

## 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**

<b>SITE</b>	<b>CAPITAL REQUIREMENTS</b>
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

<b>Site</b>	<b>Estimated Project Cost</b>	<b>Actual Project Cost</b>	<b>External Funding required</b>	<b>External Funding confirmed</b>	<b>Play Capital Budget</b>
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	
	<b>£954,811</b>	<b>£106,293</b>	<b>£110,000</b>	<b>£234,429</b>	<b>£610,352</b>

## 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 14<sup>th</sup> 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 Othoring 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 12<sup>th</sup> 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 12<sup>th</sup> 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 15<sup>th</sup> 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 20<sup>th</sup> 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 31<sup>st</sup> 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 1<sup>st</sup> 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
			<b><u>235,100,000.00</u></b>	

## 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
			<b><u>97,000,000.00</u></b>	



## 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 21<sup>st</sup> 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 14<sup>th</sup> 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.

## Item no 5.18

### 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	<b>NW</b>	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)	<b>NW</b>	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)	<b>NW</b>	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 23<sup>rd</sup> 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 8<sup>th</sup> 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.

## Item no 5.21

### 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).

<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	a) <b>Location and route</b> c) <b>Short summary</b>	b) <b>Temporary or permanent scheme</b>	d) <b>Date of committee approval</b>	e) <b>Date completed; or</b> f) <b>Anticipated completion</b>	g) <b>Budget allocation<sup>1</sup></b>
<b>Tram Safety Improvements</b>	Stage 4 Technical Design	Phased programme to improve tramline safety for cyclists.	Permanent		January 2021	
<b>City Centre West to East Link</b>	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	
<b>Meadows to Union Canal</b>	Stage 2 Concept Design	Segregated cycle lanes and toucan and Street Improvements.	Permanent		May 2023	
<b>Dropped Kerbs Programme</b>	Stage 4 Technical Design	Upgrade of missing and damaged dropped kerbs across the city,	Permanent		November 2020	

<sup>1</sup>The 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 <sup>1</sup>
		prioritising access to high streets, hospitals and health centres.				
<b>City-wide Public Bike Parking</b>	Stage 4 Technical Design	On street cycle rack installations, mostly on shopping streets.	Permanent		May 2020, new rollout under development	
<b>West Edinburgh Link</b>	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	
<b>Secure On-street Cycle Parking</b>	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 <sup>1</sup>
		the city.				
<b>Main Roads Study</b>	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	
<b>Princes Street East End</b>	Stage 1 Preparation and Brief	Under review	Permanent		Under review	
<b>Roseburn Path – Union Canal</b>	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	



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

<b>Scheme</b>	<b>Current Stage (RIBA Plan of Work)</b>	a) <b>Location and route</b> c) <b>Short summary</b>	b) <b>Temporary or permanent scheme</b>	d) <b>Date of committee approval</b>	e) <b>Date completed; or</b> f) <b>Anticipated completion</b>	g) <b>Budget allocation<sup>1</sup></b>
<b>Marchmont to Blackford</b>	Stage 3 Developed Design	New cycle lanes, junction and crossing improvements.	Permanent		July 2021	
<b>QuietRoute 8 – Balgreen to Edinburgh Park</b>	Stage 1 Preparation and Brief	Quiet street improvements and new crossings.	Permanent		October 2022	
<b>Cameron Toll to BioQuarter</b>	Stage 4 Technical Design	Segregated cycleways and shared footpaths.	Permanent		April 2022	
<b>Fountainbridge / Dundee Street</b>	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 <sup>1</sup>
<b>Maybury Road</b>	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.	
<b>QuietRoute 6 – Grange Road Crossings</b>	Stage 4 Technical Design	New crossings, including footway and path improvements.	Permanent		November 2020	
<b>St Leonards – Canongate / Holyrood Drive</b>	Stage 2 Concept Design	On carriageway cycle provision, crossings and path improvements.	Permanent		June 2021	
<b>QuietRoute 9</b>	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 <sup>1</sup>
<b>QuietRoute 5 – Holyrood Park</b>	Stage 3 Developed Design	Improved cycle and foot paths and new crossings.	Permanent		July 2022	
<b>QuietRoute 61 - Niddry to Moredun via Bioquarter</b>	Stage 3 Developed Design	Quiet street improvements and new crossings.	Permanent		December 2020	
<b>A8 Gyle – Newbridge</b>	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	
<b>Arboretum Place</b>	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 <sup>1</sup>
<b>QuietRoute 30 – Holyrood Park to Ratcliffe Terrace</b>	Stage 2 Concept Design	Quiet street improvements and new crossings.	Permanent		Summer 2022	
<b>QuietRoute 6 – Meadows to Bread Street</b>	Stage 2 Concept Design	Quiet street improvements and new crossings.	Permanent		March 2022	
<b>One-way Street Exemptions</b>	Stage 2 Concept Design	City-wide signs, markings and traffic management.	Permanent		November 2021	
<b>QuietRoute 60 – Davidson's Mains Park</b>	Stage 7 In use	Footpath widening and lighting from Queensferry Road to Barnton Avenue.	Permanent		Complete 2019/20	
<b>Lower Granton Road</b>	Stage 7 In use		Permanent		Complete 2019/20	
<b>Marchmont Filtered</b>	Stage 1 Preparation		Permanent		Under review	

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

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

## Spaces for People Schemes

Scheme – a) Location/Route	c) short description  A description of what each scheme entails can be found on the <a href="#">Spaces for People pages</a> 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 <sup>th</sup> June	30/06/20	

