Strategic Environmental Assessment Environmental Report

Appendix D. Strategic Actions Sifting Exercise

Revision no: 0. 2

City of Edinburgh Council

Climate Strategy 2030

August 2022

1. Strategic Actions Sifting Exercise

This appendix shows the sifting process for the SEA assessment. All the strategic actions in the Climate Strategy were sifted to identify if they were already captured within an SEA process as part of another plans, programmes or strategy. If the strategic action was considered to be captured elsewhere it was sifted out the Climate Strategy SEA. For example, 20-minute neighbourhoods are considered within the City Mobility Plan SEA and therefore were sifted out of the Climate Strategy SEA.

Table D.1: Net Zero, Climate Resilient Development and Growth Strategic Action Area Sift

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| Number | Strategic Action | Sift in / out |
| 1 | Laying the policy foundations to support net zero development which designs in climate resilience |  |
| 1.1 | Set new planning and policy guidance within the City Plan 2030 | Out - City Plan Sets out new policies and proposals relating to the development and use of land in the Edinburgh area, and where new infrastructure and community facilities are required (page 6). |
| 1.2 | Work with developers, investors and landowners to deliver net zero climate resilient development of the city | Out - City Plan Overall objective of the plan is to support future growth of the city to be sustainable and net-zero (page 8). Specifically, the plan aims to ensure that the planning of housing, employment and services addresses the need for net-zero development (page 8). Aim 4 requires all new buildings to be net-zero in their operational emissions and supports the delivery of heat network and energy infrastructure to help Edinburgh transition to net-zero (page 8). |
| 2 | Re-designing services to meet citizen’s needs locally |  |
| 2.1 | Re-design services and amenities to deliver sustainable 20-minute neighbourhoods across hub locations | Out - City Mobility Plan Section 4: Place aims to create great places which have been designed for people. Within this the CMP advocates several policy measures aimed at creating sustainable places which support the 20-minute neighbourhood concept (page 47). Policy Measure Place 2: 20-Minute Neighbourhoods is covered on page 50. |
| 3 | Leading the way on net zero, climate resilient development |  |
| 3.1 | Work with public sector partners to identify opportunities for exemplar policy approaches for new build operational estate | In |
| 3.2 | All new Council-led housing developments within the 10-year sustainable housing investment plan will be net zero | In |
| 3.3 | All new build learning estate projects will meet the Scottish Government’s Learning Estate Investment Programme energy target and work towards the Scottish Net Zero Public Sector buildings standard. | In |
| 3.4 | Develop innovative approaches to net zero development and construction which address both operational and embodied emissions | In |
| 3.5 | Develop an off- site net zero construction methodology through the Edinburgh Home Demonstrator (EHD) project | In |
| 4 | Renew the focus on climate resilience and accelerating the adaptation of the city |  |
| 4.1 | Undertake a city-wide climate change risk assessment and cost analysis (CWCCRA) | In |
| 4.2 | The City of Edinburgh Council will convene city and region partners to collaborate on a long-term ‘Climate Ready Edinburgh’ plan, taking full account of the city’s natural assets. | In |
| 4.3 | Adapt Edinburgh’s World Heritage Site to be resilient to the impacts of climate change | In |
| 4.4 | Develop a regional approach to climate change risk assessment and adaptation, maximising opportunities to enhance the natural environment. | Out - Page 13 of the City Plan ‘Regional Context and Change’. The City Plan will have major influences on the delivery of sustainable transport modes alongside national and **regionally** focused projects. Throughout the report, recognition is given to the importance of placing focus on the aims of ‘national, regional and local policy drivers’ (page 15). |
| 5 | Developing a long-term and sustainable approach to water management across the city |  |
| 5.1 | Deliver a Water Management Vision and Strategy identifying the risks and co-ordinating actions to alleviate impacts from all sources of flooding in the city. | In |
| 5.2 | Integrate design for water and flooding within the urban landscape using blue-green infrastructure | In |
| 5.3 | Deliver a network of green and blue spaces across the city which help protect our communities from climate change impacts, provide active travel routes, and protect and enhance the city’s natural environment and biodiversity | Out – City Plan Aim 1 seeks to deliver green and blue networks, bringing community services closer to homes (page 8). Further information on the Green Blue network can be found on page 22 – outlining that this form of infrastructure (e.g greenspaces and watercourses) are significant assets to the city with multifunctional value. |
| 6 | Protecting and enhancing the city’s natural capital to improve health and well-being, capture carbon, and deliver nature-based solutions to climate resilience |  |
| 6.1 | Deliver a co-ordinated approach to managing and enhancing Edinburgh’s natural assets across key public sector operational estate sites | In |
| 6.2 | Deliver a city-wide programme to manage, protect and enhance greenspace and biodiversity – addressing the ecological and climate emergencies | In |
| 6.3 | Deliver nature-based solutions to the impacts of climate change | Out - City Plan The main reference to nature-based solutions is provided in Env 35 ‘Reducing Flood Risk’ (page 118). Here, it is suggested that mitigating measures against flood risk must be appropriate in planning terms and have fully explored sustainable, nature-based solutions as the optimal way to address adverse flood risk impacts. |
| 6.4 | Develop an Edinburgh Nature Network for the city | In |
| 7 | Protecting the City’s coast |  |
| 7.1 | Adapt the city’s coast to be resilient to climate change, beginning with delivering around 200 hectares of new and enhanced coastal park in Granton in north west Edinburgh. | Out - City Plan Env 35 Reducing Flood Risk (page 118) outlines the principles for ensuring that Edinburgh’s coast will be resilient to climate change. Specific reference to Granton is given on page 160 (BGN24). Further information on Coastal Granton is provided on page 51. |
| 8 | Delivering rapid whole-system change |  |
| 8.1 | Call on the Scottish Government to use the lessons from responding to Covid-19 to enable accelerated local action and decision making on tackling the climate emergency. | Out - City Mobility Plan Page 12 ‘Covid-19 Impacts and Recovery’ of the **City Mobility Plan.** This section speaks about the opportunity to embed some of the beneficial outcomes of lower traffic levels (more walking and cycling, local trip-making etc.). There is also opportunity around addressing changes in peak time travel patterns with more flexible working. Hence, in response to Covid-19, measures can be implemented to support safe and efficient forms of travel that supports the fight against climate change and encourages sustainable economic growth. |
| 9 | Shared risk-taking to develop innovative solutions |  |
| 9.1 | Call on the Scottish Government to collaborate with the City of Edinburgh Council on shared risk-taking to develop innovative solutions to tackling climate change. | Out - City Mobility Plan Chapter 6 of the City Mobility Plan ‘Implementation’ (page 55) recognises that the successful delivery of the CMP/Implementation Plan will depend on effective partnerships with governance structures that guide regional transport infrastructure and planning e.g., Transport Scotland. With this, recognition is given to risk management – whereby risks to the delivery of key projects will form part of the monitoring process and ways to manage/monitor these risks will be explored. |
| 10 | Embedding net zero climate resilient requirements |  |
| 10.1 | Call on the Scottish Government to embed net zero and climate resilience requirements into new and existing policy, legislation, regulations and statutory guidance. | In |
| 10.2 | Call on Scottish Government to ensure Local Authorities have the powers and resources required to accelerate the pace of energy efficiency and climate resilience improvements to multi tenure tenement buildings. | In |

Table D.2: Net Zero Energy Generation and Energy Efficient Buildings Strategic Action Area Sift

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| Number | Strategic Action | Sifted in/out |
| 1 | Laying the policy foundations |  |
| 1.1 | Set progressive planning policies to increase energy standards in new buildings. | In |
| 1.2 | Require the use of low and zero emissions technologies to heat and power the city’s buildings. | Out - Under Resources and Services (page 33), the City Plan requires new buildings to be net zero in terms of operational greenhouse gas emissions, supports existing buildings to be more efficient and supports new low and zero carbon energy generation developments. Page 164 (H86) New Housing Proposals: Edinburgh BioQuarter states that a master plan will be prepared to support the future development of a net-zero mixed-use development with a net-zero emissions target. In addition to this, all planning applications involving the construction or change of use of one or more buildings must be accompanied by a Sustainability Statement (page 16). |
| 2 | Meeting the city’s energy needs sustainably |  |
| 2.1 | Convene a City Heat and Energy Partnership (CH&EP) | In |
| 2.2 | Develop a city-wide heat and energy masterplan | In |
| 3 | Investing in heat and energy |  |
| 3.1 | Develop a long-term city partner shared investment strategy to deliver the city-wide heat and energy masterplan. | In |
| 3.2 | Agree appropriate delivery mechanisms for the energy investment strategy. | In |
| 4 | Meeting future energy demand |  |
| 4.1 | Establish a strategic partnership with SP Energy Networks | In |
| 4.2 | Align current and future grid development to the city’s projected energy needs. | In |
| 5 | Developing regional energy solutions |  |
| 5.1 | Develop regional renewable energy solutions which draw on the area’s wind, geothermal, hydro and solar assets. | In |
| 5.2 | Learn from the H100 hydrogen pilot. | In |
| 5.3 | Collaborate with regional partners to decarbonise the region’s energy infrastructure. | In |
| 6 | Developing heat networks |  |
| 6.1 | Identify heat network zones across the city. | In |
| 6.2 | Ensure all Council-led infrastructure investment plans seek opportunities to connect to heat networks, beginning with our learning estate programme. | In |
| 6.3 | Work with communities and developers to deliver heat networks which meet the needs of key public sector buildings and major new developments across the city, beginning with Granton Waterfront and the BioQuarter. | In |
| 7 | Focusing on place-based energy projects |  |
| 7.1 | Collaborate on place-based joint energy infrastructure projects which maximise opportunities to deliver low-cost, clean, renewable energy to neighbourhoods and communities, with a focus on areas experiencing inequalities. | In |
| 7.2 | Align strategic investment in the electricity grid with development plans, to support increased local energy generation. | In |
| 8 | Developing community energy generation projects which build community wealth |  |
| 8.1 | Explore the potential for creating local energy generation communities as part of proposed net zero communities’ pilots. | In |
| 8.2 | Develop a city-wide programme of community energy generation investment opportunities. | In |
| 9 | Retrofitting the city’s social housing and public sector estate |  |
| 9.1 | Develop a Whole House Retrofit delivery programme for retrofitting social housing across the city to the highest energy standards, to reduce energy demand and tackle fuel poverty. | In |
| 9.2 | Establish an Energy Efficient Public Buildings Partnership (EEPBP) to collaborate on retrofit, align investment plans and encourage confidence in, and planning for, the business and skills supply chain needed to deliver. | In |
| 9.3 | Ensure retrofit programmes create green jobs and fair work opportunities for citizens, targeting those at greatest risk of poverty. | In |
| 10 | Resourcing net zero public buildings |  |
| 10.1 | Call on the Scottish Government to work with city partners to identify and deploy sufficient resources to deliver net zero public buildings. | In |
| 11 | Supporting small businesses, owner occupiers and private landlords |  |
| 11.1 | Develop a new mechanism and business plan to support small businesses, owner-occupiers and private landlords to affordably retrofit their properties. | In |
| 11.2 | Develop electricity grid infrastructure and capacity to respond to increased demand from electric-powered heat. | In |
| 11.3 | Work with SP Energy Networks and the Scottish Government to identify measures to reduce the cost of electricity and support citizens to transition away from gas. | In |
| 11.4 | Call on the Scottish Government to bring forward at speed improved schemes to support citizens to fund energy efficiency upgrades. | In |
| 12 | Testing innovative approaches for challenging settings |  |
| 12.1 | Scope and test innovative approaches to retrofit in challenging mixed-tenure settings, to develop models and accelerate progress. | In |

Table D.3: Net Zero Emissions Transport Strategic Action Area Sift

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| Number | Strategic Action | Sifted in / out |
| 1 | Investing in active travel |  |
| 1.1 | Prioritise investment in expanding the active travel network, connecting communities to services and amenities in their neighbourhoods. | Out - Focus is placed on the importance of investing in active travel throughout the CMP. Specifically, Policy Measure Movement 14: Walking and Wheeling and Policy Measure Movement 15: Cycling (pages 30-32) demonstrate the ways that active travel networks can be enhances and expanded as necessary to serve and connect key destinations across the city. Within the city plan, active travel investment is likewise outlined as a key strategy for making Edinburgh more sustainable. This it outlined in the Green Blue Network section (page 22) and key active travel proposals (page 45) that are integrated into each place e.g. Place 7: Stead’s Place (page 60). |
| 2 | Developing integrated public transport |  |
| 2.1 | Improve the integration of our public transport system, and review routes and interchanges, within a city and regional context. | Out - Multiple policy measures within the CMP seek to improve the integration our public transport system. E.g. People2: Travel Plans seeks to improve the inclusivity and accessibility of public transport routes. A review of routes is provided on page 20 – outlining the public transport routes across the city and identifying areas of the city where high concentrations of people exist but with low levels of access to public transport. The City Plan promotes public transport integration through the mass transit network, proposing new public transport actions that identifies where public transport provision could be improved and extended (page 32). |
| 3 | Decarbonising buses |  |
| 3.1 | Work with the Bus Decarbonisation Taskforce and private sector partners to develop a plan to decarbonise the city’s bus fleet. | Out – CMP Policy Measure Movement 32: Cleaner Vehicles outlines that it is important that the city’s bus fleet is as clean as possible. By 2021 80% of Lothian Buses fleet is expected to be Euro VI standard. To implement this, the CMP suggests the Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, aiming to ensure that the majority of new buses purchased from 2024 are zero emissions. The CMP also recommends that by the end of this decade, a fleet of low carbon buses carries all passengers at no or very low cost to the passenger (page 18). |
| 4 | Improving local air quality |  |
| 4.1 | Implement a Low Emissions Zone scheme to reduce harmful emissions from transport and improve air quality.\ | Out - City Plan Env 34: Pollution and Air, Water and Soil Quality the integration of Low Emissions Zones are discussed (page 118). Page 6 also states that the implementation of a Low Emissions Zone for the city centre is being consulted upon/progressed. Within the CMP, the Low Emission Zone is discussed under Policy Measure Movement 30 – Managing Traffic Signals (page 40). Here, the policy states that a LEZ will help Edinburgh comply with legal air quality standards and reduce the impact of harmful emissions. |
| 5 | Better management of the city centre |  |
| 5.1 | Create a city-centre operation plan to reduce emissions by improving the way goods and service vehicles move around the city, supporting the use of innovative zero emission solutions for ‘last mile’ deliveries. | In |
| 6 | Supporting public sector transition to electric vehicles |  |
| 6.1 | Identify opportunities to align to investment in EV infrastructure for public service and blue light fleet at strategic locations across the city, which also delivers ‘down-time’ availability for citizens and businesses where possible. | In |
| 7 | Delivering electric vehicle infrastructure |  |
| 7.1 | Develop electricity grid infrastructure and capacity to respond to increased demand from growth in EV use. | Out - City Mobility Plan and City Plan Developments to the electricity grid infrastructure is not included, however, there are measures in the CMP and City Plan that seek to develop the infrastructures capacity to respond to increased demand from the growth in EV use. In the CMP, this includes the integration of more EV charging points/hubs (page 36 and Movement 19: Mobility Hubs). This is likewise reflected in the City Plan (page 130). |
| 7.2 | Develop pilot proposals for blended finance public-use EV charging hubs in locations which align with the City Mobility Plan’s aims of increasing sustainable travel and avoid adding to city-centre congestion. | Out - City Mobility Plan and City Plan Integration of EV charging hubs are outlined in both CMP and City Plan (as above). The CMP states that these will be provided in areas that helps to tackle the highest levels of in-commuting and congestion (i.e. support more sustainable movement, page 28). The City Plan outlines that charging hubs will be located on sites closely related to public transport corridors and railway stations (in park and ride facilities (page 130). |
| 8 | Engaging with citizens |  |
| 8.1 | Deliver public awareness raising campaigns on sustainable and active travel | Out - City Mobility Plan Policy Measure People 1: Supporting Behaviour Change encourages changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives, and campaigns (page 16). |
| 8.2 | Engage with citizens and businesses on the potential benefits of introducing a Workplace Parking Levy as part of a range of measures to deliver the City Mobility Plan. | Out - City Mobility Plan Policy Measure Movement 37 – Parking, Waiting, Loading Restriction covers the Workplace Parking Levy (page 44), outlining that this will work as a tool to reduce congestion. Following consultation, a proposal for this will be developed in Edinburgh. This will follow from legislation being passed by the Scottish Government and studies of workplace parking provision. |
| 8.3 | Support the creation of 20- minute neighbourhoods and streets for people | Out - CMP Section 4: Place aims to create great places which have been designed for people. Within this the CMP advocates several policy measures aimed at creating sustainable places which support the 20-minute neighbourhood concept (page 47). Policy Measure Place 2: 20-Minute Neighbourhoods is covered on page 50. The City plan aims to ensure that everyone has access to a range of amenities in their area through the promotion of 20-minute neighbourhoods with a range of housing types and other buildings that are adaptable and can meet the changing needs of communities and individuals (page 15). The 20-minute neighbourhood concept is supported throughout the plan. |
| 9 | Reducing emissions from flying |  |
| 9.1 | Encourage partner organisations to sign up to the Edinburgh Climate Compact | In |
| 9.2 | Work with citizens and city partners to support staff and residents to make more sustainable travel choices in their professional and personal lives. | In |
| 9.3 | Call on the UK Government, the aviation sector and other stakeholders, to develop a national plan for managing aviation emissions that is fully in line with the Paris Agreement | In |
| 10 | Developing sustainable national public transport infrastructure |  |
| 10.1 | Call on the Scottish Government to work with the UK Government to ensure the national public transport infrastructure supports sustainable travel | In |
| 11 | Streamlining processes to accelerate change |  |
| 11.1 | Call on the Scottish Government to remove barriers to rapid action on local transport infrastructure | In |
| 11.2 | Call on Scottish Government to accelerate integrated ticketing for public transport. | Out - City Mobility Plan Page 26 of the City Mobility Plan under the ‘Ticketing’ section states that, ‘We are committed to working with all public transport operators, regional partners and the Scottish Government to achieve this ambition’ (the ambition being the implementation of integrated, flexible ticketing). |

Table D.4: Net Zero Circular Economy Strategic Action Area Sift

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| Number | Strategic Action | Sifted in/out |
| 1 | Securing investment to transition to a net zero economy |  |
| 1.1 | Develop a mechanism for connecting those looking to invest in a net zero city, with the businesses and organisations looking to drive the changes that support speed and scale of net zero action. | In |
| 1.2 | Deliver implementation plans for the Regional Prosperity Framework that drive investment which supports inclusive growth and transition to a net zero economy. | In |
| 2 | Enabling business leadership |  |
| 2.1 | Establish a new business-led Forum to provide leadership on a just economic transition to a net zero city | In |
| 2.2 | Ensure Edinburgh’s tourism sector leads the way in sustainable urban tourism | In |
| 3 | Delivering the Edinburgh Climate Compact |  |
| 3.1 | Support and encourage city businesses to sign up to the Edinburgh Climate Compact and commit to reduce their emissions | In |
| 4 | Exploring a green innovation challenge finance scheme |  |
| 4.1 | Explore establishing a finance scheme to complement the Commission Climate Compact, stimulate new lead markets, and support Edinburgh businesses to play a full part in a net zero economy and a green recovery. | In |
| 5 | Business mentoring and support for net zero transition |  |
| 5.1 | Deliver business mentoring and business support programmes to help employers take practical steps to realign their operations towards becoming net zero. | In |
| 5.2 | Deliver a new Business for Good programme to provide practical support and training for city businesses to transition to net zero, aligned to and complementing Council and other partner offerings | In |
| 6 | Supporting a more circular economy and reducing waste |  |
| 6.1 | Increase participation in the Circular Edinburgh programme which supports businesses to reduce, re-use and recycle as part of embedding circular economy principles into their ways of working | In |
| 6.2 | Increase the proportion of the City’s food and drink sourced from sustainable local and regional supplies | In |
| 6.3 | Ensure that all public sector procurement spend actively supports this strategy so that by 2030 all new investment and purchase decisions are net zero. | In |
| 7 | Delivering skills and workforce development |  |
| 7.1 | Scope skill needs and align workforce development programmes to meet the requirements of net zero businesses, and ensure Edinburgh’s workforce can deliver on new heat and energy, retrofitting, transport and other investments | In |
| 7.2 | Support people from all backgrounds to access good quality jobs in a net zero economy, and ensure that new green job opportunities are accessible to, and targeted towards, those at greatest risk of poverty | In |
| 8 | Securing enabling powers for local government, business and city partners to respond to climate change |  |
| 8.1 | Call on Scottish Government to empower public sector partners to collaborate on net zero joint public procurement approaches | In |
| 8.2 | Call on the Scottish Government to build coherent and flexible legislative and regulatory frameworks that empower local government, business and city partners, so they can rapidly respond to the climate emergency in an agile and adaptive way. | In |

Table D.5: Listening to Citizens and Empowering Communities Strategic Action Area Sift

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| Number | Strategic Action | Sifted in/out |
| 1 | Citizen engagement and dialogue |  |
| 1.1 | Maintain an ongoing open dialogue with citizens about the transformation that needs to happen in the city, sponsoring a new independent Edinburgh Community Climate Forum to collaborate on how we take decisions and deliver change together. | In |
| 1.2 | Maximise opportunities to focus on climate change across our whole education system, all City of Edinburgh and other schools. | In |
| 1.3 | Call on the Scottish Government to work with city partners on awareness raising campaigns which support a frank discussion on climate change action. | In |
| 2 | Delivering sustainable services that enhance community wellbeing and economic benefits |  |
| 2.1 | Develop sustainable models of public services interventions which deliver improved environmental and population health outcomes | Out - The City Plan 2030 gives attention to the lifelong health benefits of walking, wheeling and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable public transport (page 30). Emphasis placed on the integration of public services that supports both healthcare and education services (page 8). Further information on the importance of interventions that support wellbeing and equalities outlined on page 14. |
| 2.2 | Develop a city-wide programme of community energy generation investment opportunities | In |
| 3 | Information about climate change |  |
| 3.1 | Deliver awareness-raising campaigns | In |
| 3.2 | Support citizens to make informed choices that help to tackle climate change | Out - The City Plan proposes a number of interventions that will support citizens to make informed choices that help to tackle climate change. This includes the integration of cycle parking (Inf 6, page 127), the Cycle and Footpath Network (Inf 10, page 129) and Public Transport Proposals and Safeguards (Inf 11, page 129). |
| 4 | Supporting and engaging young people |  |
| 4.1 | Work with young people in schools and in communities, to embed a legacy of change, drawing on COP26 coming to Scotland | In |
| 4.2 | Maximise opportunities to use school buildings and grounds to engage young people on climate change, help reduce schools’ emissions and increase their contribution to greenspace and biodiversity | In |
| 4.3 | Strengthen climate change within our curriculum | In |
| 4.4 | Deliver a hydrogen education programme and schools challenge | In |
| 5 | Net zero communities |  |
| 5.1 | Work with communities to develop proposals and seek funding for a pilot to understand what it would take for one of the 20-minute neighbourhood hubs to become a net zero community. | In |

Table D.6: Investing in Change Strategic Action Area Sift

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| Number | Strategic Action | Sifted in/out |
| 1 | Providing an evidence base to support data-driven innovation and strategic sustainable investment at scale |  |
| 1.1 | Develop Edinburgh’s Carbon Scenario Tool (CST) to build capacity for evidence-based decision making and benchmarking across cities. | In |
| 1.2 | Ensure population health data drives strategic planning for action on climate change. | In |
| 1.3 | Harness the city’s intellectual capital to support the development of innovative and financially sustainable interventions to tackle the climate emergency. | In |
| 2 | Developing partnerships for city net zero infrastructure investment |  |
| 2.1 | Establish thematic city partnerships to identify opportunities for collaboration, align investment plans, and develop joint place-based approaches to net zero infrastructure investment in support of a city Green Investment Plan. | In |
| 3 | Developing and testing new finance models and scalable tests of change to support innovation |  |
| 3.1 | Develop innovative finance models that share risk and reward and deliver economic and social benefits for Edinburgh’s citizens by exploring, for example, city investment bonds. | In |
| 3.2 | Seek funding to deliver scalable tests of change which use innovative finance models to deliver place-based net zero projects. | In |
| 4 | Collaborating to develop a citywide pipeline of green investment proposals and Green Investment Plan |  |
| 4.1 | Increase capacity and resources to develop feasibility studies and business cases that enable the development of a pipeline of investible projects. | In |
| 4.2 | Collaborate with green finance experts to support the resourcing and delivery of major city climate projects, beginning with the city Water Vision. | In |
| 4.3 | Develop a Green Investment Plan and programme for the city, aligning investment and infrastructure proposals to support increased net zero investments in the city. | In |
| 5 | Delivering place-based net zero investment at scale |  |
| 5.1 | Develop strategic approaches to mobilising place-based finance for net zero development and investment. | In |
| 5.2 | Call on the Scottish Government to work with public bodies to develop joined-up funding streams to deliver place-based investment at a scale which supports the transition to net zero. | In |
| 5.3 | Call on Scottish Government to ensure Edinburgh retains the economic benefits flowing from city partner investment in net zero action. | In |
| 6 | Developing a city-wide approach to dealing with residual emissions |  |
| 6.1 | Develop a city-wide approach to off-setting residual emissions in support of achieving net zero by 2030. | In |