

Committee Minutes

The City of Edinburgh Council

Year 2004/2005

Meeting 11 – Thursday 24 February 2005

Edinburgh, 24 February 2005 - At a meeting of The City of Edinburgh Council.

Present:-

LORD PROVOST

The Right Honourable Lesley Hinds

COUNCILLORS

Elaine Aitken
Rev Ewan Aitken
Robert C Aldridge
Donald Anderson
Phil Attridge
Ian J Berry
Andrew Burns
Robert Cairns
Stephen Cardownie
Maureen M Child
Bill Cunningham
Trevor Davies
Jennifer A Dawe
Michael P Dixon
Paul G Edie
Edward B Fallon
William Fitzpatrick
James Gilchrist
Sheila Gilmore
George Grubb
The Hon David Guest
Kenneth Harrold
Ricky Henderson
George A Hunter
Allan G Jackson
Shami Khan
Douglas J Kerr
Allan Laing

John Longstaff
Jim Lowrie
Gordon Mackenzie
Kate MacKenzie
Fred Mackintosh
Marilyne A MacLaren
Lawrence Marshall
Mark McInnes
Eric Milligan
Gordon J Munro
Ian Murray
Jack O'Donnell
Liz O'Malley
Alastair Paisley
Ian Perry
Thomas V Ponton
Frank K Russell
Jason G Rust
Andrew A Scobbie
Lorna Shiels
Kingsley E F Thomas
Marjorie Thomas
Susan B Tritton
David J Walker
Phil Wheeler
Iain Whyte
Chris Wigglesworth
Donald Wilson

The City of Edinburgh Council
24 February 2005

1 Questions

Questions put by members to this meeting, written answers and supplementary questions and answers are contained in the Appendix to this minute.

2 Minutes

Decision

To approve the minute of meeting of the Council of 27 January 2005, as submitted, as a correct record.

3 Nominations to Outside Bodies

(a) Lowland Reserve Forces' and Cadets' Association

The Council had nominated Councillor Hunter to the Lowland Reserve Forces' and Cadets' Association for 2003/2007.

The Association had advised that the terms of its constitution stipulated an upper age limit. The Council was invited to nominate a replacement.

Nominations

To nominate Councillor Mackintosh.

- moved by Councillor Dawe, seconded by Councillor Edie.

To nominate Councillor Dixon.

- moved by Councillor Berry, seconded by Councillor Whyte (on behalf of the Conservative Group).

Voting

For Councillor Mackintosh	-	15 votes
For Councillor Dixon	-	25 votes

Decision

To nominate Councillor Dixon to the Lowland Reserve Forces' and Cadets' Association.

The City of Edinburgh Council
24 February 2005

(b) Scottish Council on Deafness

The Council was invited to nominate a representative to the Scottish Council on Deafness (SCoD).

Decision

To nominate the Director of Corporate Services (or nominee) as the Council's representative on the Scottish Council on Deafness.

(References – Act of Council No 5 of 22 May 2003; report no CEC/163/04-05/CS by the Director of Corporate Services, submitted).

4 Leader's Report

The Leader presented his report to the Council. The following issue was raised in a question on the report:

Councillor Munro - RTPI Planning Awards – further award to Leith Ahead Initiative

(Reference – report no CEC/166/04-05/L by the Leader, submitted).

5 Capital Investment Programme 2005-2008 – First Granton Waterfront Primary School

The Executive had recommended that the purchase of the site for the first primary school to serve the Granton Waterfront development be included in the Capital Investment Programme 2005-2008, in advance of the Council receiving developer contributions covering the costs of the site purchase.

Decision

To confirm the purchase of the site for the first primary school to serve the Granton Waterfront development for inclusion in the Capital Investment Programme 2005-2008, on the financial basis outlined in the report (no E/446/04-05/ED) by the Director of Education/Director of Children and Families (Designate).

(Reference – report no CEC/159/04-05/E by the Executive, submitted).

6 Transport Edinburgh Referendum – Result

The result of the Transport Edinburgh Referendum on the Council's "preferred" transport strategy, which included a congestion charging scheme and increased transport investment funded by it, was presented.

The number of ballot papers returned was 179,643 representing 61.8% of eligible voters. Votes were cast as follows:

"Yes" (for the "preferred" strategy)	-	45,965
"No" (against the "preferred" strategy)	-	133,678

Motion

- 1) To accept the outcome of the Transport Referendum within which the public had not endorsed the Council's Preferred Transport Strategy.
- 2) To agree that **tie** Ltd and the Council cease working on the implementation of the Congestion Charging Scheme.
- 3) To instruct the Director of City Development to report on:
 - measures to build on the recent success of Lothian Buses in achieving a 25% increase in patronage and the wider success of Edinburgh's *bus network* being used regularly by 85% of the population;
 - maximising the impact of the current transport *infrastructure* programmes, commitments for which exceeded over £1 billion for the next few years, with particular emphasis on how these could be most effectively implemented in order to cope with the increasing congestion within and around Edinburgh;
 - a clarified *timetable* for the above infrastructure programmes, updated in the light of the referendum result;
 - an ongoing *monitoring programme* for the city to include analysis of traffic levels, congestion levels, public transport use, as well as road-safety and air-quality trends. The programme to include a CO₂ audit for the city as a whole;
 - continued assessment of the developing experience of urban transport and congestion from around the *world*;
 - a *review* of the suggested alternatives for controlling increasing congestion that arose during the referendum campaign debate;
 - a detailed programme of *consultation*, to follow on from the above review, which would include all major stakeholders within and around Edinburgh.

The City of Edinburgh Council
24 February 2005

- 4) To receive report(s) from any other Community Group on their proposals for tackling increasing congestion in the city.

- moved by Councillor Burns, seconded by Councillor Cunningham (on behalf of the Labour Group).

Amendment 1

- 1) In light of the overwhelming rejection of the flagship policy of the Administration and the Preferred Local Transport Strategy by the people of Edinburgh in the Transport Edinburgh Referendum and the expenditure of over £7m on the Edinburgh Congestion Charging Scheme since April 2003, to express no confidence in the Leader of the Council and the Executive Member for Transport and Public Realm and to call for their resignations forthwith.
- 2) To welcome the Scottish Executive's commitment to invest record amounts in new public transport schemes and to agree that congestion charging for central Edinburgh could only be appropriate after the delivery of good public transport improvement including the re-introduction of trams and the re-opening of the Borders railway.
- 3) To establish a cross-party Transport Review Panel to take the lead in bringing together the Council, surrounding Councils, the business and retail sectors and the residents of Edinburgh in order to develop a consensus on how to improve public transport alternatives to the private car, encourage fewer commuters to bring their cars into the city and address the relative decline of city centre retail.
- 4) To instruct the Chief Executive to produce a new Local Transport Strategy for the City of Edinburgh in co-operation with the other SESTRAN member authorities, the Scottish Executive and the Transport Review Panel.
- 5) In the light of concerns about the manner in which a 'Yes' vote in the referendum was promoted:-
 - a) to remove one Administration Director from the board of **tie** to be replaced by a Liberal Democrat Councillor;
 - b) to remove one Administration member from SESTRAN to be replaced by a Liberal Democrat Councillor; and

The City of Edinburgh Council
24 February 2005

- c) to instruct the Chief Executive to carry out a full and comprehensive review of the relative roles of **tie**, Transport Edinburgh and the City Development Department as part of the Council review. This review to include consideration of greater devolution of decisions on service and investment priorities within the transport function to Local Development Committees and potentially Local Community Planning Partnerships.
- 6) To note that funding allocated to the further development and implementation of the Edinburgh Congestion Charging Scheme was no longer required for that purpose and to instruct the Chief Executive to report as a matter of urgency to the Executive on the use of these resources:-
- a) to reverse recent cuts to the supported bus service budget with particular emphasis on restoring the Lothian Buses 18 service and enhancing bus services in rural west Edinburgh; and
- b) to provide a greater than planned roll out of 'Bus Tracker' electronic information displays at bus stops across the city, including orbital routes.
- 7) To agree that a new Local Transport Strategy should include the rapid delivery of the following transport projects which were either fully funded or were national transport priorities:-
- Park and Ride sites or extensions at Ingliston, Hermiston, Ferry Toll, Straiton and Todhills;
 - Nine improved bus interchanges;
 - 'Bus Tracker' Electronic information displays at 200 more bus stops, mostly in west Edinburgh, in addition to any others funded under paragraph 6(b) above;
 - The proposed extension to the Controlled Parking Zone;
 - The Royal Infirmary Bus Link;
 - The Borders Railway;
 - A tram line from Edinburgh Airport to Ocean Terminal via Princes Street as part of an integrated bus and tram network with off street parts of the route constructed to be used by both trams and guided buses;
 - The first phase of the reconstruction of Waverley Station;
 - The Airdrie Bathgate Line;
 - The Edinburgh Airport Rail Link.
- 8) To agree that a new Local Transport Strategy should include the following projects which could be funded from existing Council resources or from bids to the Integrated Transport Fund:-

The City of Edinburgh Council
24 February 2005

- The re-introduction of passenger services to the Edinburgh South Suburban Railway;
 - A park and ride site suitable for use by commuters using the A702 corridor;
 - The re-opening of Portobello Station to serve east Edinburgh;
 - Wider installation of 'Bus Tracker' electronic information displays at bus stops city-wide.
- 9) To instruct the Chief Executive to work with the other SESTRAN member authorities and the Scottish Executive to deliver the following proposed projects:-
- The Caledonian Express
 - The Haymarket Station Public Transport Interchange
- 10) In light of the public debate on the effect of the school run during the recent referendum campaign, to instruct the Director of City Development and the Director of Education/Director of Children and Families (Designate) to work together on a joint report on a transport plan for each school, including action to provide alternatives to the school run, dedicated bus services where necessary, safe routes to school and wider promotion of cycling.
- 11) To establish a short life cross-party commission to review the Council's city-wide parking policies in order to tackle the widespread public perception that parking control in Edinburgh was unfair and unreasonable. The commission to report to full Council by March 2006 and its work to include consideration of:-
- a) The development of 'Suburban Parking Control Zones' for areas of commuter parking pressure away from the proposed controlled parking zone where for part of the day non-residents would be charged for parking for more than one hour and the revenue employed to operate each scheme and keep the cost of residents' permits to the administrative minimum.
 - b) The provision of business parking permits for traders in the Peripheral Controlled Parking Zone and a Livered Vehicle Scheme in the Central Controlled Parking Zone.
 - c) The provision of automated underground car parks, such as the Trevipark system, in key city shopping locations linked to true pedestrianisation of shopping streets.
 - d) An annual statement of the revenues from parking charges and enforcement in the city and how it was spent to be included with the Council Tax statement.

The City of Edinburgh Council
24 February 2005

- 12) To instruct the Director of City Development to report to the Planning Committee detailing a scheme where the provision of a pair of "Bus Tracker" electronic displays at the two nearest unadapted bus stops to a development was a condition of the planning permission.

- moved by Councillor Dawe, seconded by Councillor Mackintosh.

Amendment 2

- 1) To welcome the overwhelming "No" vote in the referendum and to promise the people of Edinburgh that road tolls would not be considered as part of any future transport strategy.
- 2) To recall the public opposition to congestion charging at the Public Inquiry and in previous surveys and to condemn the Labour Administration's decision to waste over £8m of taxpayers' money in promoting the scheme and holding a referendum in face of overwhelming opposition.
- 3) To express no confidence in the Executive Member for Transport and Public Realm in view of his poor political judgement on this matter.
- 4) To ask the Director of City Development to review and refine the "Base Strategy" contained in the Draft Local Transport Strategy 2004-2007 and bring forward options for improvements to the transportation system in Edinburgh to provide a proper balance between public and private transport, ensuring the available funding was spent to provide the greatest value for money.
- 5) To engage with neighbouring authorities to repair relations after the unseemly battles between Edinburgh's Labour Administration and their party colleagues elsewhere.

- moved by Councillor Jackson, seconded by Councillor Whyte (on behalf of the Conservative Group).

Voting

For the motion	-	29 votes
For amendment 1	-	15 votes
For amendment 2	-	12 votes

Decision

- 1) To approve the motion by Councillor Burns.

The City of Edinburgh Council
24 February 2005

- 2) To ask the Chief Executive, in consultation with the Director of City Development, to report on paragraphs (3)-(12) of Amendment 1.

(References – Act of Council No 10 of 27 January 2005; report no CEC/165/04-05/CE&RO by the Chief Executive and Returning Officer, submitted).

Declaration of Interests

Councillors Burns, Child and Cunningham declared a non-financial interest in the above item as non-Executive Directors of **tie**.

7 Council Review 2007: Health and Social Care Department Arrangements

The creation of two new Departments of Children and Families and Health and Social Care represented a significant step towards the delivery of the Council's overall change programme in the period to 2007. The Council had approved the structure and management arrangements for the Children and Families Department. Details were now given of the implementation of the decision to form a Health and Social Care Department by April 2005.

(a) Transitional Arrangements for Social Care

A transitional organisational structure for the new Department of Health and Social Care was proposed in order to deliver the Council's vision, mission and aims for social care and to increase readiness for subsequent joint development with NHS Lothian.

An update was provided on progress towards strengthened partnership working with the NHS, including the recruitment arrangements for the joint post of Director of Health and Social Care. Details were also provided of the outcome of consultations on the interim shape of the social care element of the new Department, the timescale for matching and recruiting staff to new posts and for developing the necessary arrangements for the effective running of social care services from April 2005.

The transitional arrangements were subject to change consequent upon the views of the new joint Director, continuing engagement with NHS Lothian and further analysis of the roles and responsibilities of the posts identified in the proposed structure.

Decision

- 1) To welcome the progress made by the Council and NHS Lothian with recruitment to the joint post of Director of Health and Social Care.

The City of Edinburgh Council
24 February 2005

- 2) To note that the social care element of the new Health and Social Care Department would begin operation as planned on 1 April 2005.
- 3) To approve the proposed transitional structure and implementation plan for the social care element of the new Health and Social Care Department as detailed in the report (no CEC/160/04-05/SW) by the Interim Director of Social Work, including continued staff and stakeholder involvement in developing the structure and work of social care within the new Department.
- 4) To note the need for flexibility in developing the final structure for the new Department.
- 5) To delegate authority to the General Manager for Social Care, when appointed (and meanwhile to the interim Director of Social Work), to continue to develop the structure of social care services within the new Health and Social Care Department as detailed in the implementation plan.
- 6) To note that the structure would continue to be developed jointly with NHS Lothian and that this would gather pace following the appointment of the Director of Health and Social Care.
- 7) To note that an annual child protection report would be submitted to the Council in April 2005 addressing among other things proposals for new Child Protection Committees.

(References – Act of Council No 13 of 27 January 2005; reports nos CEC/157/04-05/CE by the Chief Executive and CEC/160/04-05/SW by the Interim Director of Social Work, submitted).

(b) Chief Social Work Officer Duties – Arrangements for Delegation

Local authorities were required by the Local Government etc (Scotland) Act 1994 to appoint a suitably qualified Chief Social Work Officer (CSWO) to oversee services and make key statutory decisions.

Approval was sought for revised arrangements for the discharge of CSWO responsibilities in the city.

Decision

- 1) To delegate specific CSWO responsibilities to the Head of Service Development (Social Work Services) in the Children and Families Department.
- 2) To approve the continuing role of Deputy CSWOs within the new Health and Social Care Department.

The City of Edinburgh Council
24 February 2005

- 3) To note the preparation of a protocol, to be developed by the Interim Director of Social Work and the Director of Education/Director of Children and Families (Designate), for delegation and cover arrangements for CSWO duties.
- 4) To approve these arrangements as interim until publication of the recommendations of the Scottish Executive's *21st Century Review* following which revised arrangements reflecting the outcomes of the Review would be reported to Council.

(References – Act of Council No 11 of 27 January 2005; report no CEC/161/04-05/SW by the Interim Director of Social Work, submitted).

8 Local Community Planning: Outcomes of Consultation

A detailed analysis of the consultation responses on the proposed framework for Local Community Planning Partnerships was presented. The views of the Edinburgh Partnership on the outcome of the consultation were detailed.

Decision

- 1) To note the outcome of consultation on the local community planning proposals as detailed in the report by the Director of Corporate Services.
- 2) To approve the proposals for maintaining dialogue and providing feedback to respondents.
- 3) To note the views of the Edinburgh Partnership and the areas identified for Scheme revision.
- 4) To consider, at the Council meeting on 7 April 2005, revised proposals for Local Community Planning that:
 - took account of the consultation outcomes;
 - took account of proposed local government ward boundaries from the Scottish Local Government Boundary Commission;
 - put the needs of the local communities that made up Edinburgh before any administrative desire for a one size fits all solution;
 - were affordable and did not place excessive additional costs on the Council and its community planning partners;

The City of Edinburgh Council
24 February 2005

- detailed areas where decision making on local services would be devolved from the centre.

(References – Act of Council No 18 of 24 June 2004; report no CEC/164/04-05/CS by the Director of Corporate Services, submitted).

9 Edinburgh Tsunami Disaster Taskforce

An update was provided on the work of the multi-agency Edinburgh Tsunami Disaster Taskforce which had been set up by the Lord Provost to co-ordinate the city's efforts for sustainable support to the regions worst affected by the Boxing Day Tsunami in South East Asia.

The taskforce comprised representatives from religious, health, business and ethnic minority organisations and all political groups on the Council.

Decision

To note:

- 1) The establishment of the Edinburgh Tsunami Disaster Taskforce and the secondment of a Taskforce Co-ordinator.
- 2) The generous donation of computers by BT Syntegra.
- 3) The adoption of the Aceh province of Indonesia for support through Mercy Corps and the Capital Appeal, in partnership with the Evening News.
- 4) That further reports would be submitted to the Council's Executive on the Edinburgh Day of Giving and the Payroll Giving Scheme.

(Reference – report no CEC/158/04-05/CE by the Chief Executive, submitted).

10 Neighbourhood Regeneration in South Edinburgh; Gilmerton Limestone Area: Moredun Park and Hyvot Compulsory Purchase Orders

Approval was sought to make Compulsory Purchase Orders to acquire properties at Moredun Park and Hyvot to facilitate neighbourhood regeneration in the Gilmerton Limestone Area in South Edinburgh.

Decision

To make The Edinburgh Moredun Park View Compulsory Purchase Order 2005 and The Edinburgh Hyvot Compulsory Purchase Order 2005 in terms of the drafts annexed to the report by the Director of Corporate Services.

(References – Executive of the Council 27 July 2004 (item 8); report no CEC/162/04-05/CS by the Director of Corporate Services, submitted).

11 Chess Development Programme – Motion by Councillor Mrs MacLaren

The following motion by Councillor Mrs MacLaren was submitted in terms of Standing Order 28:

“In light of the recent research by the Scottish Executive, to ask the Director of Children and Families to report on the feasibility of establishing a Chess Development Programme for primary school children across the city, with a Community Chess Development Worker.”

Decision

To approve the motion by Councillor Mrs MacLaren and that the Director's report be submitted to the Executive.

12 Supporting Fairtrade Through Schools – Motion by Councillor Rev Ewan Aitken

The Lord Provost ruled that the following item, notice of which had been given at the beginning of the meeting, be considered as a matter of urgency in order that it be considered timeously.

The following motion by Councillor Rev Ewan Aitken was submitted in terms of Standing Order 29:

“The Council welcomes the 3-day forum (J8 Summit) from 3 July 2005 for 130 school students from across the UK to debate and discuss a series of scenarios modelled on the G8 Summit. The key items to be discussed at the J8 Summit will include health, poverty, debt relief and fair trade for Africa and global climate change. It further welcomes the opportunities this may have for Edinburgh pupils and notes the support the Education Department is already providing to this event.

The City of Edinburgh Council
24 February 2005

The Council affirms the programme of events for Edinburgh citizens, for both adults and young people, being run at that time by various departments and agencies, to raise awareness and debate around the issues that reflect the G8 Summit agenda.

The Council acknowledges that Edinburgh is recognised as a Fairtrade city and that the Council has extensive links through the Education Department with an Education Authority in Kenya.

The Council believes that the solutions to issues being discussed at the G8 Summit lie both in personal actions and political engagement reflected through Fairtrade and achieving Fairtrade status.

In seeking to support and encourage Edinburgh schools' involvement in discussing these summit themes, the Council agrees to provide a Fairtrade football to every local authority school in the City in advance of the respective summits as an example of how everyday decisions can contribute to solutions that the G8 Summit seeks."

Motion

To approve the motion by Councillor Rev Ewan Aitken.

- moved by Councillor Rev Ewan Aitken, seconded by Councillor Cunningham (on behalf of the Labour Group).

Amendment

To take no action on the matter.

- moved by Councillor Whyte, seconded by Councillor Dixon (on behalf of the Conservative Group).

Voting

For the motion - 43 votes
For the amendment - 13 votes

Decision

To approve the motion by Councillor Rev Ewan Aitken.

The City of Edinburgh Council
24 February 2005

Appendix
(As referred to in Act of Council No 1 of 24 February 2005)

QUESTION NO 1

**By Councillor Whyte
answered by the Executive
Member for Health and Social
Work**

Question (1) Since the provisions for direct payments were extended on 1 June 2003, how many direct payments have been made each quarter, broken down between type of service?

Answer (1) The number of direct payments made each quarter is as follows:

1 06 2003	94
1 09 2003	94
1 12 2003	100
1 04 2004	104
1 07 2004	110
1 10 2004	127
1 01 2005	127

The number of direct payments made each quarter is as follows:

1 06 2003	94
1 09 2003	94
1 12 2003	100
1 04 2004	104
1 07 2004	110
1 10 2004	127
1 01 2005	127

Note: For various reasons, people leave the direct payments scheme. The figures show the net total number of clients accessing direct payments in any period.

The City of Edinburgh Council
24 February 2005

- Question** (2) How many applications for direct payments have been made?
- Answer** (2) Since June 2003, 61 applications have been made. 45 of these have been approved. 16 await further information or clarification of specific details.
- Question** (3) How many clients are currently waiting to be assessed, and for which service, by the Social Work Department?
- Answer** (3) At 9 February 2005, there were 624 people awaiting assessment (excluding Children and Families). These referrals will have been screened for prioritisation purposes.
- Prior to assessment it is not possible to determine which services individuals may require.
- Question** (4) What arrangements are being made to advise older people of their eligibility for direct payments from April this year?
- Answer** (4) The Department has been making direct payments to older people since June 2003. The legislation imposes a duty on local authorities to offer direct payments in lieu of services during the assessment process. This is part of every assessment.
- The Department produces a leaflet informing people about direct payments, which is widely available.

The City of Edinburgh Council
24 February 2005

QUESTION NO 2

**By Councillor Whyte
answered by the Executive
Member for Sustainability and
Finance**

Question

- (1) What funding does this Council provide to the following organisations and for what purpose?

Capital Rail Action Group
Gorgie Park Close and Slateford Green Residents' Association
Scottish Association for Public Transport
Sustrans
TRANSform Scotland

Answer

- (1) Of the organisations listed, the City of Edinburgh Council is a member of the Scottish Association of Public Transport and in 2004 paid an annual subscription of £100.

A grant was paid to the Slateford Green and Gorgie Park Residents Association. This was £4,932 and was for moveable partitions and play equipment for the Community Centre.

The City of Edinburgh Council is a member of TRANSform Scotland and in 2004 paid an annual subscription of £500.

The Council has been a member of these bodies for a number of years as, like the Council itself, they support the development of sustainable transport.

In addition, TRANSform Scotland was hired by the Council as a consultant to carry out a Community Streets Audit during 2004. The funding of £19,000 for the Community Streets Audit came as a grant from the Scottish Executive, channelled via the partners in the South East Scotland Transport Partnership (SESTRAN).

SUSTRAN received grants of £1,310 for Safer Routes to Schools work.

The City of Edinburgh Council
24 February 2005

Question (2) Can you assure me that none of the funding given to the above organisations has been or will be diverted to any of the groups campaigning for a Yes vote in the Council Referendum?

Answer (2) These organisations are independent of the City of Edinburgh Council; therefore the Council is not in a position to direct how they use their subscription income. Other funding is project specific.

Question (3) What audit procedures will be followed to ensure that none of the funding given by the Council to Lothian Buses plc, Transport Edinburgh or Transport Initiatives Edinburgh has been or will be given to any Yes campaign group?

Answer (3) The City of Edinburgh Council has a majority shareholding (91.01%) in Lothian Buses plc. Lothian Buses plc operates as a separate commercial entity and its expenditures are determined by its Board of Directors.

Lothian Buses plc receives funding for a number of supported local bus services operated under contract to the Council. These are subject to the Council's procurement rules. Payments are also made in respect of concessionary travel. These are based on a formula related to the number of concessionary passengers carried.

The City of Edinburgh Council owns Transport Initiatives Edinburgh Limited. Transport Initiatives Edinburgh Limited (**tie**) invoices the Council for their services. **tie** is obliged to act in accordance with its business plan, which is approved by the Council annually. Payments to **tie** are made on the basis of valid invoices and these invoices are subject to rigorous monitoring by CEC staff.

The City of Edinburgh Council
24 February 2005

Transport Edinburgh is the overall brand name for the information programme for the range of projects that are part of the Council's transport strategy. Transport Edinburgh is conducted by the City of Edinburgh Council and it is not a separate entity. As such, Council officials can ensure that the programme is unbiased. In addition, expenditure on Transport Edinburgh is subject to the Council's normal auditing procedures.

Transport Edinburgh Limited (TEL) is the company established to promote transport integration in the City. At the moment, TEL has acted as a forum for preliminary discussions on transport integration and therefore only minor administrative expenditures have been incurred by the company.

All Council expenditure will be subject to internal and external audit, in due course.

- | | |
|-----------------|---|
| Question | (4) To the best of your knowledge, which publicly funded bodies have contributed to the funding of a Yes Campaign group? |
| Answer | (4) The Yes campaign groups are independent of the Council; we therefore do not have any information on their sources of funding. |

The City of Edinburgh Council
24 February 2005

QUESTION NO 3

**By Councillor Whyte
answered by the Executive
Member for Sustainability and
Finance**

- Question** (1) Please provide a detailed breakdown of how the budget for the Transport Referendum has been spent and committed to date.
- Answer** (1) The information is shown in the attached appendices.

Appendix 1

Transport Edinburgh Referendum – Summary Costs

	Budget	Actuals to date	Committed	Total to date
		Note 1	Note 2	Note 3
Publicity	30,000	16,282	17,436	33,718
Referendum Register	75,000	8,139	55,013	63,152
Ballot Box Delivery/Collection Arrangements	3,000	0	1,000	1,000
Count/Recount	10,500	0	3,200	3,200
Contract cost	291,000	0	291,000	291,000
Contract Management (CEC)	40,500	28,736	10,000	38,736
Legal Fees	30,000	0	17,214	17,214
Other staff/ Accommodation	10,000	0	9,500	9,500
Contingency	60,000	0	0	0
Total Costs	550,000	53,157	404,362	457,520

Note 1 - Actuals to date represents the expenditure through on the ledger

Note 2 - The committed column includes expenditure relating to a service already received or a where a contract exists for provision of a service but where payment has not yet been made.

Note 3 - Total of Actuals to date and Committed

The City of Edinburgh Council
24 February 2005

Appendix 2

Transport Edinburgh Referendum – Detailed Costs

	E-Count £000	Budget 16-Feb	Actual 16-Feb	Committed 16-Feb	Total Committed & Spent
Publicity					
Referendum/Issues publicity	30	30,000	16,282	17,436	33,718
	30	30,000	16,282	17,436	33,718
Referendum Register					
Contact Centre/Agency Staff	30	30,000	5,739	14,482	20,222
Create referendum register	45	45,000	2,400	40,531	42,931
	75	75,000	8,139	55,013	63,152
Delivery Arrangements					
Ballot box preparation/ sealing	1	1,000	0	0	0
Collection & delivery	2	2,000	0	0	0
	3	3,000	0	0	0
Count					
Count Venue	5	3,500	0	1,200	1,200
Set up costs (prov recount)	1	1,000	0	1,000	1,000
Stationery	1	500	0	500	500
Security	1	500	0	500	500
Recount Staff Costs	5	5,000	0	0	0
	12	10,500	0	3,200	3,200
Contract cost					
Planning & Project Management	25	25,000	0	25,000	25,000
Advance Publicity	0	0	0	0	0
Postal Voting Pack	149	149,000	0	149,000	149,000
Receiving & Recording Votes	37	37,000	0	37,000	37,000
Processing & Validating	35	35,000	0	35,000	35,000
Counting Votes	20	20,000	0	20,000	20,000
Expenses & other costs	10	10,000	0	10,000	10,000
E - counting (optional)	15	15,000	0	15,000	15,000
	291	291,000	0	291,000	291,000
Contract Management (CEC)					
Elections Officer (100% - 2.5 months)	8	8,000	7,652	0	7,652

The City of Edinburgh Council
24 February 2005

Transport Edinburgh Referendum – Detailed Costs

	E-Count £000	Budget 16-Feb	Actual 16-Feb	Committed 16-Feb	Total Committed & Spent
Senior Depute Returning Officer (90% - 2.5 months)	12	13,000	12,316	0	12,316
Depute Returning Officer (50% - 2.5 months)	6	6,000	5,968	0	5,968
Elections Consultant (14 days)	3	3,000	2,800	0	2,800
Officers travel	1	500	0	0	0
Legal Fees	30	30,000	0	17,214	17,214
Corporate Communications	10	10,000	0	10,000	10,000
	69	70,500	28,736	27,214	55,950
Miscellaneous					
Catering	1	500	0	0	0
Other staff	5	5,000	0	5,000	5,000
Accommodation - City Chambers	5	4,500	0	4,500	4,500
	10	10,000	0	9,500	9,500
Contingency		60,000	0	0	
Total Costs	490	550,000	53,157	403,362	456,520

QUESTION NO 4

**By Councillor Lowrie
answered by the Executive
Member for Transport and
Public Realm**

Question

How many mobile phone masts are registered on the Council database under the following headings?

- (a) Mounted on buildings.
- (b) Mounted on Council and school buildings.
- (c) Within 200m of school premises.
- (d) Placed on footways or on other open space ground.

Answer

The word "registered" implies all records within the Council database. This database comprises existing masts which either have planning consent or were constructed prior to the requirement for planning consent was introduced and programmed masts which are those for which an operator has yet to apply for consent. Set out below are two tables which respond to the question under two headings.

Existing Masts/Masts with Planning permission

a)	260
b)	5
c)	37
d)	157

Programmed Masts

a)	56
b)	0
c)	20
d)	57

The City of Edinburgh Council
24 February 2005

Caveats

The database we have contains the information supplied to us by the mobile operators of their current and proposed (roll-out) sites. As far as we are aware information relating to older masts is correct, however, there may well be older masts which were installed before recent legislation/guidelines changes that are not recorded. So it is possible there are masts that exist which are not on this database.

With regard to question (b), we do not have Council buildings digitised so it was only possible to list those mounted on school buildings. With regard to questions (a) and (d), we have calculated the numbers of masts on open space/buildings based on site descriptions and GIS information, however, it is not always possible to establish the exact location from this information.

Finally, it is important to recognise that these figures include all masts for each individual operator. Therefore, it does not take into account shared masts, i.e. a shared site such as Corstorphine Hill will be in these figures 4 or 5 times (once for each operator).

**Supplementary
Question**

There are 37 schools currently within 200 metres of a mast and 20 planned. Could I have a written list of the schools involved?

**Supplementary
Answer**

I will make sure that's supplied.

The City of Edinburgh Council
24 February 2005

QUESTION NO 5

**By Councillor Dawe answered
by the Executive Member for
Transport and Public Realm**

Question

Since the Council Elections in May 2003 what has been the cost to date, including any future committed expenditure, of attempting to further a congestion charging scheme for Edinburgh?

Answer

The total estimated cost of congestion charging development is £7,166,577. Of this 50% is expected to be funded by the Scottish Executive. This includes expenditure incurred in April 2003 (ie prior to the Council election referred to) and expenditure forecast for March 2005. It also includes Referendum costs, information programme budget and contractually committed expenditure in 2005/06.

**Supplementary
Question**

I would like to ask whether the figure of over £7.1m includes the legal costs engendered by the judicial review proceedings initiated by neighbouring Councils. Does it include compensation or other payments associated with the award of contracts to telecommunications and other companies engaged to provide for the infrastructure and operation of the congestion charging scheme? Finally, is Councillor Burns embarrassed at the amount of money spent on the scheme when it could have been spent on improving our roads and public transport improvements?

**Supplementary
Answer**

Lord Provost, I would be obliged if Councillor Dawe could supply me with a written version of that rather long supplementary and I will make sure I get the detailed information to her in due course.

The City of Edinburgh Council
24 February 2005

The answer to the second part of the question is no. If you look at the answers to some of the questions later on in the agenda you will realise, Councillor Dawe, that over £1.1 billion of up front transport infrastructure investment has been levered into this Council under my direct political leadership. It would not have happened under any other individual or collective leadership.

The City of Edinburgh Council
24 February 2005

QUESTION NO 6

**By Councillor Dawe answered
by the Executive Member for
Business and Property
Management**

Question

On what occasions since 1 December 2004 have rooms in the City Chambers been let to Yes for Edinburgh Limited or Get Edinburgh Moving and what rental was charged for the lets?

Answer

A check of the records held by the Event Management Team has established that there were no bookings for rooms in the City Chambers in the name of 'Yes Edinburgh Limited' or 'Get Edinburgh Moving' between 1 December 2004 and today's date (17 February 2005).

**Supplementary
Question**

Despite an errant 'for' instead of 'to' in the question that should have referred to Yes to Edinburgh Limited and a missing 'to' in the answer where the company appears as Yes Edinburgh Limited, I was quite surprised by this answer because I had been informed that campaign meetings had taken place in the City Chambers. So I would like to ask Councillor Fallon if it is possible that bookings for Yes campaigners were made under another name or that no charge was made for using a room in the City Chambers as a venue?

**Supplementary
Answer**

I can check that and get back to Councillor Dawe with the answer.

QUESTION NO 7

**By Councillor Dawe answered
by the Leader of the Council**

Question

On what occasions since 1 December 2004 have one or more people associated with Yes for Edinburgh Ltd or Get Edinburgh Moving attended meetings on congestion charging/referendum in the City Chambers, at which no opposition councillors were present, and on how many of these occasions were Councillor Burns or Councillor Anderson present?

Answer

The administration has had a range of meetings with organisations supporting or opposing congestion charging. It is not possible to provide Councillor Dawe with the level of information sought, not least because there is no such entity as Yes for Edinburgh Ltd and the lack of certainty in identifying 'people associated with' Yes for Edinburgh Ltd or Get Edinburgh Moving.

**Supplementary
Question**

In the answer it stated that there is no such entity as Yes for Edinburgh which, of course, is true. A true but rather petty response based on the same errant 'for' as appeared in the last question. Would Councillor Anderson agree, however, that Companies House records show that Yes to Edinburgh Limited was indeed incorporated on 29 October last year and does indeed exist? Would his answer have been the same had the question referred to Yes to Edinburgh Limited?

The City of Edinburgh Council
24 February 2005

**Supplementary
Answer**

I accept that Councillor Dawe asked an incorrect question to which I will try my best to respond. Can I just clarify the situation? We have met with a wide range of people on all sides of the argument. We have met with No campaigners and we have met with Yes campaigners to answer questions about the Council's policy and respond to issues that were raised. In terms of those who are identified with Yes for Edinburgh, you could extend it perhaps, if you took a wide enough view, to Lord Thurso the Liberal Democrat Transport spokesman, who is one of the most enthusiastic individuals in the UK in relation to congestion charging. Had we met with him this would have fallen under the umbrella of Councillor Dawe's question.

I have met, for the record, more often with John Lewis and other retailers over their anxieties and their concerns and their desire to have a no result in the Referendum than I have with anybody on the yes side.

The City of Edinburgh Council
24 February 2005

QUESTION NO 8

**By Councillor Munro
answered by the Executive
Member for Transport and
Public Realm**

Could the Executive Member provide the following detailed information on road accident statistics in Edinburgh:

Question (1) The number of accidents in each year from 1994 – 2004 inclusive

Answer (1) The number of road accidents in each year from 1994 – 2004 inclusive is as detailed in the following table. It should be noted that only accidents that involve personal injury are recorded.

Year	Accidents	Year	Accidents
1994	2076	2000	1857
1995	1860	2001	1757
1996	2017	2002	1658
1997	1991	2003	1459
1998	2060	2004	1550
1999	1805		

Question (2) The number of injury accidents from 1994 – 2004 inclusive

Answer (2) The number of injury accidents is given in the response to Question (1). This table gives the number of casualties per year resulting from the road accidents as detailed above.

Year	Casualties	Year	Casualties
1994	2491	2000	2314
1995	2215	2001	2110
1996	2457	2002	1981
1997	2413	2003	1739
1998	2448	2004	1796
1999	2177		

Question (3) The number of fatal accidents from 1994 – 2004 inclusive.

The City of Edinburgh Council
24 February 2005

- Answer** (3) The number of fatal road accidents and fatal casualties in road accidents from 1994 – 2004 inclusive:

Year	Fatal Accidents	Fatal Casualties	Year	Fatal Accidents	Fatal Casualties
1994	11	12	2000	16	19
1995	17	17	2001	14	15
1996	20	21	2002	11	12
1997	13	15	2003	11	11
1998	22	24	2004	8	8
1999	13	13			

- Question** (4) The number of child fatalities from 1994 – 2004 inclusive.

- Answer** (4) The number of children killed in road accidents from 1994 – 2004 inclusive:

Year	Child Fatalities	Year	Child Fatalities
1994	2	2000	4
1995	3	2001	3
1996	0	2002	1
1997	0	2003	0
1998	1	2004	0
1999	0		

For clarification the severity of a road accident is recorded as the severity of the injured party in the accident sustaining the most severe injuries. For example a road accident resulting in 3 casualties where one casualty dies, another was seriously injured and the third sustained only slight injuries would be classed as a fatal accident. In relation to Question (4) child casualties are aged 15 and under.

It should be noted that all of the figures for 2004 are provisional at this stage as the December 2004 information has not been finalised by the Chief Constable.

- Supplementary Question** Is the Executive Member of the opinion that these statistics vindicate the administration's policies?

The City of Edinburgh Council
24 February 2005

**Supplementary
Answer**

Yes and by the end of 2005/06, that is April 2006, 35% of the city will be covered by 20mph zones and traffic calming. That will further help reduce the accident statistics in the city and I am particularly proud of the fact that not one single child has been killed in Edinburgh and the whole of the Lothians over the last two years. This is a very impressive feat.

The City of Edinburgh Council
24 February 2005

QUESTION NO 9

**By Councillor Munro
answered by the Executive
Member for Transport and
Public Realm**

Question (1) Can the Executive Member provide information on the level of parking provision in the city from 1982-86?

Answer (1) The level of parking provision in the city between 1982 and 1986 was as follows:

	1982	1986
On Street (Public)	5850	5750
On Street (Residents)	4740	4790
Off Street (Public)*	3500	3500
Total	14090	14040

* Estimated figure from site losses and gains and previous reports

Question (2) Can the Executive Member provide comparative figures for the parking provision in the city in 2004?

Answer (2) level of parking provision in the city in 2004 was as follows:

	2004
On Street (Public)	5110
On Street (Residents)	6360
Off Street (Public)	5720
Total	17190

Supplementary Question

Does the Executive Member for Transport and Public Realm believe that these figures demonstrate that the administration is not anti-parking?

Supplementary Answer

Yes. There has been a huge percentage increase in parking since 1982.

QUESTION NO 10

**By Councillor Davies
answered by the Executive
Member for Transport and
Public Realm**

Question

What were the development costs associated with the proposed Western Relief Road, up to the point of cancellation, upgraded to today's prices?

Answer

The proposed Western Relief Road was cancelled in 1986 and it is difficult to access detailed records. It is not, therefore, possible to distinguish development from other costs. However, the following total project costs were incurred:

Development, construction, compensation costs etc:

In current prices £6.52 million*

**Supplementary
Question**

Not recorded

**Supplementary
Answer**

I do agree with that supplementary question.

I would add that the £6.52m wasted in 1986 in connection with the Western Relief Road resulted in not one single additional pound being levered back into this Council for infrastructure and investment unlike the £1.1b that has been levered back into the Council since 2001.

The City of Edinburgh Council
24 February 2005

QUESTION NO 11

**By Councillor Marshall
answered by the Executive
Member for Transport and
Public Realm**

Question

Can the Executive Member give a comprehensive update on the 'upfront' investment programme as indicated in the 'Application in Principle' for an Integrated Transport Initiative, submitted to the Scottish Executive; giving full cost levels?

Answer

See attached appendix.

The City of Edinburgh Council
24 February 2005

Appendix

Schemes identified in Approval in Principle submitted to Scottish Executive 2001

Project	Approx Cost	Status – February 2005
<i>Rail</i>		
Crossrail and Newcraighall Park and Ride	£10m	Complete
Edinburgh Park Station	£4.7m	Complete
Cross-Forth improvements (longer trains and platforms, access improvements)	£16m	Implementation in progress
<i>Integrated Transport</i>		
Integrated ticketing in SESTRAN area	£0.3m	'One-ticket' – system in place
Ingliston Park and Ride	£2.5m	Under construction
Extension of Ferrytoll Park and Ride	£5m	Under construction
Hermiston Park and Ride	£3m	Under construction
Straiton Park and Ride	£1.5m	Funded and programmed
Todhills Park and Ride (Danderhall, Midlothian)	£2m	Funded and programmed
Access Improvements, additional parking at stations, interchange improvements throughout SESTRAN area	£5m	Implementation in progress
Major interchange facility at Markinch station	£4m	Funded and programmed
<i>Bus Services and Guided Bus</i>		
Straiton- Leith Quality Bus Corridor (QBC) including Real Time Information (Bus tracker) and Selective Vehicle Detection	£8m	Near completion
West Edinburgh Bus System – Edinburgh Fastlink	£10m	Complete
'Fastlink' – improved services from Livingston	£4.5m	Under construction
Major improvements to orbital bus services and services to growth areas (£1.9m)/bus priority on routes to growth areas (Edinburgh Park, Royal Infirmary, North Edinburgh (£10.5m)	£12.4m	Bus services in place Bus priority routes – funded and programmed
Real time Information and Selective Vehicle Detection on other corridors	£5m	Funded and programmed

The City of Edinburgh Council
24 February 2005

Project	Approx Cost	Status – February 2005
Camera enforcement of bus lanes	£1m	Development work in progress
Improved bus services in Edinburgh	£3m pa	Preparatory work underway – to be implemented 1 week prior to congestion charging.
Major improvements to services between Edinburgh and the Lothians and rest of SESTRAN area	£5m pa	
Road Maintenance		
Additional spending on reconstruction and maintenance (over and above 1996-2001 average – allowing for inflation)	Approx £25m	£9m implemented £1.5m in progress £14.5m funded and programmed
Active Transport and Environmental Improvements		
Cycle and pedestrian improvements to Royal Infirmary, Kinnaird Park, Edinburgh park/Gyle and the Waterfront area	£1.9m	Under construction
Capital Streets Project – Castle Street, St Andrew Square and Grassmarket	£17.3m	Funded and programmed Castle St – under construction
Tram Development		
Detailed development of Tram Lines 1 and 2 to Private Bill Stage	£11.5m	Approval in principle, work on approval in detail in progress
Detailed development of Tram Line 3 to Private Bill Stage	£3.5m	Private Bill ready for submission to Parliament

Summary ¹

Status of Project – February 2005	Total value of projects
Complete	£35.6m
Under construction/being completed	£57.70m
Funded and programmed	£44.80
Development	£1m
Total	£139m

*Totals rounded to nearest £m

¹ Totals exclude spending on tram development and post congestion charging bus services

The City of Edinburgh Council
24 February 2005

QUESTION NO 12

**By Councillor Murray
answered by the Executive
Member for Transport and
Public Realm**

Question

Can the Executive Member provide a complete list of transport investment delivered, or pledged, in Edinburgh between 2001 and the present date; giving full cost levels and an overall total, for such investment?

Answer

See attached appendix.

The City of Edinburgh Council
24 February 2005

Appendix

**Schemes identified in Approval in Principle submitted to Scottish Executive
2001**

Project	Approx Cost	Status – February 2005
<i>Rail</i>		
Crossrail and Newcraighall Park and Ride	£10m	Complete
Edinburgh Park Station	£4.7m	Complete
Cross-Forth improvements (longer trains and platforms, access improvements)	£16m	Implementation in progress
<i>Integrated Transport</i>		
Integrated ticketing in SESTRAN area	£0.3m	'One-ticket' – system in place
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Access Improvements, additional parking at stations, interchange improvements throughout SESTRAN area	£5m	Implementation in progress
Major interchange facility at Markinch station	£4m	Funded and programmed
<i>Bus Services and Guided Bus</i>		
Straiton- Leith Quality Bus Corridor (QBC) including Real Time Information (Bus tracker) and Selective Vehicle Detection	£8m	Near completion
West Edinburgh Bus System – Edinburgh Fastlink	£10m	Complete
'Fastlink' – improved services from Livingston	£4.5m	Under construction

The City of Edinburgh Council
24 February 2005

Project	Approx Cost	Status – February 2005
Major improvements to orbital bus services and services to growth areas (£1.9m)/bus priority on routes to growth areas (Edinburgh Park, Royal Infirmary, North Edinburgh (£10.5m)	£12.4m	Bus services in place Bus priority routes – funded and programmed
Real time Information and Selective Vehicle Detection on other corridors	£5m	Funded and programmed
Camera enforcement of bus lanes	£1m	Development work in progress
Improved bus services in Edinburgh	£3m pa	Preparatory work underway – to be implemented 1 week prior to congestion charging.
Major improvements to services between Edinburgh and the Lothians and rest of SESTRAN area	£5m pa	
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Active Transport and Environmental Improvements		
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Detailed development of Tram Lines 1 and 2 to Private Bill Stage	£11.5m	Approval in principle, work on approval in detail in progress
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The City of Edinburgh Council
24 February 2005

Summary ¹

Status of Project – February 2005	Total value of projects
Complete	£35.6m
Under construction/being completed	£57.70m
Funded and programmed	£44.80m
Development	£1m
Total	£139m

¹ Totals exclude spending on tram development and post congestion charging bus services

Other schemes and investments

Project	Approx Cost	Status – February 2005
A90 Queue Management system	£2m	Complete
Central Edinburgh Traffic Management	£4.5m	Under construction
20mph zones – major expansion 2005-2006	£2m	Funded and programmed
Lothian Bus Fleet investment	£24m	Complete/ in progress
Total	£33m	

Project	Funding	
Tram lines 1 and 2	£375m	In progress
TramLine 3	£3.5m	In progress
EARL	£505m	In progress
Controlled Parking Zone Extension	£3.5m	Public Inquiry to be held spring 2005
Additional SESTRAN funding	£868,000	In progress
Total	£888m	

Summary

Status of Project – February 2005	Total value of projects
Complete	£38m
Under construction/being completed	£63m
Funded and programmed	£951m
Development	£1m
Total	£1,053m

*Totals rounded to nearest £m