial vehicles. Many of the Council's roads were not designed to accommodate this level of traffic. This creates a growing need for investment in maintenance.

The City of Edinburgh Council faces a significant challenge in balancing the requirement to enhance the quality of life for its residents and visitors against ensuring that growth takes place in a sustainable manner. The key transportation issue associated with this is increased congestion and its subsequent effect on the environment, the economy, integration, accessibility and safety that are contributing factors to perceived quality of life.



Data collected by the Department for Transport shows that the Annual Average Daily Flow (AADF) for all motor vehicles in 2022 is at 89.9% of the 2018 level. This is a cumulative total from counts taken at 84 separate count locations throughout Edinburgh. The traffic figures are still recovering from the 2020 dip caused by the COVID-19 pandemic. The data shows that the number of vehicles on the city's network continues to increase so it is essential that the maintenance of the road network is properly planned in order for the city's economic growth to continue.

Environmental Conditions

Pressure is also being placed upon the asset as a result of environmental conditions including:

- Harsh winters: recent unseasonably harsh winters have caused significant damage to road surfaces resulting from freeze/thaw action.
- Climate change: current projections indicate, on average, warmer, wetter winters and warmer, drier, summers with what are currently considered to be exceptional heat and precipitation events becoming more common and severe events becoming more extreme. This has the potential to cause more rapid deterioration in the road network than currently forecast.

5. Service Standards

This plan is based upon delivering the service standards below. The standards reflect the funding levels in section 6. They are the standards that users (customers) can expect from the Council's Transport Assets during the plan period. Details of how the specific measures shown below are calculated are included in the road maintenance manual.

Service	Measured By	Target Standard	
		Standard	Compliance
Carriageways			
Safety	Undertake routine safety inspections on Category 2 Strategic Routes at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 3(a) Main Distributors at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 3(b) Secondary Distributors at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 4(a) Link Road at intervals of	12 Months	100%
	Undertake routine safety inspections on Category 4(b) Local Access roads at intervals of	12 Months	100%
	Category 1 defects shall be rectified or made safe within	24 Hours	100%
	Category 2 defects shall be rectified or made safe within	5 Working Days	100%
Condition	Maintain the condition of all 'A' roads such that the percentage in a RED condition remains below	4%	90%
	Maintain the condition of all 'A' roads such that the percentage in a RED and AMBER condition remains below	27%	90%
	Maintain the condition of all 'B' roads such that the percentage in a RED condition remains below	2.5%	90%
	Maintain the condition of all 'B' roads such that the percentage in a RED and AMBER condition remains below	20%	90%
	Maintain the condition of all 'C' roads such that the percentage in a RED condition remains below	5%	90%
	Maintain the condition of all 'C' roads such that the percentage in a RED and AMBER condition remains below	30%	90%
	Maintain the condition of all 'U' roads such that the percentage in a RED condition remains below	7%	90%
	Maintain the condition of all 'U' roads such that the percentage in a RED and AMBER condition remains below	40%	90%

Service	Measured By	Target Standard	
		Target	Compliance
Footways			
Safety	Undertake routine safety inspections on Prestige Area footways at intervals as described	2 Weeks	100%
	Undertake routine safety inspections on Primary Walking Routes at intervals as described	1 Month	100%
	Undertake routine safety inspections on Secondary Walking Routes at intervals as described	12-18 Months	100%
	Undertake routine safety inspections on Linking Footways at intervals as described	12-18 Months	100%
	Undertake routine safety inspections on Local Area Footways at intervals as described	12-18 Months	100%
	Category 1 defects shall be rectified or made safe within	24 Hours	100%
	Category 2 defects shall be rectified or made safe within	5 Working Days	100%

Service	Measured By	Target Standard	
		Standard	Compliance
Street Lighting			
Safety	Electrical testing of all equipment shall be undertaken at a frequency of	6 Years	100%
	Emergency faults shall be made safe or repaired within 4 hours of notification	4 Hours	95%
Condition	Street Lighting Priority Repairs shall be completed within 24 hours of notification	24 Hours	75%
	Street Lighting 5-day Repairs shall be completed in time	5 Working Days	70%
	Street Lighting 28-day Repairs shall be completed in time	28 Days	95%

Service	Measured By	Target Standard	
		Standard	Compliance
Structures			
Safety	Carry out General Inspections on all bridges at a maximum frequency of 2 years.	2 Years	100%
	Carry out Principal Bridge Inspections at a maximum frequency of 6 years. There are currently 136 bridges on the Risk Based Principal Bridge Inspection Programme.	6 Years	100%
	Carry out General Inspections on all retaining with a retained height of over 1.5m at a maximum frequency of 2 years	2 Years	100%
	To undertake programmed safety inspections on 4 bridges	4	100%
Condition	Maintain all Structures such that the BSC_{ave} for the Bridge Stock is above 80	80	100%
	Maintain all Structures such that there are no structures with a critical element with a BCI_{crit} indicating a poor condition (currently 62 bridges). It is intended to address 7 structures per year	0	11%
	The total number of Council owned weight restricted bridges (excluding environmental weight restrictions and acceptable permanent weight restriction) within the authority shall remain at or below One (off Dundee Street)	1	100%

Service	Measured By	Target Standard	
		Standard	Compliance
Traffic Signals			
Safety	Attendance at Major faults shall be within 'X' contract hours	2 Hours	100%
	Attendance at Minor faults shall be within 'X' contract hours	4 Hours	100%
	Undertake electrical inspections for electrical assets at each installation every "X" years	1 Year	100%
Condition	Initial repair of major faults shall be within 'X' further contract hours	2 Hours	100%
	Initial repair of minor faults shall be within 'X' further contract hours	4 Hours	100%
	Complete repair all faults within 'X' contract hours	20 Hours	100%
	Bulk lamp change, (tungsten halogen and standard fluorescent tube regulatory box sign), all vehicle and pedestrian aspects (including wait lamps) every "X" months	6 Months	100%
	Bulk lamp change, (2D fluorescent tubes) regulatory box signs every "X" months	24 Months	100%
	The percentage of traffic signal installations exceeding their ESL (20 years) should be no more than	20%	
	Damage repair of major faults shall be within "X" days	5 Working Days	100%
	Damage repair of less urgent faults shall be within "X" days	5 Working Days	100%
	Failed lamps shall be replaced within "X" contract hours	20 Contract Hours	100%

6. Financial Summary

6.1 Planned Funding

The service standard targets shown in section 5 are based upon the following predicted funding levels. In future years Council will decide upon the level of funding for the road taking into account the information and options supplied in the complimentary Asset Strategy and Options Reports (ASORs). Any updates required to the TAMP will then be made.

Section 5 of this TAMP is based upon the assumption that the funding levels will be of the level shown in the table below.

Asset	Year 1 2022/23 £M	Year 2 2023/24 £M	Year 3 2024/25 £M
Carriageways, Footways & Cycle Network	9.598	14.936	5.000
Structures & Flood Prevention	0.840	0.845	0.600
Street Lighting & Traffic Signals	1.200	1.220	1.220
Footways Street Lighting	0.300	0.300	0.100
Dropped Crossings	0.080	0.080	0.080
Drainage	0.300	0.300	0.300
NEPs	0.000	0.500	0.500
Bus Stop Maintenance	0.500	0.500	0.250
In-Year Priorities	0.500	0.500	0.500
Surface Enhancements	1.450	0.800	0.500
Staff and delivery Costs	1.800	1.800	1.800

6.2 Asset Valuation

As at July 2023 the Road Asset is valued as follows:

Asset Type	Gross Replacement Cost (GRC)	Annualised Depreciation Cost (ADC)
Carriageways & On-Road Cycle Network	£1,923m	£204m
Footways & Off-Road Cycle Network	£500m	£185m
Structures	£1,340m	£1.2m
Street Lighting	£135m	£7m
Traffic Management	£11m	£1.9m
Total	£3,769m	£399.1m

Gross Replacement Cost (GRC): The amount that the Council would have to pay to replace the asset at the present time, according to its current worth.

Annualised Depreciation Cost (ADC): The value that the asset depreciates in one year.

7. Asset Investment Strategies

The strategies in this section have been determined using predictions of future condition over a 20-year period. The predictions enable strategies to be created to look at the whole life cost of maintaining the asset. Using long term predictions means that decisions about funding levels can be taken with due consideration of the future maintenance funding liabilities that are being created. Investment strategies for the major asset types are summarised below. These strategies are designed to enable the service standards in section 5 to be delivered.

Investment between Asset Types

In comparison to historical investment, future investment is planned to be:

- Carriageways: level of investment increased.
- Footways: level of investment increased
- Structures: level of investment maintained at similar levels
- Street lighting; level of investment maintained at similar levels, plus additional investment in “spend to save” energy efficiency initiatives
- Traffic signals; level of investment maintained at similar levels
- Cycling Infrastructure; level of investment increased.

Carriageways and On-Road Cycle Network.

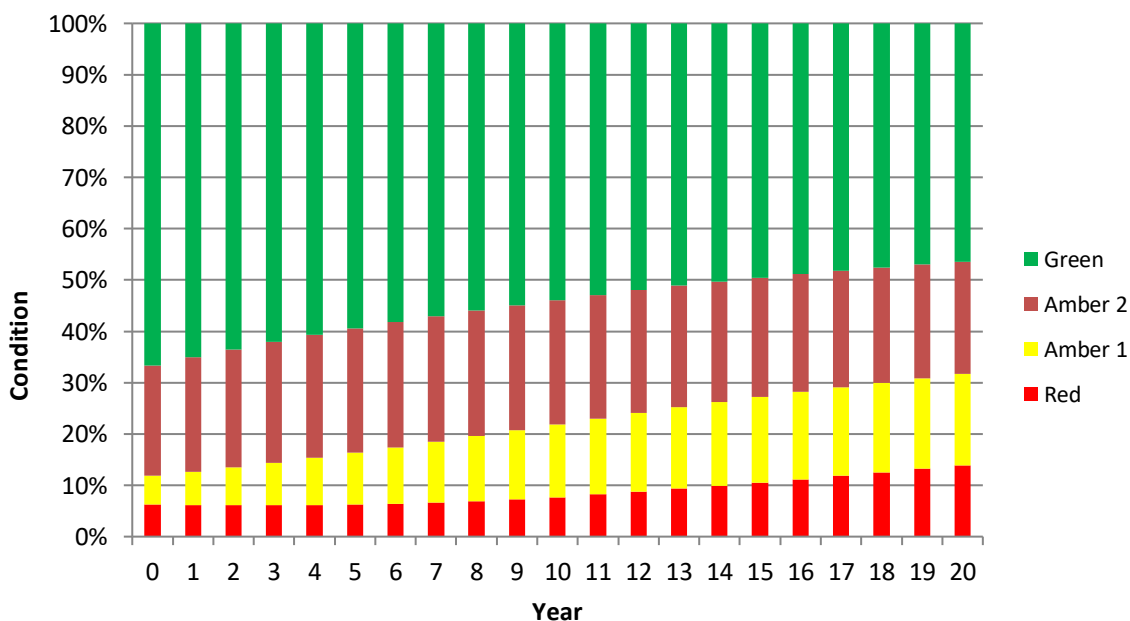
The overarching strategy for carriageways is to invest where possible in preventative maintenance in order to reduce the rate of deterioration of the asset.

The condition information indicates that the A, B, and C roads are generally in a good condition with little strengthening or resurfacing maintenance required. The Council will however continue to invest in carrying out these repairs in order to improve public perception of the condition of the road network given that these classes of road include the busier routes.

The unclassified roads will require larger investment across all level of works (over 61% of the budget in year 1) in order to bring them up to the target standards prior to focussing on the preventative maintenance strategy. It is anticipated that after 10 years however there will be no roads requiring resurfacing allowing the budget to be split between preventative measures and repairing the sections of the network which require strengthening.

Routine and reactive repairs are expected to continue at current levels and will require continued investment.

This graph shows the predicted deterioration of the Road Condition Index (RCI) for entire road network across the next 20 years if the investments levels remain as currently forecast.



Category	Strategy	Comments																									
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of works gangs on emergency and non-emergency repairs such as patching.																									
Planned Maintenance Preventative	To catch roads in the initial stages of deterioration and prevent further deterioration.	The strategy is predicted to require the following annual approximate lengths of surface treatment:																									
		<table border="1"> <thead> <tr> <th>Road Class</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£740k</td> <td>£0k</td> <td>£0k</td> <td>£0k</td> </tr> <tr> <td>B</td> <td>£187k</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> <tr> <td>C</td> <td>£374k</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> <tr> <td>U</td> <td>£1,075k</td> <td>£1,000k</td> <td>£1,000k</td> <td>£1,000k</td> </tr> </tbody> </table>	Road Class	2023/24	2024/25	2025/26	2026/27	A	£740k	£0k	£0k	£0k	B	£187k	£100k	£100k	£100k	C	£374k	£100k	£100k	£100k	U	£1,075k	£1,000k	£1,000k	£1,000k
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C	£374k	£100k	£100k	£100k																							
U	£1,075k	£1,000k	£1,000k	£1,000k																							
Planned Maintenance Corrective	Programme of resurfacing where the carriageway condition means a preventative treatment cannot be applied	The strategy is predicted to require the following annual approximate lengths of resurfacing:																									
		<table border="1"> <thead> <tr> <th>Road Type</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£394k</td> <td>£294</td> <td>£294</td> <td>£294</td> </tr> <tr> <td>B</td> <td>£32k</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> <tr> <td>C</td> <td>£56k</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> <tr> <td>U</td> <td>£421k</td> <td>£300k</td> <td>£300k</td> <td>£300k</td> </tr> </tbody> </table>	Road Type	2023/24	2024/25	2025/26	2026/27	A	£394k	£294	£294	£294	B	£32k	£100k	£100k	£100k	C	£56k	£100k	£100k	£100k	U	£421k	£300k	£300k	£300k
		Road Type	2023/24	2024/25	2025/26	2026/27																					
		A	£394k	£294	£294	£294																					
		B	£32k	£100k	£100k	£100k																					
	C	£56k	£100k	£100k	£100k																						
	U	£421k	£300k	£300k	£300k																						
Programme of strengthening where the carriageway condition requires a more substantial repair	The strategy is predicted to require the following annual approximate lengths of strengthening:	<table border="1"> <thead> <tr> <th>Road Type</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>£2,000k</td> <td>£1,000k</td> <td>£1,000k</td> <td>£1,000k</td> </tr> <tr> <td>B</td> <td>£500k</td> <td>£400k</td> <td>£400k</td> <td>£400k</td> </tr> <tr> <td>C</td> <td>£300k</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> <tr> <td>U</td> <td>£100</td> <td>£100k</td> <td>£100k</td> <td>£100k</td> </tr> </tbody> </table>	Road Type	2023/24	2024/25	2025/26	2026/27	A	£2,000k	£1,000k	£1,000k	£1,000k	B	£500k	£400k	£400k	£400k	C	£300k	£100k	£100k	£100k	U	£100	£100k	£100k	£100k
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		C	£300k	£100k	£100k	£100k																					
U	£100	£100k	£100k	£100k																							

Footways and Off-Road Cycle Network

The overarching strategy for footways is to invest where possible in preventative maintenance of bituminous footways in order to reduce the rate of deterioration of the asset.

The condition information indicates that the Flagged footways are generally in a good condition with only a small amount of resurfacing maintenance required in order to remain within the target standards. The bituminous footways will require an initial investment in resurfacing works in order to bring them up to the target standards prior to focussing on the preventative maintenance strategy. A small amount of strengthening works is required where constant overriding of the footway is causing severe damage and a higher standard of construction will reduce this.

Routine and reactive repairs are expected to continue at current levels and will require continued investment.

Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of 4 work gangs on emergency and non-emergency repairs such as small areas of broken slab replacement and patching etc.				
Planned Maintenance Preventative	A programme of preventative treatment of bituminous footways in the initial stages of deterioration.	The strategy is predicted to require the following annual approximate lengths of footway surface treatments:				
		Footway Type	2023/24	2024/25	2025/26	2026/27
		All	£500k	£200k	£300k	£300k
Planned Maintenance Corrective	Programme of resurfacing/renewal of footways.	The strategy is predicted to require the following annual approximate areas of footway renewals:				
		Footway Material	2023/24	2024/25	2025/26	2026/27
		All	£3,000k	£1,000k	£2,000k	£2,000k

Street Lighting

The aim of the maintenance strategy is to ensure that all street lights are operating 99% of the time and all columns are in a safe condition. The night time inspection process enables 'dark lamps' to be identified and repaired within a seven day response time.

The structural testing programme enables columns in poor condition to be identified and replaced before an incident occurs.

The Council has developed a Carbon Management / Energy Reduction Plan which has highlighted major CO₂ emission savings available through improved street lighting management. All street lights which meet the appropriate criteria are turned off between midnight and 5am and a programme of lantern replacement with new energy efficient (LED) lanterns has been agreed where existing lanterns have become life expired.

Category	Strategy	Comments								
Routine and Reactive Repair	Repair of defects to current intervention standards and response times.	The strategy requires the deployment of 3 number works gangs on emergency and other non-emergency repairs.								
Planned Maintenance Corrective	Programme of structural renewal	The strategy is predicted to require the following approximate annual quantities of columns to be renewed:								
		<table border="1"> <thead> <tr> <th></th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> </tr> </thead> <tbody> <tr> <td>Columns Renewals</td> <td>£1.2m</td> <td>£1.2m</td> <td>£1.2m</td> <td>£1.2m</td> </tr> </tbody> </table>		2023/24	2024/25	2025/26	2026/27	Columns Renewals	£1.2m	£1.2m
	2023/24	2024/25	2025/26	2026/27						
Columns Renewals	£1.2m	£1.2m	£1.2m	£1.2m						
Carbon / Energy Reduction	Programme of lantern replacement	Complete								

Structures

The Council has identified 62 structures that are in poor or very poor condition which require remedial works. The strategy developed is to undertake these works over a 10-year period focussing initially on those structures that are of high priority. The scale and cost of each project will vary. The nature of the schemes means that funding requirements will change each year, and this has been allowed for in the funding allocation above.

There are 1,703 retaining walls (approximately 68km) with a retained height of over 1.5m associated with the road. Ownership of a wall is only established when repair work is required, and notice is served on the owner to affect a repair if necessary.

It is intended to undertake the following capital works in 2023/24

Bridge	Summary of Works
Bow Bridge	Replacement/refurbishment of culvert structure.
Allan Park Footbridge	Refurbishment including steelwork strengthening and repainting.
Lindsay Road Bridge	A decision on the project scope is pending a funding application to Sustrans. £500k has been allocated for removal of the bridge deck but this may be used as matched funding for a new bridge.
Westerhailes Road Over Murrayburn Drive	Initial investigations to inform scoping of strengthening works in subsequent years.
Half-joint and post-tensioned investigations and strengthening	Initial investigations of various bridges to inform scoping of repair works in subsequent years.
West Approach Road bridges*	Design and initial investigations for refurbishment work in subsequent years.

Routine maintenance needs are different for each structure type which will be funded for the Bridge Revenue Budget. It should be noted that structures in poor and very poor condition may also be addressed through the Revenue Budget.

Traffic Signals

The aim of the traffic signals maintenance strategy is to ensure that all traffic signals are operating 99% of the time and all equipment remains in a safe condition. Installations are replaced only following obsolescence due to life expiry or external damage.

Where possible installations are replaced as a whole rather than replacing individual items of equipment.

Category	Strategy	Comments				
Routine and Reactive Repair	Repair of defect to current intervention standards and response times.	The strategy requires the deployment of 2 work gangs/other agencies on emergency repairs and other non-emergency repairs.				
Refurbishment of signalised junctions	Refurbishment of junction that have deteriorated or the equipment has become obsolete/unreliable	The strategy is predicted to require the approximate annual quantities of junctions to be renewed:				
			2023/24	2024/25	2025/26	2026/27
		Junction Renewals	£450k	£100k	£100k	£100k
Refurbishment of signalised crossings	Refurbishment of junction that have deteriorated or the equipment has become obsolete/unreliable	The strategy is predicted to require the approximate annual quantities of pedestrian crossings to be renewed:				
			2023/24	2024/25	2025/26	2026/27
		Pedestrian Crossing Renewals	£150k	£150k	£150k	£150k

Cycling Infrastructure

Edinburgh has 312 km of cycle routes including 203 km of routes physically separated from vehicles. 52% of people on Edinburgh are familiar with the traffic-free routes in Edinburgh.

As part of the Edinburgh Street Design Guidance, new cycling infrastructure will be considered when any carriageway and footway renewal scheme is being carried out. This may result in existing infrastructure being upgraded or additional infrastructure being installed.

Once cycling infrastructure is in place the ongoing maintenance is the responsibility of Roads and Infrastructure. On-Road cycle lanes are prioritised for capital investment with carriageways. Off-Road cycleways are prioritised for capital investment with footways.

As part of the prioritisation procedures for capital carriageway investment, roads that are on the Council's Family Cycle Network or roads that have an existing cycle lane will have an additional 5% weighting applied. This results in accelerated renewal of these roads and, therefore, accelerated, improvements for cyclists.

Park and Ride Sites

There are 3 park and ride sites that are maintained by the Council: Hermiston Gate, Straiton and Ingliston.

Although the Council carries out the ongoing maintenance of the Park and Ride car park facilities, they are not officially adopted. The rationale behind this is that once a car park is adopted, it is effectively subject to the same conditions as Council owned and maintained carriageways. Although, at this stage, no plans to charge for the facilities are in place, this does remain a possibility at some point in future. The most effective method for operating and administering car parks which are subject to a cost is through inclusion of retractable barriers at the access/egress points. If the car park was adopted it would not be legally possible deny public access, i.e. by installing retractable barriers. As such the decision has been taken not to adopt these areas at this stage.

External roads and footways are to be adopted by the Council (apart from Straiton where the external areas have been adopted by Midlothian Council); and car parks, internal roads and footways are to be maintained but not adopted (for the reasons set out previously). The lighting facilities in all three Park and Ride sites are adopted and maintained, by the Council. The Council's Traffic Signals section currently maintains the signals at Hermiston and Ingliston. Straiton's signals are maintained by Midlothian Council.

Ongoing maintenance for park and ride sites is the responsibility of Roads and Infrastructure. Carriageways within the park and ride sites are prioritised for capital investment with all carriageways. Footways within the park and ride sites are prioritised for capital investment with all footways.

Climate Emergency

It is important the Edinburgh considers the climate emergency and climate change when planning investment strategies for future investment. Roads Infrastructure are looking at the approach to road maintenance in working towards reducing carbon emissions and achieve sustainability goals.

Current measures that are currently being investigated and trialled are:

- **Warm Mix Asphalts (WMAs)** - These can reduce the CO2 associated with asphalt production by up to 15% whilst improving efficiencies on roads projects.
- **Expanding the in-situ road recycling programme** – Recycles the existing road material eliminating the need to dispose of material at tip.
- **Enhanced Material Durability** – Reduces waste, uses less raw material and leads to fewer interventions. This includes using Polymer Modified Bitumens (PMBs), alternative binders and asphalt products which improve flexibility strength and resistance to fatigue and deformation.
- **Longer Term Approach to funding** – This would allow Roads Infrastructure to better plan proactive maintenance, allowing for better efficiencies, cutting waste and delivering improved road surface.
- **Ethical Sourcing of Material** – Using, where possible, UK or European stone rather than importing material from countries that incur significant transportation, therefore, reducing carbon emissions. This will also include the recycling of existing stone material rather than purchasing new material.

8. Risks to the Plan

The risks that could prevent achievement of the standards specified in this plan (section 6) are:

Plan Assumption	Risk	Action If Risk Occurs
The plan is based upon historical weather patterns	Adverse weather will create higher levels of defects and deterioration than have been allowed for	Budgets and predictions will be revised, and this plan updated if abnormally harsh winters occur
Available budgets have been assumed as shown in section 7	External pressures mean that government reduce the funding available for roads	Target service standards will be revised to affordable levels
Construction inflation will remain at level similar to the last 5 years	Construction inflation will increase the cost of works (particularly oil costs as they affect the cost of road surfacing materials)	Target service standards will be revised to affordable levels
Levels of defect and deterioration are based on current data which is limited for some assets (e.g. footways)	Assets deteriorate more rapidly than predicted and the investment required to meet targets is insufficient	Split between planned and reactive maintenance budgets will be revised
Resources are available to deliver the improvement actions	Pressures on resources mean that staff are not allocated to service improvement tasks such that the predicted benefits cannot be fully achieved	Target dates will be revised and reported

The risk has been evaluated in accordance with the council's corporate risk management strategy ⁽⁴⁾. In addition to the risks above a Road/Highway Asset risk register is maintained recording the risks associated with each asset type. A review of this register is used annually when programmes of works are developed.

References

- 1) City Mobility plan
- 2) Local Transport Strategy

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Transport and Environment committee

10.00am, Thursday, 11 January 2024

Trams to Newhaven

Executive/routine
Wards

Routine
11 – City Centre, 12 – Leith Walk, and 13 - Leith

1. Recommendations

1.1 Committee is asked to note the contents of this report.

Paul Lawrence

Executive Director of Place

Contact: Hannah Ross, Senior Responsible Officer

E-mail: hannah.ross@edinburgh.gov.uk | Tel: 0131 529 4810

Trams to Newhaven

2. Executive Summary

- 2.1 The report addresses the motion agreed by the Council in August 2023. The report provides information on the approach of the Trams to Newhaven project to defect management and resolution. Further, it describes work to be undertaken on diversionary routes and commits to further reporting.

3. Background

- 3.1 On 31 August 2023, the Council approved an [adjusted motion](#) on the Tram Project and agreed that a report should be presented to Transport and Environment Committee in three cycles detailing:
- 3.1.1 To which Committee the outstanding defects will be reported; and how completion of these and tracking who is responsible for their remedy will be monitored, and who is picking up the bill.
 - 3.1.2 Outstanding snagging and defect resolution of footways, cycleways and the public realm.
 - 3.1.3 An inspection of roads used by traffic carried because of tram diversions – what is their condition, is restoration needed; if so, who will pay for this and when the work is to be programmed. An inspection from the Road Signage and Markings teams to ensure said street layouts outwith the project's direct scope reflect the new layout, changed traffic levels and any Loading/Parking changes.
 - 3.1.4 The report schedule for the above matters to be considered by Committee.

4. Main report

- 4.1 An update on completion of outstanding defects will be reported through the existing project governance and to Transport and Environment Committee as part of project close out.
- 4.2 Completion and tracking of defects is undertaken through the established governance process. All contractual defects identified are uploaded to the Cemar system (contract management system) to be raised with the contractor. Thereafter accepted defects are tracked through to completion or acceptance.
- 4.3 Contractual defects are the responsibility of the contractors under the Infrastructure and Systems and Swept Path contracts.
- 4.4 Completion of defects is being tracked through the established contractual process.
- 4.5 All roads, including those utilised as diversion routes by the Trams to Newhaven project, are inspected in line with the Council's risk based approach to safety inspections, which includes recording of signing and lining safety defects. Currently no urgent remedial work on diversion routes has been identified as part of the safety inspections and the streets will continue to be inspected within the timescales set out in the guidance.
- 4.6 A close out report will be brought to Transport and Environment Committee when the lessons learned process has completed. The lessons learned process is currently being scheduled, though it is anticipated that the close out report will be presented to Committee will be no earlier than April 2024, taking account of committee lead in times.

5. Next Steps

- 5.1 The project team will continue to manage the contract, with a report on the lessons learned and project close out expected to be presented to Committee no earlier than April 2024.

6. Financial impact

- 6.1 The costs associated with managing the contract and with preparation of committee papers is included within the overall project budget.

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment has been carried out for the Trams to Newhaven project.

8. Climate and Nature Emergency Implications

- 8.1 There are no additional climate or nature emergency implications arising from this report.

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

- 9.1 There are no additional risk, policy, compliance, governance or community impacts arising as a result of this report.

10. Background reading/external references

- 10.1 [Trams to Newhaven Final Business case](#)

11. Appendices

None.

Transport and Environment Committee

10.00am, Thursday, 11 January 2024

Transport and Local Access Forum

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to agree the Terms of Reference for the Transport and Local Access Forum (Appendix 1).

Paul Lawrence

Executive Director of Place

Contact: Alison Coburn, Operations Manager

E-mail: alison.coburn@edinburgh.gov.uk

Transport and Local Access Forum

2. Executive Summary

- 2.1 This report seeks approval for the Terms of Reference for a newly created Transport and Local Access Forum. This Group combines the responsibilities of the Transport Forum, the Local Access Forum and the Active Travel Forum into a single working group.

3. Background

- 3.1 On 16 March 2023, the Council [agreed](#) to combine the Transport Forum, the Local Access Forum and the Active Travel Forum into a single working group.
- 3.2 The Council also agreed that Councillors Arthur, Aston, Bandel, Lang and Munro would be the five Councillor members on the working group.

4. Main report

- 4.1 This report sets out the draft terms of reference for the new Transport and Local Access Forum (Appendix 1).
- 4.2 It is proposed that the group should meet a minimum of twice per year, with one meeting dedicated to the statutory remit of the Local Access Forum. The other meeting will focus on transport and active travel.
- 4.3 Proposed external representation on the working group is set out in Appendix 1 and comprises representatives from a variety of external organisations. For transport discussions, user representatives and local neighbourhood area nominees will also be invited.

5. Next Steps

- 5.1 If Committee approve the recommendations in this report:
- 5.1.1 Officers will contact the external organisations to be invited to participate in the working group to confirm the decision of the Council and the approved Terms of Reference;

- 5.1.2 Arrangements will be made to set up the Transport and Local Access Forum meetings for 2024. Administrative support for the group will be provided by the Place directorate; and
- 5.1.3 A short summary of each meeting will be included in the Transport and Environment Committee Business Bulletin.

6. Financial impact

- 6.1 There are no financial impacts arising from this report. The cost of supporting the Transport and Local Access Forum will be met from existing resources.

7. Equality and Poverty Impact

- 7.1 Transport and Local Access Forum will ensure that the positive and collective roles of external organisations is reflected in the work of the Council. One of the key activities of the Group will be to understand how the Council's strategies, policies and procedures in respect of local access, transport and active travel can improve the experience of citizens moving in and around the city.

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.
- 8.3 The contributions received through the working group will help the Council to achieve its ambitions in respect of net zero by seeking input from external organisations on how the Council can encourage responsible local access, transport and promote walking and cycling.
- 8.4 The Working Group will also discuss the climate and nature emergency in the context of the work of the Council, seeking advice, guidance and assistance from external representatives on how improvements can be made.

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

- 9.1 The purpose of the Transport and Local Access Forum is to ensure that the positive and collective roles of external organisations is reflected in the work of the Council.
- 9.2 The Local Access Forum, which is incorporated within the Forum's remit, was established under the Land Reform (Scotland) Act 2003. Every access authority has a forum in their local area.

10. Background reading/external references

- 10.1 [Local Access Forum – Guide to Good Practice.](#)

11. Appendices

Appendix 1 – Terms of reference for the Transport and Local Access Forum

Appendix 1 – Draft Terms of Reference

Title	Transport and Local Access Forum
Purpose	To seek and secure external advice, assistance and support from external organisations and individuals to inform the work of the Council
Remit	The remit of the of the Group will incorporate: <ul style="list-style-type: none"> • Transport; • Active Travel; and • Local Access.
Frequency	The Working Group will meet at least twice per year. One meeting per year will be dedicated to Local Access, with the remaining meeting primarily focusing on transport and active travel. Further meetings may be arranged on either remit at the request of members.
Meeting Venue	Meetings may take place in person or online, with the meeting venues to be agreed when meetings are set up. The first meeting on each theme will take place in person.
Meeting Focus	
Local Access	On local access, the forum will focus on: <ul style="list-style-type: none"> • Advising the access authority, and any other person or body consulting the Forum, on matters relating to: (i) the exercise of access rights (ii) the existence and delineation of rights of way (iii) the drawing up and adoption of a plan for a system of core paths; and • Offering, and where accepted, giving assistance to parties who are in dispute about: (i) the exercise of access rights (ii) the existence and delineation of rights of way (iii) the drawing up and adoption of a plan for a system of core paths (iv) the use of core paths. <p>The Forum may also act as a statutory consultee on proposed Exemption Orders (section 11), Byelaws (section 12) and Core Paths Plans (section 18). As an advisory group, the Forum is unable to take decisions or adjudicate in disputes.</p>
Transport and Active Travel	On transport and active travel, the forum will focus on: <ul style="list-style-type: none"> • Provide a city-wide forum of experts and citizens to consider the city’s future transport needs; • Consider the positive and collective roles of walking and cycling in the city’s future transport system and lifestyle needs; • Scrutinise, influence and enhance the city’s strategies and services relating to transport, place making and leisure; and • Review the delivery of current policy to promote its positive results.

<p>Membership</p>	<p>The Councillors nominated to participate in the working group are:</p> <ul style="list-style-type: none"> • Councillor Scott Arthur (Chair) • Councillor Danny Aston • Councillor Jule Bandel • Councillor Kevin Lang • Councillor Marie-Claire Munro
<p>External organisations to be invited to participate (limited to one representative per organisation unless otherwise agreed. The representative may change depending on the topic)</p>	<ul style="list-style-type: none"> • Emergency Services (Police Scotland, Fire Scotland and Scottish Ambulance Service) (All meetings) • Living Streets Edinburgh (All) • Paths for All (All) • Spokes (All) • National Farmers Union Scotland (Local Access) • Edinburgh and Lothians Greenspace Trust (Local Access) • Ramblers and Scottish Canoe Association (Local Access) • British Horse Society (Local Access) • Scotways (Local Access) • CTC Scotland (Local Access) • City Cycling Edinburgh (Local Access) • East Lothian Council (Local Access) • Lothian Golf Association (Local Access) • Scottish Land and Estates (Local Access) • Scottish Golf (Local Access) • Edinburgh Access Panel (Scottish Disability Equality Forum) (Local Access) • Ramblers Association (Local Access) • Mortonhall Estate (Local Access) • National Farmers Union (Local Access) • Sustrans (All) • Midlothian AO (Local Access) • Rosebery Estates (LAF) • Defence Estates (Local Access) • Scottish Canals (Local Access) • Water of Leith Conservation Trust (Local Access) • Forth Estuary Forum (Local Access) • Gogarburn Bicycle Users (Transport) • Sustrans (Transport) • Festival of Cycling (Transport) • University of Edinburgh (Transport) • TfE (Transport) • Lothian Buses (Transport) • Edinburgh Trams (Transport) • Chamber of Commerce (Transport) • Bus Users Group (Transport) • Essential Edinburgh (Transport)

	<ul style="list-style-type: none">• Federation of Small Business (Transport)• Edinburgh Airport (Transport)• Transport Research Institute (Transport)• Institute of Advanced Motorists (Transport)• Passenger Focus (Transport)• Transport Scotland (Transport)• Transform Scotland (Transport)• Central Taxis (Transport)• Cockburn Association (Transport)• Equalities Transport Advisory Group (Transport)• NHS Lothian (Transport)• Road Haulage Association (Transport)• Breakdown Services (RAC/AA) (Transport)• Motorcycle Action Group (Transport)• Scotrail (Transport)• Scottish Water (Transport)• Edinburgh World Heritage (Transport)
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