

Council Questions and Answers

City of Edinburgh Council

10.00 am Tuesday, 28th July, 2020

Virtual Meeting - via Microsoft Teams

Questions and Answers

Contacts

Email: gavin.king@edinburgh.gov.uk

Tel: 0131 529 4239

Laurence Rockey

Head of Strategy and Communications

This page is intentionally left blank

Agenda Annex

Item no 5.1

QUESTION NO 1

By Councillor Lang for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 28 July 2020

Question (1) Can he publish a table detailing the current identified capital requirements for each of the Council's play parks?

Answer (1) Table 1 lists play parks which will require refurbishment within a future Play Capital Programme. Inclusion in the future programme is determined by play provision, the current age of equipment and a ROSPA assessment of safety. For the purpose of a cost estimate an average build sum of £100,000 has been assumed. Three play areas have also been assessed as requiring replacement equipment at an estimated £25,000 per item. Total value for all works is, therefore, estimated at £3,275,000. Over a five-year period third party funding which could contribute towards this sum is likely to be in the region of £500,000.

Question (2) If he will publish the current capital investment plan for Council owned play parks for the next two years?

Answer (2) Table 2 lists the capital investment programme for the next two years for play parks. Investment is funded by a combination of grants, developer contributions and an allocation from the Council's capital budget.

TABLE 1**Future Capital Requirements for Council Play Areas****Table 1**

| SITE | CAPITAL REQUIREMENTS |
|--|-----------------------------|
| Allison Public Park x 3 - Junior, Toddler & Teenager Areas | £ 300,000 |
| Bingham Park | £ 100,000 |
| Bloomiehall Public Park | £ 100,000 |
| Broomhouse Grove | £ 100,000 |
| Campbell Public Park | £ 100,000 |
| Carlowrie Crescent | £ 100,000 |
| Clovenstone Park (Block 40) | £ 100,000 |
| Craigpark Crescent | £ 25,000 |
| Dalry Community Park | £ 100,000 |
| Dean Park Place/Square | £ 100,000 |
| Drum Park/Avenue | £ 100,000 |
| Dumbryden Gardens (No. 1-17) | £ 100,000 |
| Dundas Avenue | £ 100,000 |
| Forth Terrace | £ 100,000 |
| Glendevon Park | £ 100,000 |
| Granton Crescent | £ 100,000 |
| Inch Public Park | £ 25,000 |
| Inchcolm Terrace | £ 100,000 |
| Keddie Gardens | £ 100,000 |
| King George V Park (Farquhar Terrace) | £ 100,000 |
| Kirkliston Sports Centre | £ 100,000 |
| Magdalene Community Centre | £ 100,000 |
| Meadows (Toddlers) | £ 100,000 |
| Moat House | £ 100,000 |
| Muir Wood Road | £ 100,000 |
| Murieston Public Park | £ 100,000 |

| | |
|-------------------------------------|-------------|
| Niddrie House Drive (Clock) | £ 100,000 |
| Peffer Place | £ 100,000 |
| Pentland View | £ 100,000 |
| Sighthill Drive | £ 100,000 |
| Sighthill Public Park, play, wheels | £ 25,000 |
| St. Mark's Public Park | £ 100,000 |
| Victoria Public Park Toddlers | £ 100,000 |
| TOTAL | £ 3,275,000 |

TABLE 2

Table 2

| Site | Estimated Project Cost | Actual Project Cost | External Funding required | External Funding confirmed | Play Capital Budget |
|--|-------------------------------|----------------------------|----------------------------------|-----------------------------------|----------------------------|
| Fauldburn Park | £61,936 | | | | £61,936 |
| Glenvarloch Crescent | £72,259 | | | | £72,259 |
| Morningside Public Park | £103,226 | | £40,000 | | £63,226 |
| Wester Hailes Park Block 20 | £33,032 | | | | £33,032 |
| Inchcolm Terrace | £15,484 | | | | £15,484 |
| Figgate Park | £23,872 | | £50,000 | | £73,872 |
| Loganlea Avenue | £41,291 | | | £20,000 | £21,291 |
| Spylaw Park | £51,613 | | £20,000 | | £31,613 |
| Westfield Court | £46,452 | | | | £46,452 |
| Oxgangs Brae | £106,323 | £106,293 | | £59,623 | £46,670 |
| Clovenstone Gardens | £20,645 | | | | £20,645 |
| Montgomery Street | £123,872 | | | | £123,872 |
| Kirkbrae Recreation Ground (Double Hedges) | £154,806 | | | £154,806 | |
| | £954,811 | £106,293 | £110,000 | £234,429 | £610,352 |

Item no 5.2

QUESTION NO 2

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 30 June 2020

Question (1) How many street lights are still due to be converted as part of the LED streetlighting project and what this represents as a percentage of all the street lights within the following wards?

- a) Sighthill / Gorgie
- b) Fountainbridge / Craiglockhart
- c) Pentland Hills
- d) Almond
- e) Drum Brae / Gyle
- f) Corstorphine / Murrayfield
- g) Inverleith

Answer (1) The Energy Efficient Street Lighting Programme (EESLP) project has 27,908 street lights still to convert to energy efficient street lights across the city.

The street lights still to be converted within the following wards, as a percentage, are as follows:

- a) Ward 7: Sighthill / Gorgie – 2.03%
- b) Ward 9: Fountainbridge / Craiglockhart – 0.14%
- c) Ward 2: Pentland Hills – 1.78%
- d) Ward 1: Almond – 3.86%
- e) Ward 3: Drum Brae / Gyle – 3.45%
- f) Ward 6: Corstorphine / Murrayfield – 4.06%
- g) Ward 5: Inverleith – 24.18%

Question (2) When is the LED street lighting project now likely to be complete?

Answer (2) Current completion date: 1 October 2021

The reasons for the extension are:

1. COVID-19 suspension = 65 working days; and

Additional works (e.g. replacement of corroded brackets, installation of new column sockets for Christmas Lights, installation of lighting in Colinton Tunnel and additional street light replacements) = 20 days.

Question (3) What impact has the longer implementation timetable for the LED street lighting project had on a) the total costs associated with the project and b) the ongoing energy costs associated with the city-wide street lighting network?

Answer (3) a) The total project costs for the longer implementation timetable can be split into two categories:

1. COVID-19 suspension costs = £219,308.72

2. Additional works:

a. replacement of corroded brackets =
£1,629,000

b. replacement of time-expired wall boxes =
£66,420

c. supply and installation of new column sockets
for Christmas light decorations = £91,686.21

d. installation of lights in Colinton Tunnel =
£29,761.08; and

e. additional street light replacements not included
in the original Contract = £326,843.71

b) With the COVID-19 restrictions resulting in the suspension of on-street work for 13 weeks, the Council did not gain savings in energy consumption for the lanterns that could have been installed by the Contractor during this time. In monetary terms, this equates to a loss of saving of around £12k.

Item no 5.3

QUESTION NO 3

By Councillor Osler for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 28 July 2020

Under the FAQ (on the Council Website) with regards to pupils returning to school in August:

“Will there be support for Safe Routes to School, to allow children and young people to walk/cycle to school safely.

Response: We are encouraging Parent Councils to become involved in reducing the number of cars attempting to come near schools and to develop active travel plans for children.”

Question

Since 1st April 2020:

- a) What engagement has been had with Parent Councils to facilitate this?
- b) What actual support has been offered?

Answer

- a) The engagement with Parent Councils to date on this specific issue has been as part of the general engagement with Parent Councils. The advice is that wherever possible if parents can consider not using a car for school drop off then this will be very helpful given the overall situation. In the longer term, once schools have returned and settled in there will be an opportunity for parents at any school to engage more directly with officers about specific improvements which may be required.
- b) All schools already have an identified safe route. In response to COVID, the road safety team have considered some immediate improvements that might be required at specific schools, particularly in relation to bus drop off etc. However, as part of the longer term engagement highlighted discussions about further improvements will be taken forward where it is possible to do so with available funding.

Item no 5.4

QUESTION NO 4

By Councillor Osler for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 28 July 2020

Question

When should parents expect to hear from their (own) school about plans for the return of pupils in relation to:

- How pupils are to be dropped off at the school
- The arrangement for collection of pupils
- Lunch provision
- Gym provision
- Dress code

Answer

We will finalise the local guidance as soon as the national guidance is published. Provisional planning has taken place around all of these issues. We will provide a framework and will devolve finer details to schools to agree with their communities. Headteachers will be formally briefed on 3rd August but documentation will be sent to them by Friday 31st July.

Item no 5.5

QUESTION NO 5

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

- Question** (1) How many officers are currently working on delivering the temporary Spaces for People measures?
- Answer** (1) Transport Design and Delivery – 3
Road Safety – 5
Active Travel – 10
Events – 2
South West – 3.5
South East – 3
North East – 2
North West – 1

Total 29.5.
- Question** (2) How many of these Officers have been diverted from other transport related projects?
- Answer** (2) All the above staff have some involvement in the delivery of other Transport Projects.
- Question** (3) If so which projects?
- Answer** (3) It has not been possible to collate a full list of projects, but this would include a variety of projects relating to: Road Safety; Active Travel; Transport Capital schemes and Locality Neighbourhood Environment Programme (NEP) and Infrastructure projects.
- Question** (4) How are these projects going to be delivered without further delay to the current program?
- Answer** (4) In general, work on the majority of projects is still ongoing or has had to cease due to contractor operations being ceased during the COVID 19 lockdown restrictions. As contractor operations recommence, officers will be reallocated accordingly to ensure that projects are resourced appropriately.

Item no 5.6

QUESTION NO 6

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

For delivery of the Spaces for People programme under delegated authority,

Question (1) What elected member reporting and approval are to take place prior to or at:

- Initiation
- Publication
- Consultation
- Review
- Implementation

Answer (1) The Composite Motion passed at the Policy & Sustainability Committee on 14th May 2020 agrees to delegate authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes.

Question (2) Which elected members are involved in at each of the above stages?

Answer (2) Relevant ward members are included in the consultation stage for schemes which are in their ward.

Question (3) And (separately) what is their role?

Answer (3) To put forward views or concerns which they may have with such proposed schemes.

Item no 5.7

QUESTION NO 7

**By Councillor Neil Ross for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 28 July 2020**

As shown in the Council's 2019/20 unaudited accounts at Note 32.1, the Council's Othring Catering services, serving seven Council buildings, has, for the third year running, not met the statutory obligation to break even, recording a deficit of £48k on turnover of £921k.

Question (1) Is the Convener committed to addressing this situation?

Answer (1) This service is the Council's one remaining Significant Trading Organisation (STO) which provides a service for Councillors and Council employees alike by providing on-site catering provision in a small number of our key properties, as well as supporting income generation through events and functions. The level of deficit associated with this STO has reduced significantly and successively over the last 3 years. The service would have delivered a small surplus in the 2019/20 financial year if trading had not been impacted by Covid-19 lockdown restrictions and a one-off, previously unbudgeted employer pension contribution.

Question (2) If so, can he please explain what specific proposals he will bring forward to ensure that this service will generate a surplus in future?

Answer (2) For the 2020/21 financial year there has been no income to date as the service is closed due to Covid-19 restrictions and the employees have been furloughed.

The challenges and future actions were reported to, and approved, by the Governance, Risk and Best Value Committee on 20 March 2018. These actions have been implemented and have contributed to the ongoing reduction in any deficit and to move the unit into profitability. In addition, the opportunity to 'debadge' the unit as an STO is being considered this year, to reduce some of the associated bureaucracy that this creates.

Item no 5.8

QUESTION NO 8

**By Councillor Neil Ross for answer
by the Convener of the Transport and
Environment Committee at a meeting
of the Council on 28 July 2020**

Question

I understand that the Council has powers available to it in terms of road traffic legislation, in particular section 59 of the Roads (Scotland) Act 1984, to require the removal of anything causing an obstruction on the road and that causing an obstruction (or failing to remove) is an offence. I also understand that a non-motorised vehicle does not require a parking permit. Where a trailer or caravan has been parked without permission in a parking bay on the public roadway, it is clearly occupying space that could be used by a parking permit holder.

How long can a trailer sit on the public roadway unmoved, but not abandoned, before the Council considers that it is causing an obstruction sufficient to justify requiring its removal?

Answer

The Roads (Scotland) Act 1984 does not specify a time period that must be exceeded in order for an object, which has been deposited on the road, to become an obstruction. The Council has also not set such a period.

An object, in this case a trailer, does not necessarily become an obstruction because it is not moved.

However, the Roads (Scotland) Act 1984 does not include a definition of obstruction. It is also uncertain if Section 59 applies to trailers. Therefore, it is not clear whether a trailer left at the edge of the carriageway (or in a parking place) and which is not preventing the passage of other road users is causing an obstruction under Section 59 of the Act.

The general view is that an obstruction is only caused when someone is physically obstructed from proceeding along the road. Typically referred to as "actual obstruction." So, a trailer may not be causing an obstruction if a road user can

go around it. It could also be difficult to suggest that a trailer is causing an obstruction where a car occupying the same parking space was not. Although there is no caselaw where the meaning of obstruction has been tested.

In specific cases of this nature, it is recommended that Councillors raise these issues with Parking Services in the first instance

Item no 5.9

QUESTION NO 9

By Councillor Neil Ross for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 28 July 2020

Libraries have been permitted to re-open from 15 July. As of today, 17 July, the city's libraries remain closed and there has been no announcement of a date when they expect to re-open.

Question (1) When will plans be made public for Edinburgh's libraries to re-open and what is the re-opening date likely to be?

Answer (1) It is expected that plans for the safe and sustainable opening of services in libraries will be included in a report by the Executive Director of Communities and Families to the Policy and Strategy Committee on 6 August.

Question (2) What precautions will be taken to ensure that all library users will feel safe to visit?

Answer (2) The services will operate fully in accordance with current and future Scottish Government and public health guidelines. Risk assessments will be completed for each establishment and there will be clear messages to make sure members of the public and all staff can have confidence in the new arrangements.

Item no 5.10

QUESTION NO 10

By Councillor Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 28 July 2020

West Lothian Council approached Edinburgh Council regarding their plans to build a new denominational high school and whether CEC would like to realign St Margaret's in South Queensferry into the catchment. Although this offered a significant geographical advantage to parents reducing journey times by half, no approach was made to the parents to gauge level of interest.

Question (1) When did the council first become aware of the proposal by West Lothian?

Answer (1) Officers were made aware of the consultation by West Lothian Council when the statutory consultation was launched in November 2019. West Lothian Council did not engage with CEC officers in advance of the statutory consultation being published to ask whether a catchment review involving the secondary school catchment areas in Edinburgh would be something worthy of consideration.

Question (2) Was the Convener aware of the proposal and if so, what was his view?

Answer (2) As the statutory consultation had no direct impact on a School catchment area or capacity Officers did not raise this as a matter of concern with the Convenor. Had there been an informal approach made to Senior Management before the statutory consultation paper was published then this would have been raised with the Convenor. However, as above on this occasion no informal approach was made to Senior Management in CEC.

Question (3) Was St Margaret's mgmt. team approached to discuss, and if so, what was the outcome of that discussion?

Answer (3) For the same reason of no direct impact to a catchment area or school capacity in Edinburgh no approach was made to St Margaret's RC management or Parent a Council. Given the geographical considerations highlighted, in hindsight an approach to parents to make them aware of the consultation would have been reasonable. As the new RC High School in West Lothian is not open yet I have asked Officers to discuss this issue further with their counterparts in West Lothian. Parents/Carers will always be able to make an out of school placement request to the new school in Winchburgh even if they live in a different local authority area.

Question (4) Was the decision not to proceed/consult approved at Director or Head of level?

Answer (4) As this was a West Lothian Consultation, no decision was required by any City of Edinburgh Officer or Committee for it to proceed. Officially any one can respond to a consultation and it should be advertised in local newspapers. As above, on this occasion and following usual practice in such a situation, Officers did not engage with St Margaret's RC school community and the issue was not discussed with a Director or Head of Service. Again, in hindsight it is accepted that doing so would have been reasonable.

Item no 5.11

QUESTION NO 11

By Councillor Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 28 July 2020

With children due to return to school on 100% classroom exactly 2 weeks tomorrow, there is still uncertainty about what elements of the contingency plan may still be apply and whether all wraparound care (breakfast and afterschool clubs) can operate, including those who use community centres as their venue.

Question (1) On what date will parents receive confirmation that schools are returning at 100% (appreciating that this may alter in the future should a second wave arise)?

Answer (1) We expect to receive guidance from the DFM on 30th July. This will be national guidance but will apply to Edinburgh schools

Question (2) What elements of the contingency plan will still apply across all schools (so excluding decisions made at a delegated level by headteachers)?

Answer (2) At this time, all elements of the plan apply to all schools. Should the contingency plan become operational, each element will be considered. This is because we believe that on balance, the contingency plan is more likely to be operated for local school closures rather than city-wide closures. The contingency plan will be invoked if there is a requirement for social distancing. If a setting suffers an outbreak, the setting will follow HPS advice which could involve temporary or partial closure

Question (3) Will all council run wraparound care services fully resume [from 12th August](#)?

Answer (3) Following the Scottish Government advise that schools should return at 100% capacity, it is anticipated that **all** registered and regulated Breakfast and Out of School Care clubs will be able to operate from 12th August. All advice on health and safety will require to be in place by each provider.

Childcare and Youthwork in non-Council owned settings have been permitted to operate from 15th July. Work is underway to allow these services to operate in Council premises as soon as possible.

Current Scottish Government guidance states the only face-to-face youth work that is allowed is work that takes place outdoors and with safe practices in place. Further Scottish Government advice and guidance was published on 20th July on a gradual phasing of youth work indoors and this will inform the re-introduction of youth work in Council buildings.

Question (4) Will community/private run wraparound care services be allowed to continue using community centres (even if these remain closed to the wider public) to provide their service to parents in the same way as private nurseries are able to operate, considering that there is a proposal to open and use community centres if required in the contingency plans?

Answer (4) Should schools return with 100% capacity in August, plans are in place to identify those Community Centres which currently provide spaces for Out of School Clubs. It is anticipated that Community Centres will be able to provide care for children and families as usual.

Question (5) When will community centre maintenance employees be allowed access to prepare venues for use - even if that use is restricted (school/afterschool)?

Answer (5) Maintenance staff can access buildings at any time.

Item no 5.12

QUESTION NO 12

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Since the gradual lifting of lockdown restrictions, South Queensferry has seen a significant increase in 'car racing' and late/overnight congregation at the Hawes Pier. At the request of Police officers all ward councillors and the Roads team agreed to close the Hawes Car Park each night [until 31st July](#). However, speeding on surround roads continues and there is a lack of clarity over where roles and responsibilities lie.

- Question** (1) What is the longer term plan for the Hawes Car Park [after 31/07/2020](#)?
- Answer** (1) In general the Car Park would operate as a public adopted space, however, we can consider and respond to requests from the Police to manage access to the space as appropriate.
- Question** (2) How many complaints have been received by council officials on speeding or excessive vehicle noise, since 01/04/2020 in the area of Queensferry/Dalmeny/Kirkliston, and what was the nature of the complaints?
- Answer** (2) The Council's Road Safety team has received three complaints about traffic speeds in the Queensferry/Dalmeny/Kirkliston area since 01/04/2020. These relate to the A904 Builyeon Road and the B907 Kirkliston Road in Queensferry and Burnshot Road, east of Kirkliston.
- Question** (3) Have any meetings taken place between road safety and the Police regarding speeding and/or noise complaints in this area of the city – please provide details of dates and attendees since 01/04/2020.
- Answer** (3) No meetings have been requested or have taken place between the Police and the Council's Road Safety team since 01/04/2020 regarding traffic speeds in this area.

Question (4) Have any other requests (apart from the Hawes closure currently in force) been made by the Police to address speeding cars or noise, which have not been acted upon, since 01/04/2020 – please provide details of request and reason for not progressing

Answer (4) The Council's Road Safety team has been contacted by the Police about issues relating to traffic speeds on the A904 Builyeon Road and the B907 Kirkliston Road in Queensferry since 01/04/2020. The team has liaised with the Police and taken the appropriate action on these issues.

In the case of the A904 Builyeon Road, the request was to consider additional 30mph repeater speed limit signs and larger terminal signs at the start of the 30mph speed limit. The use of 30mph repeater speed limit signs is prohibited by national legislation and the terminal signs are the correct size, which is also specified in legislation.

Item no 5.13

QUESTION NO 13

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

- Question** (1) Can the Convener detail the number and location (by street) of:
- Residents parking spaces
 - Pay & display parking spaces
 - Disabled parking spaces: removed in each residents parking zone, and the number of each type of space detailed above at or around 1st March 2020

- Answer** (1) The table below details the number of parking places available within each controlled parking zone around 1 March 2020.

| Zone | P&D | Permit Holder | Shared Use | Disabled | M/cycle |
|------|-----|---------------|------------|----------|---------|
| 1 | 490 | 783 | 21 | 2 | 22 |
| 1A | 468 | 511 | 117 | 24 | 20 |
| 2 | 259 | 213 | 102 | 24 | 14 |
| 3 | 688 | 483 | 20 | 24 | 29 |
| 4 | 357 | 700 | 164 | 19 | 25 |
| 5 | 122 | 765 | 13 | 4 | 5 |
| 5A | 169 | 770 | 23 | 3 | 5 |
| 6 | 542 | 1189 | 65 | 10 | 15 |
| 7 | 385 | 770 | 26 | 6 | 16 |
| 8 | 194 | 778 | 73 | 7 | 10 |
| N1 | 86 | 1218 | 1121 | 21 | 0 |
| N2 | 238 | 703 | 596 | 11 | 0 |
| N3 | 647 | 803 | 574 | 10 | 0 |
| N4 | 0 | 49 | 324 | 0 | 0 |
| N5 | 199 | 208 | 1035 | 0 | 0 |
| S1 | 53 | 1502 | 912 | 17 | 0 |
| S2 | 195 | 1145 | 686 | 20 | 0 |
| S3 | 65 | 1075 | 857 | 11 | 0 |
| S4 | 90 | 812 | 489 | 10 | 0 |
| K | 0 | 29 | 0 | 0 | 0 |

However, it should be noted that parking places can be suspended or become unavailable for many reasons, such as; events, removals, filming or road works. A daily total of such interventions is not available.

The second table below details the number and location of parking places that have temporarily been withdrawn to provide additional space for physical distancing as part of the Council's Spaces for People programme, at 27 July 2020.

| | Parking Places Unavailable | | | | |
|----------------------------|----------------------------|---------------|------------|----------|---------|
| | P&D | Permit Holder | Shared Use | Disabled | M/cycle |
| Victoria Street & West Bow | 6 | 15 | 2 | 2 | 1 |
| Grassmarket | 0 | 0 | 25 | 0 | 3 |
| Cockburn Street | 20 | 12 | 0 | 2 | 1 |
| George IV Bridge | 0 | 0 | 0 | 0 | 0 |
| South Bridge | 0 | 0 | 0 | 0 | 0 |
| Bruntsfield Place | 35* | 0 | 0 | 0 | 0 |
| Morningside Road | 52* | 0 | 0 | 0 | 0 |
| Total | 113 | 27 | 27 | 4 | 5 |

*Off-peak parking places only

Question (2) Could the Convener tell Council when and how the removal of parking spaces was communicated to residents of the affected streets?

Answer (2) The Scottish Government has identified Covid-19 as a danger to the public and as such, the Council may introduce Temporary Traffic Regulation Orders (TTROs) to quickly introduce physical distancing measures to help prevent the further spread of the infection.

There is no right of objection to a TTRO, but the Council has taken steps to inform residents and members of the public of the temporary measures being put in place. This includes; writing to affected residents, publishing details on the Council's website and Tell Me Scotland (the national public information portal), social media promotion, press notices, making use of community noticeboards where possible and using on-street notices when necessary.

Item no 5.14

QUESTION NO 14

**By Councillor Johnston for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 28 July 2020**

Question (1) In the past 6 months how much has the Council loaned to other local authorities across the UK and under what terms?

Answer (1) The attached appendix sets out details.

Question (2) In the past 6 months how much has the Council borrowed from other local authorities and under what terms?

Answer (2) No sums borrowed.

Deposits Outstanding at 23 Jan 2020

| <u>COUNTERPARTY</u> | <u>START DATE</u> | <u>MATURITY DATE</u> | <u>OUTSTANDING</u> | <u>INTEREST RATE</u> |
|--|-------------------|----------------------|------------------------------|----------------------|
| Rotherham Metropolitan Borough Council | 29/09/17 | / / | 20,000,000.00 | 0.80 |
| Eastleigh Borough Council | 28/11/19 | / / | 10,000,000.00 | 0.75 |
| Leeds City Council | 19/11/19 | / / | 25,000,000.00 | 0.80 |
| Birmingham City Council | 26/11/19 | 27/01/20 | 10,000,000.00 | 0.80 |
| Bedford Borough Council | 27/12/19 | 27/01/20 | 4,100,000.00 | 1.00 |
| Birmingham City Council | 28/11/19 | 28/01/20 | 10,000,000.00 | 0.77 |
| Merthyr Tydfil Borough Council | 29/10/19 | 29/01/20 | 2,000,000.00 | 0.80 |
| Blackpool Borough Council | 30/10/19 | 30/01/20 | 9,000,000.00 | 0.80 |
| London Borough of Havering | 30/12/19 | 30/01/20 | 5,000,000.00 | 1.00 |
| Blackpool Borough Council | 31/10/19 | 31/01/20 | 6,000,000.00 | 0.80 |
| Slough Borough Council | 19/08/19 | 19/02/20 | 5,000,000.00 | 0.82 |
| Flintshire County Council | 27/11/19 | 27/02/20 | 3,000,000.00 | 0.80 |
| Flintshire County Council | 28/11/19 | 28/02/20 | 4,000,000.00 | 0.80 |
| Wokingham Borough Council | 02/12/19 | 31/03/20 | 3,000,000.00 | 0.85 |
| Cornwall Council | 18/10/19 | 17/04/20 | 20,000,000.00 | 0.85 |
| The Highland Council | 23/10/19 | 23/04/20 | 5,000,000.00 | 0.85 |
| Middlesborough Council | 29/10/19 | 29/04/20 | 10,000,000.00 | 0.85 |
| Plymouth City Council | 31/10/19 | 30/04/20 | 10,000,000.00 | 0.85 |
| North East Lincolnshire Council | 30/10/19 | 30/04/20 | 4,000,000.00 | 0.85 |
| Wrexham County Borough Council | 20/12/19 | 22/06/20 | 10,000,000.00 | 0.93 |
| West Dunbartonshire Council | 18/10/19 | 16/10/20 | 10,000,000.00 | 1.02 |
| Lancashire County Council | 01/11/19 | 02/11/20 | 20,000,000.00 | 0.95 |
| West Dunbartonshire Council | 15/11/19 | 13/11/20 | 5,000,000.00 | 1.00 |
| The Highland Council | 19/11/19 | 17/11/20 | 5,000,000.00 | 1.00 |
| East Dunbartonshire Council | 10/12/19 | 08/12/20 | 5,000,000.00 | 1.00 |
| Dundee City Council | 18/12/19 | 16/12/20 | 5,000,000.00 | 1.00 |
| Aberdeenshire Council | 20/12/19 | 18/12/20 | 10,000,000.00 | 1.00 |
| | | | <u>235,100,000.00</u> | |

New Deposits since 23 Jan 2020

| | | | | |
|-----------------------------|----------|----------|-----------------------------|------|
| Lancashire County Council | 31/01/20 | 28/02/20 | 10,000,000.00 | 0.87 |
| West Dunbartonshire Council | 06/02/20 | 06/08/20 | 5,000,000.00 | 0.95 |
| London Borough of Enfield | 28/02/20 | 30/11/20 | 10,000,000.00 | 1.05 |
| Flintshire County Council | 24/02/20 | 26/05/20 | 7,000,000.00 | 1 |
| Aberdeenshire Council | 04/03/20 | 04/12/20 | 10,000,000.00 | 1.05 |
| Nottingham City Council | 09/03/20 | 11/05/20 | 10,000,000.00 | 1.1 |
| Slough Borough Council | 13/03/20 | 13/05/20 | 5,000,000.00 | 1.25 |
| Cherwell District Council | 16/03/20 | 30/03/20 | 10,000,000.00 | 1.3 |
| Birmingham City Council | 17/04/20 | 18/05/20 | 20,000,000.00 | 0.5 |
| Suffolk County Council | 27/04/20 | 27/05/20 | 5,000,000.00 | 0.5 |
| Perth and Kinross Council | 27/04/20 | 27/05/20 | 5,000,000.00 | 0.5 |
| | | | <u>97,000,000.00</u> | |

Item no 5.15

QUESTION NO 15

By Councillor Mowat for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 28 July 2020

Question

At the Leadership Advisory Panel of 31 March 2020 it was agreed that the management of events would be reported on to the Culture and Communities Committee as part of the Public Spaces Protocol that was being prepared; as there was no date given for the completion of this work and we don't know when the next meeting of the Culture and Communities Committee will be held could the Convener advise when Councillors will see and discuss this report so that residents' concerns about how event and on street activity will be managed can be addressed?

Answer

As was presented to the Leadership Advisory Panel, there has clearly been a significant delay to the time that this work will take to complete. However, it remains a priority for the service and the Culture and Communities Committee.

A verbal update was provided by the Head of Place Management to the Festivals and Events All Party Oversight Group on the 21st July 2020 to state that a dedicated member/officer workshop is being arranged for late August 2020 to focus on the principles of the Public Spaces Management Plan prior to wider engagement taking place.

Following this workshop, officers will look to re-establish work fully on this plan, and will undertake engagement with key stakeholders, including Community Councils, Business Improvement Districts, Festivals Edinburgh, Edinburgh Chamber of Commerce, Federation of Small Businesses and other key interest groups.

It is expected that this engagement will take up to three months to complete. A draft Public Space Management Plan will then be collated and presented to Culture and Communities Committee within one month of this engagement exercise being completed.

Item no 5.16

QUESTION NO 16

By Councillor Rust for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 28 July 2020

On 12 March 2020, Council agreed the Edinburgh International Conference Centre Hotel and Hotel School Business Case, which had been referred by the Finance and Resources Committee, following its earlier agreement.

Question

Can the Convener update Council on progress officers have made in carrying out this decision?

Answer

Officers have continued to work towards the outcomes agreed by Council on 12 March 2020.

This involves the negotiation and drafting of an agreement to Lease and an Agreement to sub-lease the hotel along with the development of a Strategic Delivery Agreement between the Council and the EICC to reflect the overall relationship between the two organisations and ensure appropriate controls and governance is in place.

Due to the Covid-19 pandemic due diligence has had to be carried out with a review of some aspects of the business case.

Notwithstanding this, good progress is being made and it is envisaged that this work will be completed in the Autumn

Item no 5.17

QUESTION NO 17

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Question

At Policy and Sustainability Committee on 14th May 2020 the following matrix was presented as an assessment tool and was subsequently approved as the criteria to be used to create temporary walking and cycling infrastructure schemes:

Projects with moderate to low risk mitigation will not be generally implemented if they are expected to have any significant negative impacts, particularly on public transport or emergency services.

| Criteria | Assessment | | |
|---|--------------------|----------------------------------|-----------------------------|
| Covid-19 Risk mitigation | Very significant | Significant | Moderate to low |
| Benefit to pedestrians | high | medium | low |
| Benefit to people on bikes | high | medium | low |
| Impact on Public Transport | positive impact | neutral or minor negative impact | significant negative impact |
| Impact on emergency services routes | None or negligible | Minor | significant negative impact |
| Impact on people with Mobility difficulties or visual impairments | positive impact | neutral or minor negative impact | significant negative impact |
| Impact of diverting traffic | none to minor | moderate | significant |
| Impact on residential parking | none to minor | moderate | significant |
| Impact on public parking | none to minor | moderate | significant |
| Impact on business servicing | none to minor | moderate | significant |
| Cost | low | moderate | high |
| Ease of operation | easy | moderate operational burden | high operational burden |

Can the Convener provide the results of this assessment for each of the measures implemented to date and those currently going through the accelerated consultation process?

Answer

The above assessment criteria has been adopted to prioritise all schemes contained in the project programme. This information is available for all prioritised projects and will be made available to Elected Members. However, at this time, officers do not have the capacity to collate and prepare this response. This information will be provided as soon as is reasonably possible.

QUESTION NO 18

**By Councillor Jim Campbell for
answer by the Leader of the Council
at a meeting of the Council on 28
July 2020**

Question (1) What is the estimated value of lost income in 2020/21, that the City of Edinburgh Council would have planned to receive from sales, fees and charges had the Coronavirus Pandemic not occurred?

Answer (1) The update reported to the Policy and Sustainability Committee on 23 July sets out, in Appendix 1, total expected COVID-related income losses for Council services of £44.349m. The report additionally notes an estimated reduction in income, or increase in required support, for the Council's ALEOs of £31m.

Question (2) What discussions has the Council initiated with the Scottish Government or COSLA to promote a scheme to compensate Scottish Local Authorities specifically for lost income from sales, fees and charges?

Answer (2) Lost income is included in the overall financial impact being submitted and monitored to the Scottish Government through submissions to COSLA. Given the particular relevance of losses of income to Council ALEOS, I have also written to the Cabinet Secretary for Finance on this issue.

Question (3) What formula, or amount, has the Council been given to understand can be used to negate this lost income?

Answer (3) Some individual decisions have been taken in relation to this, i.e. the payment to Edinburgh Tram. There are also a number of other similar specific discussions continuing on lost income and costs, as well as the overall discussions through COSLA on the sum total effect. As these are ongoing and the effects are not yet fully known as the situation remains fluid, there is not an agreed final position on this.

Item no 5.19

QUESTION NO 19

By Councillor Laidlaw for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Notes a number of roundabouts that have recently been proposed for sponsorship signage across the city, and asks the Convener to update Council on the following:

- Question** (1) What roundabouts are being tendered for sponsorship?
- Answer** (1) Please refer to the attached list (CT2466 Roundabout Sponsorship - Site Information).
- Question** (2) Which roundabouts have agreements already in place?
- Answer** (2) None.
- Question** (3) What does the sponsor receive in return?
- Answer** (3) For sponsorship monies they receive signage which shows the company logo and that they are the sponsor of the roundabout or verge
- Question** (4) What say do they have in the maintenance and or design/upgrading of the roundabout?
- Answer** (4) The Council are responsible for design and upgrading of roundabouts.
- Question** (5) How are the sponsorship fees allocated?
- Answer** (5) These are allocated per sign, per site.

CT2466 Roundabout Sponsorship - Site Information

| Ref. | Location | Locality | Site Type | Area | Circumference (R'bout Only) | Type |
|------|------------------------------------|-----------|-----------------|--------|-----------------------------|-------|
| GS1 | Airport Interchange (North) | NW | Roundabout | 2,675 | 194 | Green |
| GS2 | Airport Interchange (South) | NW | Roundabout | 2,794 | 198 | Green |
| GS3 | Comley Bank | NW | Roundabout | 278 | 84 | Green |
| GS4 | Crewe Toll | NW | Roundabout | 333 | 65 | Green |
| GS5 | Drumbrae | NW | Roundabout | 185 | 48 | Amber |
| GS6 | East Craigs | NW | Roundabout | 1,065 | 116 | Green |
| GS7 | Eastfield Road (Airport) | NW | Roundabout | 606 | 150 | Green |
| GS8 | Granton Square | NW | Roundabout | 843 | 161 | Amber |
| GS9 | Groathill Road North | NW | Roundabout | 453 | 75 | Green |
| GS10 | Lauriston Farm Road | NW | Roundabout | 572.5 | 85 | Green |
| GS11 | Pennywell Gardens (Muirhouse View) | NW | Roundabout | 533 | 82 | Green |
| GS12 | Pennywell Road (Muirhouse Parkway) | NW | Roundabout | 1039 | 114 | Green |
| GS13 | Quality Street (Queensferry Road) | NW | Grass & Bedding | 939 | 151 | Amber |
| GS14 | South Gyle Broadway (East) | NW | Roundabout | 2,571 | 179 | Green |
| GS15 | South Gyle Broadway (Mid) | NW | Roundabout | 2,917 | 191 | Green |
| GS16 | South Gyle Broadway (West) | NW | Roundabout | 1,160 | 122 | Green |
| GS17 | Gogar | NW | Roundabout | 11,830 | 433 | Green |
| GS18 | Balgreen Road | SW | Roundabout | 175 | 46 | Amber |
| GS19 | Bankhead / Broomhouse Drive | SW | Greenspace | 7,448 | 751 | Amber |
| GS20 | Biggar Road | SW | Roundabout | 169.5 | 46 | Amber |
| GS21 | Broomhouse Drive | SW | Roundabout | 574 | 84 | Green |
| GS22 | Calder Road (Bankhead) | SW | Roundabout | 1,847 | 154 | Amber |
| GS23 | Calder Road (Saughton) | SW | Roundabout | 2,308 | 174 | Amber |

| | | | | | | |
|------|---|----|------------|-------|-------|-------|
| GS24 | Calder Road (Sighthill) | SW | Roundabout | 2,540 | 182 | Amber |
| GS25 | Clovenstone | SW | Roundabout | 2,617 | 181 | Green |
| GS26 | Dreghorn Link | SW | Roundabout | 110 | 37 | Green |
| GS27 | Hermiston Village | SW | Roundabout | 2,967 | 193 | Green |
| GS28 | Longstone Road | SW | Roundabout | 648 | 105 | Green |
| GS29 | Redford Road | SW | Roundabout | 112 | 37 | Green |
| GS30 | Riccarton Mains Road (North) | SW | Roundabout | 387 | 72 | Green |
| GS31 | Riccarton Mains Road (South) | SW | Roundabout | 3,893 | 225 | Green |
| GS32 | Stenhouse Cross | SW | Roundabout | 1,015 | 112 | Green |
| GS33 | Western Approach Road (North side) | SW | Greenspace | 1,529 | 508 | Green |
| GS34 | Whitson Crescent | SW | Greenspace | 3138 | 394 | Amber |
| GS35 | Atholl Crescent Gardens | SE | Bedding | 1,665 | 1,335 | Green |
| GS36 | Broughton Street | SE | Roundabout | 251 | 57 | Green |
| GS37 | Coates Crescent Gardens | SE | Bedding | 1,665 | 1,335 | Green |
| GS38 | Gilmerton Road | SE | Roundabout | 215 | 51 | Amber |
| GS39 | Lady Road (Cameron Toll) | SE | Roundabout | 39 | 22 | Amber |
| GS40 | Liberton Road / Kirkbrae | SE | Bedding | 130 | 53 | Green |
| GS41 | Melville Drive | SE | Bedding | 1255 | 152 | Green |
| GS42 | Old Dalkeith Road | SE | Roundabout | 5,960 | 289 | Green |
| GS43 | Old Dalkeith Road (bottom) | SE | Grass | | | Green |
| GS44 | Pleasance | SE | Bedding | 25 | 29 | Amber |
| GS45 | Randolph Cliff (Dean Bridge) | SE | Bedding | 98 | 69 | Amber |
| GS46 | St Patrick Square | SE | Park | 436 | 126 | Green |
| GS47 | Straiton | SE | Roundabout | 1,655 | 144 | Amber |
| GS48 | Easter Road | NE | Roundabout | 61 | 28 | Amber |
| GS49 | Joppa & Portobello Seafront (East of Rockville Hotel) | NE | Greenspace | 1,617 | 429 | Amber |
| GS50 | Lochend | NE | Roundabout | 496 | 114 | Green |
| GS51 | Sir Harry Lauder Road (Traffic Lights) | NE | Greenspace | 291 | 116 | Green |
| GS52 | Smokey Brae | NE | Roundabout | 126 | 40 | Green |

| | | | | | | |
|------|--|----|------------|-------|-----|-------|
| GS53 | Smokey Brae (top beside Barrell House Pub) | NE | Bedding | 180 | 95 | Amber |
| GS54 | The Jewel | NE | Roundabout | 2,390 | 173 | Amber |

Item no 5.20

QUESTION NO 20

By Councillor Laidlaw for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Notes the COVID-19 pandemic has led to a reallocation of resources across the Council and that as a result that weed issue on our roads, pavements and paths is once again impacting on the appearance of our city and its fabric, increasing costs of repair.

Asks the Convener to update Council on:

Question (1) To what extent to which the COVID-19 pandemic resilience has impacted on scheduled weed-killing/removal?

Answer (1) No herbicide applications were carried out during phase 1 of the Covid-19 restrictions by Parks and Greenspace staff due to their classification as non-essential workers. Prior to 23rd March no herbicide applications were carried out because it was too early in the growing season.

Street cleansing teams, as essential workers, carried out a limited programme of manual weed and detritus removal during phase 1.

Parks and Greenspace teams began applying herbicide from the week beginning 8th June.

Question (2) What areas are being prioritised?

Answer (2) The service will work systematically across the city's streets using planned routes.

Question (3) When will regular weed-killing/removal return to pre-COVID-19 levels?

Answer (3) 2021. In previous years most wards have received two herbicide applications per year. Due to the late start and the need to focus resources on grass cutting to get sheltered housing, care homes, parks, green spaces and schools back to standard, only one application per location is likely to be made before the end of the 2020 growing season.

QUESTION NO 21

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Question

Could the Convener explain why the cycle lanes going south from the Omni Centre to Leith Street have not been opened during the Covid-19 pandemic and what is preventing these being opened as a piece of cycle infrastructure in place, but currently unused; could she also detail why a TTRO for their use could not be put in place to create a safe route south for cyclists?

Answer

The Scottish Government are still to make their decision following the hearing (processed by written submissions) into the RSO for the Leith Street cycleway. Consideration had been given to using a TTRO to open the cycleway, however with the protracted legal process it was considered prudent to await the outcome of the hearing rather than potentially prejudice the decision.

Council Officers have been regularly pursuing Transport Scotland (TS) for the formal decision from the Scottish Government. The importance of this cycling infrastructure to Spaces for People initiative has been made. The most recent advice from TS is that that a positive response will be received by the Council by the end of July 2020.

Consequently, the plans are being put in place to open this cycle route in early August 2020, allowing time for its use to be fully publicised and barriers removed.

Item no 5.22

QUESTION NO 22

By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 July 2020

Question

Can the Convener please provide the following information relating to all temporary and permanent active travel projects/schemes across the city (not split by ward) that have been approved for completion since 2010:

- a) Location and route of scheme
- b) Is scheme temporary / permanent (ie related to Covid 19)
- c) Short summary of scheme including if cycle / walkway is segregated
- d) Date of committee approval of scheme
- e) Date of completion of approved scheme
- f) If not complete, then anticipated completion date
- g) Budget allocated to each scheme

Answer

In September 2010, the Council approved the first edition of its Active Travel Action Plan (ATAP).

In order to facilitate the delivery of the ATAP, the following decision was included within a [Budget Motion](#), approved by the Council at its meeting of 9 February 2012:

“Council agrees that the percentage of transport spend (net of specifically allocated external transport funding) allocated to cycling shall be a minimum of 5%, for both revenue and capital, in 2012/13 and that the percentage of spend on cycling will increase by 1% annually. Council therefore instructs the Director of Services for Communities to provide a report to a meeting of the Transport, Infrastructure and Environment Committee in September each year detailing,

the allocation of cycle funding, progress towards the Council's Charter of Brussels commitments, and progress on the cycle aspects of the ATAP”.

On 27 August 2013, the Transport and Environment Committee considered a report titled [5% Budget Commitment to Cycling - Summary of Expenditure](#). This report summarised the Council's capital and revenue expenditure on cycling in the 2012/13 financial year.

The same Committee also considered a further report titled [Active Travel Action Plan - 2 Yearly Review](#). This report provided a review of progress to date on the delivery of the ATAP and sought approval for a revised programme of actions and timescales.

On 3 June 2014, the Transport and Environment Committee considered a report titled [7% Budget Commitment to Cycling](#). This report sought approval for the proposed Council expenditure on cycling for 2014/15.

On 26 August 2014, the Transport and Environment Committee considered a report titled [6% Budget Commitment to Cycling - Summary of Expenditure](#). This report summarised the Council's capital and revenue expenditure on cycling in the 2013/14 financial year.

On 17 March 2015, the Transport and Environment Committee considered a report titled [8% Budget Commitment to Cycling](#). This report sought approval for the Council's proposed expenditure on cycling in 2015/16.

On 25 August 2015, the Transport and Environment Committee considered a report titled [7% Budget Commitment to Cycling – Summary of Expenditure](#). This report summarised the Council's capital and revenue expenditure on cycling in the 2014/15 financial year.

On 12 January 2016, the Transport and Environment Committee considered a report titled [Active Travel Action Plan Review 2016](#). This report summarised progress made in relation to targets and actions in the ATAP and sought approval for a [revised ATAP document](#).

On 15 March 2016, the Transport and Environment Committee considered a report titled [9% Budget Commitment to Cycling](#). This report sought approval for the Council's proposed expenditure on cycling in 2016/17.

On 1 November 2016, the Transport and Environment Committee considered a report titled [8% Budget Commitment to Cycling - Summary of Expenditure](#). This report summarised the Council's capital and revenue expenditure on cycling in the 2015/16 financial year.

On 9 August 2018, the Transport & Environment Committee considered a report titled [Budget Commitment to Cycling in 2016/17 and 2018/19 Cycling Programme](#). This report provided information on the expenditure on cycling in 2016/17 and sought approval for the planned programme for 2018/19.

On 20 June 2019, the Transport & Environment Committee considered a report titled [Investing in Active Travel and in People Friendly Streets](#). This report sought approval for the current Active Travel Investment Programme 2019-24 and provided details of the work done to deliver and develop active travel infrastructure in financial years 2017/18 and 2018/19.

The information requested is provided in the tables below for projects in the current Active Travel Investment Programme 2019-24 (permanent schemes) and the Spaces for People programme (temporary schemes related to Covid-19).

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation¹ |
|---|--|--|---|--------------------------------------|--|---|
| Tram Safety Improvements | Stage 4 Technical Design | Phased programme to improve tramline safety for cyclists. | Permanent | | January 2021 | |
| City Centre West to East Link 2020-40 | Stage 4 Technical Design | Segregated cycle lanes, crossings and street improvements from Roseburn via Haymarket to George St and from George St to York Place. | Permanent | | May 2022 | |
| Meadows to Union Canal | Stage 2 Concept Design | Segregated cycle lanes and toucan and Street Improvements. | Permanent | | May 2023 | |
| Dropped Kerbs Programme | Stage 4 Technical Design | Upgrade of missing and damaged dropped kerbs across the city, | Permanent | | November 2020 | |

¹The current budget availability for the delivery of the Active Travel Investment Programme is £69.5m. This funding is made up of £21.3m of the Council's capital budget, an estimated contribution from the Scottish Government's Cycling, Walking and Safer Streets (CWSS) programme of £7.1m and a contribution from Sustrans under their Places for Everyone programme of £41.1m. This means that prioritisation of the schemes needs to be continuously evaluated in order to assess deliverability of each individual scheme within the available budget.

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|---------------------------------------|-----------------------------------|--|----------------------------------|-------------------------------|--|-----------------------------------|
| | | prioritising access to high streets, hospitals and health centres. | | | | |
| City-wide Public Bike Parking | Stage 4 Technical Design | On street cycle rack installations, mostly on shopping streets. | Permanent | | May 2020, new rollout under development | |
| West Edinburgh Link | Stage 3 Developed Design | Segregated cycle lanes, crossings, street and path improvements and a bridge over Fife Railway linking East Craigs and Wester Hailes to Edinburgh Park/Gyle. | Permanent | | October 2023 | |
| Secure On-street Cycle Parking | Stage 4 Technical Design | Phase 1 (approx. 60 units) of on-street secure cycle parking hanger implementation, including TROs and initial installation across | Permanent | | November 2020 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|--|-----------------------------------|---|----------------------------------|-------------------------------|--|-----------------------------------|
| | | the city. | | | | |
| Main Roads Study Page 42 | Stage 1 Preparation and Brief | Feasibility study of potential on road cycle lanes/segregation and enhancements to yellow line restrictions. Further assessment required for potential delivery opportunities under Spaces for People. | Permanent / Temporary | | End of Preparation and Brief by Summer 2020 | |
| Princes Street East End | Stage 1 Preparation and Brief | Under review | Permanent | | Under review | |
| Roseburn Path – Union Canal | Stage 3 Developed Design | Connection from North Edinburgh Path Network at Roseburn to Union Canal via new off-road path, including bridges and Dalry Park | Permanent | | June 2022 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|---|-----------------------------------|--|----------------------------------|-------------------------------|--|-----------------------------------|
| | | improvements. | | | | |
| Meadows to George Street | Stage 3 Developed Design | Street improvements and segregated cycle lanes. | Permanent | | November 2023 | |
| North Edinburgh Active Travel (NEAT) Connections | Stage 1 Preparation and Brief | New segregated cycleways, crossings and street improvements. | Permanent | | August 2023 | |
| Leith Connections / Foot of the Walk to Ocean Terminal | Stage 1 Preparation and Brief | Improved walking and cycling connections from the Foot of Leith Walk to Ocean Terminal and development of other local proposals. | Permanent | | Under review | |
| Morrison Street | Stage 1 Preparation and Brief | Street improvements, including to footways, crossings and cycle provision. | Permanent | | June 2023 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|--|-----------------------------------|--|----------------------------------|-------------------------------|--|-----------------------------------|
| Marchmont to Blackford | Stage 3 Developed Design | New cycle lanes, junction and crossing improvements. | Permanent | | July 2021 | |
| QuietRoute 8 – Balgreen to Edinburgh Park | Stage 1 Preparation and Brief | Quiet street improvements and new crossings. | Permanent | | October 2022 | |
| Cameron Toll to BioQuarter | Stage 4 Technical Design | Segregated cycleways and shared footpaths. | Permanent | | April 2022 | |
| Fountainbridge / Dundee Street | Stage 1 Preparation and Brief | Segregated link between Telfer Subway and Union Canal. Optioneering for remainder of street. Further assessment required for potential delivery opportunities under Spaces for People. | Permanent / Temporary | | June 2023 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|---|-----------------------------------|--|----------------------------------|-------------------------------|--|-----------------------------------|
| Maybury Road Page 45 | Stage 1 Preparation and Brief | Feasibility study of potential to improve cycle provision along Maybury Road, taking account of dependencies with proposals under the Local Development Plan Action Programme (LDPAP). | Permanent | | Preparation and Brief complete early 2020. | |
| QuietRoute 6 – Grange Road Crossings | Stage 4 Technical Design | New crossings, including footway and path improvements. | Permanent | | November 2020 | |
| St Leonards – Canongate / Holyrood Drive | Stage 2 Concept Design | On carriageway cycle provision, crossings and path improvements. | Permanent | | June 2021 | |
| QuietRoute 9 | Stage 2 Concept Design | Pedestrian and cycle improvements to paths and crossing and Quiet Streets. | Permanent | | September 2021 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|---|-----------------------------------|--|----------------------------------|-------------------------------|--|-----------------------------------|
| QuietRoute 5 – Holyrood Park | Stage 3 Developed Design | Improved cycle and foot paths and new crossings. | Permanent | | July 2022 | |
| QuietRoute 61 - Niddry to Boredun via Boquater | Stage 3 Developed Design | Quiet street improvements and new crossings. | Permanent | | December 2020 | |
| A8 Gyle – Newbridge | Stage 1 Preparation and Brief | Path widening between Middle Norton and Gogarstone and new road layout at Gogarstone Road junction with A8. | Permanent | | September 2021 | |
| Arboretum Place | Stage 2 Concept Design | Upgrade of the circular area outside the west gate of the Botanic Gardens to prioritise pedestrians, slow traffic and make the road easier to cross. | Permanent | | November 2022 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|---|-----------------------------------|---|----------------------------------|-------------------------------|--|-----------------------------------|
| QuietRoute 30 – Holyrood Park to Ratcliffe Terrace | Stage 2 Concept Design | Quiet street improvements and new crossings. | Permanent | | Summer 2022 | |
| QuietRoute 6 – Meadows to Bread Street | Stage 2 Concept Design | Quiet street improvements and new crossings. | Permanent | | March 2022 | |
| One-way Street Exemptions | Stage 2 Concept Design | City-wide signs, markings and traffic management. | Permanent | | November 2021 | |
| QuietRoute 60 – Davidson's Mains Park | Stage 7 In use | Footpath widening and lighting from Queensferry Road to Barnton Avenue. | Permanent | | Complete 2019/20 | |
| Lower Granton Road | Stage 7 In use | | Permanent | | Complete 2019/20 | |
| Marchmont Filtered | Stage 1 Preparation | | Permanent | | Under review | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation ¹ |
|--|-----------------------------------|---|----------------------------------|-------------------------------|--|-----------------------------------|
| Permeability | and Brief | | | | | |
| Deanhaugh Street and Leslie Place | Stage 4 Technical Design | Pedestrian crossings upgrade at junction. | Permanent | | March 2021 | |
| Minor Improvements | Stage 1 Preparation and Brief | City-wide low cost and delivery risk package of interventions to support walking and cycling. | Permanent | | Under review | |
| QuietRoute 60 – Davidson's Mains Park (Phase 2) | Stage 2 Concept Design | Improvements to prioritise pedestrian and cycle movements. | Permanent | | July 2021 | |
| Salvesen Steps | Stage 1 Preparation and Brief | | Permanent | | Under review | |
| Powderhall Railway | Stage 1 Preparation and Brief | Repurposing disused railway into green active travel corridor for cycling and walking. | Permanent | | March 2023 | |

| Scheme | Current Stage (RIBA Plan of Work) | a) Location and route c) Short summary | b) Temporary or permanent scheme | d) Date of committee approval | e) Date completed; or f) Anticipated completion | g) Budget allocation¹ |
|-------------------------------|--|---|---|--------------------------------------|--|---|
| Cultins Road Cycleway | Stage 1 Preparation and Brief | Improved cycle and walking link between the Canal and QuietRoute 8. | Permanent | | Under review | |
| The Causey Project | Stage 2 Concept Design | | Permanent | | Under review | |
| Minor Lighting Schemes | Stage 3 Developed Design | Lighting upgrades at Innocent Path. | Permanent | | October 2020 | |

Page 9

Spaces for People Schemes

| Scheme – a) Location/Route | c) short description A description of what each scheme entails can be found on the Spaces for People pages on the Council's website | a) Temporary or permanent scheme | b) Date of committee approval | c) Completion date or d) Anticipated completion date | e) Budget allocation |
|-------------------------------|---|----------------------------------|--|---|------------------------------------|
| Old Dalkeith Road | Segregated Cycle Lanes | Temporary | Not approved by Committee, CIMT Approval instead | 03/06/20 | All schemes included in SfP Budget |
| Crewe Road South | Segregated Cycle Lanes | Temporary | Not approved by Committee, CIMT Approval instead | 03/06/20 | |
| Braid Road | Road closure – Space for exercise | Temporary | Not approved by Committee, CIMT Approval instead | 30/04/20 | |
| Silverknowes Road | Road closure – Space for exercise | Temporary | Not approved by Committee, CIMT Approval instead | 30/04/20 | |
| Links Gardens | Road closure – Space for exercise | Temporary | Not approved by Committee, CIMT Approval | 30/04/20 | |
| Cammo Walk | Road closure – Space for exercise | Temporary | Not approved by Committee, CIMT Approval instead | 01/05/20 | |
| Warriston Road | Road closure – Space | Temporary | Not approved by | 29/05/20 | |

| | | | | | |
|------------------------------------|--|-----------|---|------------|--|
| | for exercise | | Committee, CIMT Approval instead | | |
| Stanley Street / Hope Street | Road closure – Space for exercise | Temporary | Not approved by Committee, CIMT Approval instead | 29/05/20 | |
| East Princes Street – Bus gate | Bus Gate | Temporary | Not approved by Committee, CIMT Approval instead | 18/06/20 | |
| Waverley Bridge Closure | Road Closure | Temporary | Not approved by Committee, CIMT Approval instead | 18/06/20 | |
| George IV Bridge | New widened footway and shared Cycleway | Temporary | Not approved by Committee, CIMT Approval instead | WC 27/7/20 | |
| Bank St / Mound | Segregated Cycleway | Temporary | Not approved by Committee, CIMT Approval instead | 08/07/20 | |
| Forest Road | Segregated Cycleway | Temporary | Not approved by Committee, CIMT Approval instead | 08/07/20 | |
| Victoria St - Closure | Soft Road Closure | Temporary | Not approved by Committee, CIMT Approval instead | 10/07/20 | |
| Cockburn Street – Closure | Road Closure | Temporary | Not approved by Committee, CIMT Approval instead | 10/07/20 | |
| Maybury Road - Controlled crossing | Temporary Controlled Pedestrian Crossing | Temporary | Not approved by Committee, CIMT Approval instead on 26 th June | 30/06/20 | |

