

**THE CITY OF EDINBURGH COUNCIL**

**MEETING 5**

**21 SEPTEMBER 2017**

**QUESTIONS AND ANSWERS**

## Item no 5.1

### QUESTION NO 1

**By Councillor Neil Ross for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 21 September 2017**

#### Question

Under point 18 in the Waste and Cleansing Improvement Plan, the Technical Team investigated the use of QR codes to allow residents to easily report missed or overflowing communal bins but this was abandoned after it was found to require a high level of administration to maintain. Until such time when QR code technology becomes simpler to administer, could the Council investigate the simpler alternative of setting up a new Waste telephone number and placing it, along with a unique identifying number, on each on-street communal bin so that members of the public could report a full or overflowing bin to the Waste Department, either by text or phone call?

#### Answer

Officers have investigated this suggestion. Applying a unique identifying number to the approximately 18,000 communal bins across Edinburgh comes with a number of practical issues, which ultimately may not provide a better service or outcome to citizens.

There would need to be a robust procedure in place, which would be resource intensive, to ensure bins and associated unique numbers were kept in the right location. Communal bins are not static.

Unique numbers would mean that a citizen would need to walk to the bin to find the number before they reported it therefore not an efficient, nor convenient service for the user. Currently, communal bin data is already on the online transaction, showing as blue dots on the map, so customers can select the exact bin they want to report on. The website is responsive (optimised for a variety of mobile device screen sizes which automatically resizes).

An additional phone line would require additional staffing in the Customer Service area. This resource implication would need to be agreed with the service area.

The Waste and Cleansing Service is preparing to start a Communal Bin Review which will look at a range of ways to improve the efficiency of the service. This includes the possibility of increasing the frequency of servicing bins while reducing the number of bins on streets. It will also look at their location. Bearing this in mind it would not be appropriate to invest in unique identifying numbers now. However, it will be considered as part of the communal bin review.

## Item no 5.2

### QUESTION NO 2

**By Councillor Neil Ross for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 21 September 2017**

**Question** (1) Under Section 130 of The New Roads and Street Works Act 1991, a utility company must ensure that the reinstatement of the road surface conforms to such performance standards as may be prescribed. In the case of permanent reinstatement, the road surface must conform for a prescribed period after the completion of the reinstatement. How long is the prescribed period for permanent reinstatements to the road surface carried out in the City of Edinburgh?

**Answer** (1) The present Guarantee period for permanent reinstatements shall run for two years, or three years in the case of deep openings.

There are proposals by Scottish Government to increase this to six years and this is currently being consulted on.

**Question** (2) The Council has a number of powers to ensure that the quality of a reinstatement of the road surface meets its performance standards.

On how many occasions in the past twelve months, and also in the past five years, has the Council:

- a) issued notices to utility companies to require them to carry out remedial works with respect to an inadequate reinstatement of the road surface?
- b) carried out the necessary remedial works?
- c) recovered the costs, which it reasonably incurred in carrying out remedial works, from these utility companies and how much was recovered?

**Answer**

**(2)** The Council currently inspects all reinstatements carried out by utilities in the city. We undertake a statutory 10% check of reinstatements within six months of completion and again within three months of the end of the guarantee period.

a) During 2016/17, 1,605 notices were issued to carry out remedial work. Between April and September 2017, 536 notices were issued.

The council reissues failure notices every 17 days for every reinstatement that has not been repaired correctly. These are entered on the Scottish Road Works Register and issued directly to the Utility company responsible.

Over the past 5 years 6,592 failure notices have been issued.

b) The Council has not carried out any permanent remedial work to Utility reinstatements. If the Council was to do so it would take on the responsibility for that reinstatement which would relieve the utility company of its responsibility.

c) There was no recovery of cost from the Council undertaking repairs. However, the cost of an inspection carried out is £36 for each failure and each failure reissue. Last year £365,468 was levied in inspection fees and paid by utility companies in Edinburgh. The inspection fee is fixed and set by Scottish Government.

## Item no 5.3

### QUESTION NO 3

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### **Question**

What action is being taken to address the flooding issues in the Binks Car Park in Queensferry?

#### **Answer**

Gullies in the car park will be jetted and cleaned in the next - 3-4 weeks. If this fails to resolve the flooding problem a more extensive investigation will be carried out to establish if there are any breakages in the pipes.

## Item no 5.4

### QUESTION NO 4

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017

#### Question

The Edinburgh and South East Scotland Region City Deal Heads of Term states that the Scottish Government will provide “£20m investment to support public transport infrastructure improvements identified by the Council’s West Edinburgh Transport Appraisal, alongside investment from partners and the private sector.”

Can the Convener explain which projects this funding to likely to finance and which partners are expected to contribute additional investment?

#### Answer

The total cost of the transport interventions identified in WETA is £108 million (see table below). The Scottish Government has agreed to contribute £20 million towards its delivery.

The Local Development Plan (LDP), Supplementary Guidance: [Developer Contributions and Infrastructure Delivery](#) has already set contribution mechanisms for developers across the city, including how developers in West Edinburgh contribute to the WETA interventions that are now embedded in the [LDP Action Programme](#).

Further work is also being undertaken to determine other partner contributions; such as the Council’s own contribution.

**TABLE: WETA INFRASTRUCTURE PACKAGE COST**

Infrastructure measure	Potential cost excluding optimism bias	Potential cost including 44% optimism bias
<b>Cycling</b>		
A8 north side missing link	£537,500	£773,900
Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston	£317,600	£457,300
Cycle Connection from A8 along Eastfield Road into Airport	£481,500	£693,300
New pedestrian / cycle bridge over railway between West Craigs and Edinburgh Gateway	£3,000,000	£4,320,000
Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	£110,000	£158,400
Improved access between Ratho Station and A8 along Station Road	£458,200	£659,800
Improved Station Road/A8 access for cyclists	£440,800	£634,800
<b>Total</b>	<b>£5,345,600</b>	<b>£7,697,500</b>
<b>Public transport</b>		
Broxburn to Newbridge Roundabout bus lane	£3,124,700	£4,499,600
Station Road to Newbridge Interchange bus lane	£1,112,700	£1,602,300
A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	£2,567,700	£3,697,400
Bus Lane under Gogar Roundabout	£64,100	£92,300
Maybury Road Approach to Maybury Junction	£2,140,400	£3,082,200
Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate)	£4,480,200	£6,451,500
Upgraded Bus interchange facility at Ingliston P+R	£3,000,000	£4,320,000
Kilpint Park and Ride	£5,500,000	£7,920,000
New Tram Stop	£1,000,000	£1,440,000
<b>Total</b>	<b>£22,989,800</b>	<b>£33,105,400</b>
<b>Road</b>		
Link Road Part 1 Dual Carriageway	£6,301,000	£9,073,400
Link Road Part 2 Single Carriageway	£2,813,900	£4,052,000
Segregated Link Road cycle route	£1,115,000	£1,605,600
Development Link Road Main Street Carriageway	£5,634,900	£8,114,300
Dualling of Eastfield Road Phase 1	£1,802,900	£2,596,100
Dualling of Eastfield Road Phase 2	£1,143,000	£1,645,900
Dumbbells Roundabout Improvement	£1,203,000	£1,732,400
Dumbbells westbound off-slip signals	£865,200	£1,245,900
MOVA improvements at Newbridge, Dumbbells, Gogar/Maybury	£1,510,000	£2,174,400
Newbridge additional lane from M9 onto A8	£581,300	£837,100
A8 Gogar Roundabout – 4 lane northern circulatory improvement	£1,699,200	£2,446,800
Gogar to Maybury additional eastbound traffic lane	£20,833,300	£30,000,000
CEC Maybury improvement scheme	£1,294,500	£1,864,100
<b>Total</b>	<b>£46,797,200</b>	<b>£67,388,000</b>
<b>Grand total</b>	<b>£75,132,600</b>	<b>£108,190,800</b>



## Item no 5.5

### QUESTION NO 5

**By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

- Question** (1) On what date was the decision taken to commence the resurfacing and improvement works at the Silverknowes roundabout on 11 September?
- Answer** (1) The decision to commence works on or around 11 September was made at the time of contract award in May 2017.
- Question** (2) Why were local ward councillors not informed of the commencement date or provided with detailed project drawings until just a few days before the works?
- Answer** (2) Councillor notification usually runs in parallel with resident notification (and normally includes a copy of the resident notification letter which incorporates a location plan) so should be sent out 7-14 days prior to work starting on-site. This ensures residents are advised in good time but not too far in advance of the actual start date. It should be noted that the local ward councillors at the time, were originally provided with detailed scheme drawings in October 2016 during the development of the scheme.
- Question** (3) What assessment has been made of the effectiveness of the neighbour notification procedure for these works?

- Answer** (3) The form of neighbour notification used for the works at Silverknowes Roundabout is similar to that used for all capital improvement schemes of this nature. This aims to have the resident notifications issued 7-14 days in advance of works starting. In this instance, however, it is acknowledged that the notifications were distributed later than would normally would be the case. The performance of the distribution company in this regard will be investigated. In addition to notification letters, advance signage was erected two weeks prior to works commencing.
- Question** (4) What potential exists to complete the works within a shorter period than the expected 14 weeks?
- Answer** (4) The scheme duration is dictated primarily by the site constraints and traffic management required to maintain pedestrian and vehicular movements through the site. Providing the contractor with unhindered access to the site through closures of all arms of the roundabout could reduce the duration, however this would be at the expense of significant traffic disruption.

## Item no 5.6

### QUESTION NO 6

**By Councillor Rust for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 21 September 2017**

- Question** (1) What outstanding issues remain to be resolved to ensure Firrhill High School Hockey Club has an adequate pitch on which to train and play?
- Answer** (1) Pitches at both Firrhill and Oxgangs need to be lined.
- Question** (2) What is the anticipated timescale for resolving these issues?
- Answer** (2) The Firrhill pitch was lined over the weekend of 16 September. The Oxgangs pitch is due to be lined on Friday 22 September, weather permitting.
- Question** (3) Will the Convener give assurance that he and department officials will engage with Firrhill High School and Oxgangs Primary School to ensure a long term future for Firrhill High School Hockey Club with as minimal disruption as possible?
- Answer** (3) Yes. The Head Teacher continues to work closely with all stakeholders to find a long term solution.
- Question** (4) Why are new pitches which are being laid in Edinburgh schools such as Firrhill not suitable for competitive hockey beyond S2?
- Answer** (4) Because the pitches that are being laid are able to meet the secondary school PE curricular use. No surface exists that is compatible for competitive hockey and all purpose PE use.

## Item no 5.7

### QUESTION NO 7

By Councillor Rust for answer by the  
Convener of the Finance and  
Resources Committee at a meeting  
of the Council on 21 September 2017

- Question** (1) In relation to the Council owned properties at 5 Ratho Park, Ratho Station occupied by Cheque Centres Limited please advise of any outstanding sums due to the Council?
- Answer** (1) All rent and service charge due under the terms of the lease are paid in full to 27 August 2017. There are no outstanding sums.
- Question** (2) What steps are being taken to recover said sums?
- Answer** (2) No action is required at present.
- Question** (3) What was the Council's total contribution during the term of occupation of Council owned premises at Ratho Station or elsewhere by Cheque Centres Limited, in terms of
- (a) agreed rental reduction,
  - (b) fitting out of premises and
  - (c) any other net benefit to the company?
- Answer** (3) (a) A 30-month rent free period was granted on entry. This was spread over the initial 5-year period, which equated to a rental reduction of £106,745.50 p.a.
- (b) In addition to the above, a capital contribution was made in the sum of £166,750.
- (c) These reductions reflect a combination of normal market incentives and costs of fitting out the property from a shell condition and were approved by the Finance and Resources Committee on [1<sup>st</sup> November 2012](#).
- All other sums due during the term of this lease have been paid, in full, by Cheque Centre Ltd. Up to 27 August 2017, this equates to £505,663.75 in rent and £430,000 service charge.

## Item no 5.8

### QUESTION NO 8

**By Councillor Rose for answer by the  
Convener of the Housing and  
Economy Committee at a meeting of  
the Council on 21 September 2017**

The current update to housing statistics for Scotland published by the Scottish Government include the following qualification to the figures:

"Figures for the private sector new build completions for the City of Edinburgh have been estimated from 2015 Quarter 4 onwards due to quality concerns of data derived from building completion certificates. Estimates for Edinburgh have instead been based on private new build house sales data from Registers of Scotland, with further assumptions on self-builds and private sector led Section 75 completions which are not captured in this data source. The estimates for Edinburgh are being investigated further and are subject to change in future publications."

**Question** (1) What is the extent of delays in issuing building completion certificates over the last five years?

**Answer** (1) The figures show that the percentages for time taken to issue completion certificates within 5 working days following final site inspections were as follows:

Q1 2015/16	82.0%
Q2 2015/16	93.3%
Q3 2015/16	80.9%
Q4 2015/16	71.5%
Q1 2016/17	71.8%
Q2 2016/17	67.8%
Q3 2016/17	87.3%
Q4 2016/17	83.1%
Q1 2017/18	91.2%

These figures do not include temporary occupation certificates. These are required when an amendment of warrant is required (for example when there have been design changes during construction). Temporary occupation certificates are also required where partial works have been completed – e.g. some flats in a larger block of flats.

**Question** (2) When will this be resolved?

**Answer** (2) Performance in issuing completion certificates is in line with performance in other authorities. However there are other aspect of the process that require attention. The Building Standards Improvement Plan was reported to Planning Committee on 17 August 2017 in the [Planning and Building Standards Customer Engagement Strategy and Building Standards Improvement Plan report](#) .

**Question** (3) What measures are being taken to resolve this failure of service

**Answer** (3) The above report sets out the measures that are being undertaken to address performance. Progress will be reported to the Planning Committee.

**Question** (4) Please give the information requested above in relation to the timely issue building warrants

**Answer** (4) A building warrant is ready to grant once all satisfactory information has been received. The percentage of warrants granted within 10 days following receipt of final plans is as follows:

Q1 2015/16	43.4%
Q2 2015/16	35.2%
Q3 2015/16	34.5%
Q4 2015/16	35.8%
Q1 2016/17	35.9%
Q2 2016/17	32.5%

Q3 2016/17	27.4%
Q4 2016/17	27.2%
Q1 2017/18	23.4%

This aspect is a measure of part of overall performance. The action to improve this is set out in report to the Planning Committee as indicated above.

## Item no 5.9

### QUESTION NO 9

**By Councillor McLellan for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 21 September 2017**

**Question** (1) To ask the convener for an update on a feasibility study into the possible amalgamation of services provided by the Northfield Community Centre, Gilmerton Community Centre and Piershill Library, conducted by Edinburgh University on behalf of CEC, and for which Northfield Community Centre continues to provide data.

**Answer** (1) There has been no feasibility work undertaken by Edinburgh University.

**Question** (2) To ask the convener to confirm that amalgamation of community centre and library services in Northfield and Gilmerton will not take place

**Answer** (2) The Council has approved a city wide review of assets with a view to reducing the size of the Council estate. This review includes Libraries and Community Centres and a range of options will be developed that might include, where appropriate, opportunities to co-locate services. Service user engagement will be important and every effort will be made to work in partnership with key stakeholders.



## Item no 5.10

### QUESTION NO 10

**By Councillor Johnston for answer  
by the Convener of the Corporate  
Policy and Strategy Committee at a  
meeting of the Council on 21  
September 2017**

#### **Question**

What procedures are in place to deal with potential conflicts of interest in terms of an elected member's role and their role as a champion, and what additional powers or budgets do champions have access to?

#### **Answer**

Council on 24 August 2017 appointed champions to act as ambassadors for specified areas. These appointments are compatible with the role of elected members. Duties that councillors undertake must comply with the Councillors' Code of Conduct and standing orders in relation to committee business. Should any conflict of interests arise, these will be dealt with, in the regular manner, in compliance with the Code. Council also decided that champions should consult with, and be accountable to, the relevant committee and their convener. This should minimise potential conflicts. There are no additional powers or budget provided to champions and decision making remains in the hands of the relevant committee.

## Item no 5.11

### QUESTION NO 11

**By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

The Scottish Government announced on 6<sup>th</sup> September 2017 that it will support the introduction of a Low Emission Zone in Edinburgh by 2020 and the Administration has made a commitment to introduce one in the Council's business plan. It appears from the press reports and Government Consultation that this is likely to be fines for vehicles entering the zone. There have been reports that Edinburgh would like to be one of the first LEZ in Scotland. Could the Convener indicate:

- Question** (1) When will the Council publish their plans showing where the LEZ will be?
- Answer** (1) The Scottish Government has issued a public consultation document (Building Scotland's Low Emission Zones). The Council is engaging in this consultation and a response will be considered by the Transport and Environment Committee in December.
- Question** (2) Which vehicles will be affected?
- Answer** (2) This will be considered in future reports to the Transport and Environment Committee.
- Question** (3) Whether will be exemptions for residents who live within the zone?
- Answer** (3) This will be considered in future reports to the Transport and Environment Committee.
- Question** (4) What is the timescale for introduction so that people can begin to plan for any introduction of a Low Emission Zone given the extremely short timescales being proposed for the introduction of said zones by the Scottish Government?
- Answer** (4) This will be considered in future reports to the Transport and Environment Committee.

**Question**

**(5)** How are the decisions regarding the above matters to be taken and what empirical evidence will be used as the basis for taking these decisions?

**Answer**

**(5)** This will be considered in future reports to the Transport and Environment Committee

## Item no 5.12

### QUESTION NO 12

**By Councillor Johnston for answer  
by the Convener of the Finance and  
Resources Committee at a meeting  
of the Council on 21 September 2017**

#### **Question**

Given the guidance regarding repairs in shared buildings has not been updated in some time, will the administration consider a fresh public awareness campaign, to further explain both the rights and responsibilities for owners and occupants?

#### **Answer**

The Edinburgh Shared Repairs Service (ESRS) constantly seeks to raise awareness with owners and occupants, supported by specific campaigns throughout the year. The Autumn campaign is due to start in mid-October and this includes multiple promotion and awareness raising methods, such as updated leaflets, factsheets, and guidance, both in print and online, and by the use of social media. In addition, officers from the ESRS will continue to attend events and deliver presentations to groups of owners throughout the city.

## Item no 5.13

### QUESTION NO 13

**By Councillor Hutchison for answer  
by the Convener of the Finance and  
Resources Committee at a meeting  
of the Council on 21 September 2017**

The 'Overtime working and working time payments' section of the Orb states that 'No function should be routinely reliant on overtime working in order to deliver its service.'

**Question** (1) In light of the first quarter budget overspend and the projected overspend for the 2017/18 financial year, can the Convener please advise the total spend on overtime in the year to date and the projected budget for overtime for the remainder of the financial year.

**Answer** (1) The current expenditure on overtime working for the financial year to date is £2,715,618.

The total budget provision made for overtime for the financial year is £6,255,088. Although this allocation has been made, it may not be required to be fully utilised. Projections for overtime are challenging to provide with a high degree of accuracy, given the exceptional circumstances that this may be applied to address.

**Question** (2) Can the Convener please confirm the contributions of individual departments to the total overtime spend as given in the answer to Question 1 and provide details of the circumstances under which overtime working is authorised.

**Answer**

- (2) The breakdown of overtime expenditure by Directorate to date, is as follows:

<b>Directorate</b>	<b>Current expenditure</b>
Communities and Families	£614,266
Place	£1,286,266
Health and Social Care	£267,849
Resources	£391,588
Safer and Stronger Communities	£147,115
Chief Executive's	£8,534

Overtime working may only be approved in exceptional circumstances. Examples of such circumstances can include: annual billing activities for council tax and non-domestic rates; major events such as Edinburgh's Hogmanay or during the Edinburgh Festival; ICT system related changes being implemented during weekends; etc

**Question**

- (3) Are the reasons for overtime working as given in the answer to Question 2, deemed to be exceptional or is overtime working seen as a long-term solution?

**Answer**

- (3) Overtime working is not a long-term solution. The use of overtime working is one of several measures that may be applied to address demands upon services or to temporarily increase resource levels in exceptional circumstances, only where deemed necessary.

**Question**

- (4) Can the Convenor please confirm what actions are currently in place or planned to be put in place to manage and reduce the overtime spend.

**Answer**

- (4) Executive Directors and their management teams are responsible for managing overtime within their Directorates. Monthly management information about overtime working is provided to senior managers to enable appropriate scrutiny and controls to be applied.

## Item no 5.14

### QUESTION NO 14

**By Councillor Campbell for answer  
by the Convener of the Housing and  
Economy Committee at a meeting of  
the Council on 21 September 2017**

#### Question

What are the missing conditions that have resulted in large areas of undeveloped land remaining void of new housing in the Edinburgh Waterfront, in our otherwise economically successful City?

#### Answer

Prior to 2008, it was anticipated that land at the Waterfront would be developed by private developers for first time buyers and to a lesser extent families and larger households. The major landowners in the area sold development sites to private developers for speculative housebuilding. The banking crisis led to a reduction in availability of mortgages to first time buyers and a fall in land prices. In some cases, housebuilding came to a halt whilst, in other cases, land was traded or simply lay derelict awaiting development. Granton Hesperus is an example of a development where works stopped on site in 2008. It was only when the Council provided grant funding to Dunedin Canmore Housing Association that the development was completed. The downturn in the housing market had a greater impact on the Waterfront than other parts of the city due to a heavy reliance on the first time buyer housing market, fragmented land ownership and challenging infrastructure constraints.

Since 2009 there has been piecemeal development in the Waterfront, supported largely by Scottish Government grant funding administered by the Council. Housing associations have managed to secure land at Granton Harbour and the wider Waterfront area and have completed 465 homes, with an additional 545 homes either under construction or about to start on site.

The Waterfront has suffered from over 40 years of post-industrial decline, which has in many areas, resulted in particularly challenging infrastructure constraints. In an attempt to accelerate the delivery of new homes and wider

regeneration of this area, the Council is already working in partnership with the Scottish Government to identify ways in which investment in infrastructure can be made to overcome barriers to development. Through City Region Deal, the Scottish Government has committed to work with the Council on a site- by -site basis to support local authority borrowing and to share the financial risk of infrastructure delivery. It is anticipated that the development of a wider regeneration strategy for the area, consolidation of land ownership and public sector led investment will accelerate progress and help meet the shortfall of affordable homes for those on low to medium incomes.



## Item no 5.15

### QUESTION NO 15

**By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### Question

The boundary fence between Baberton Mains Housing Estate and the A720 City Bypass is in a terrible state of repair. The bypass boundary fence has never had any maintenance work carried out since it was built to prevent trespass onto the A720 during its construction in the mid to late 1980s.

Can The Convener confirm that she will contact AMEY to request its engagement with residents to ensure the integrity of this boundary and repair and assist the 1,000s of residents of this area?

#### Answer

The legal position on the boundary fence between Baberton Mains Development and the A720 (City Bypass) is that this is owned and maintained by the proprietors of the houses. The fences between house plots being mutual with adjoining proprietors, with fences of open spaces in the estate being the joint responsibility of all the proprietors of the properties. This was placed in the title deeds relieving the original developer (Wimpey) of all responsibility for any future maintenance. The Council therefore is not responsible for the maintenance of these fences.

However, the Convenor has asked that the South West Locality approach AMEY on her behalf to establish if they will be willing to engage with local residents to effect repairs to the boundary fence in question in order to mitigate the risk of people gaining access to their network.

The South West Locality will report back to the Convenor once a response has been received from AMEY.

## Item no 5.16

### QUESTION NO 16

**By Councillor Doggart for answer by the Chair of the Edinburgh Integration Joint Board at a meeting of the Council on 21 September 2017**

- Question** (1) Following the departure of Rob McCulloch-Graham as Chief Executive Officer (CEO) of the EIJB, could the Chair provide a timetable to Council for the recruitment of a replacement CEO?
- Answer** (1) The Integration Joint Board will consider what action needs to be taken at its meeting on 22 September 2017. Robust interim arrangements have been put in place to ensure that financial, performance and quality issues for the service are dealt with quickly and efficiently.
- Question** (2) In light of the Care Inspectorate Report into health and social work for older people in Edinburgh, what steps has the Chair of the EIJB taken to ensure that the new CEO will address the quality indicators that the Care Inspectorate found to be less than adequate?
- Answer** (2) Work is already underway to address the recommendations in the Care Inspectorate's report. An improvement action plan has been developed and regular progress reports are considered by the IJB. A progress report will also be considered by the Corporate Policy and Strategy Committee on 3 October 2017. Ensuring delivery of improvement actions will be a key focus for the interim Chief Officer and subsequent appointee to this role.
- Question** (3) Following the Council Leader's verbal commitment at the last Council meeting to implement the 17 recommendations of the Care Inspectorate report, what representations has the Chair of the EIJB made to the Convener of the Finance and Resources Committee for an increase in the 2018/19 Budget to meet the recommendations?

**Answer**

- (3)** All adult care needs and any improvement measures will be considered as part of the normal budget process for the 18/19 financial year. The Convener of the Finance and Resources is fully aware of the pressures on the adult care budget.

## Item no 5.17

### QUESTION NO 17

**By Councillor Miller for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 21 September 2017**

#### Question

Given the successful community-led buy-out by Action Party of the former church on Bellfield Street in Portobello, the first exercise of right to buy powers in urban Scotland, what support does the council plan to provide to other community groups considering using the right to buy provisions or considering transfer of ownership of a local asset?

#### Answer

Community right to buy powers, which were extended under the Community Empowerment (Scotland) Act 2015, apply to all properties. The Act also introduced powers relating to Community Asset Transfer which are applicable to the purchase or lease of public sector property. This is the anticipated route for applications to purchase Council assets. Our policy on Community Asset Transfer was approved at Council in [March 2017](#) and this policy will also form the basis of the Council's approach under the right to buy powers.

A small team has been established within Property and Facilities Management which will advise groups seeking to submit proposals under the legislation.

## Item no 5.18

### QUESTION NO 18

**By Councillor Main for answer by the Chair of the Edinburgh Integration Joint Board at a meeting of the Council on 21 September 2017**

#### **Question**

How many hours of required care at home per week, have the Council and its contracted partner providers each been unable to provide over the last year, broken down week by week?

#### **Answer**

The table below shows the number of hours of care which providers have been unable to offer over the last four months. Full year figures are unavailable because of changes to recording, which were introduced to support the new care at home contract in autumn 2016.

The table gives the following detail of people waiting for domiciliary care:

- The hours for which people aged 65 and over are waiting, split into: a) waiting to move on from the reablement service, effectively reducing the service's capacity for new clients; b) other people waiting in the community, most of whom will not be in receipt of support already; c) people in hospital
- The number of hours needed by people aged under 65 years
- The total number of hours needed

Time Series of Hours Waiting	Older People				People aged under 65	
	a) Receiving Reablement, awaiting Mainstream service	b) In the community, including people with Intermediate Care	c) In hospital	Total	Total	Total
27/03/2017	763	1,780	1,172	3,715	1,151	4,866
03/04/2017	752	1,835	1,263	3,850	1,188	5,038
10/04/2017	655	1,888	1,227	3,770	1,321	5,091
17/04/2017	587	1,914	1,176	3,677	1,285	4,962
24/04/2017	703	1,853	962	3,518	1,267	4,785
01/05/2017	670	1,956	748	3,374	1,452	4,826
08/05/2017	638	2,018	654	3,310	1,486	4,796
15/05/2017	717	1,993	618	3,328	1,503	4,831
22/05/2017	897	2,203	677	3,776	1,489	5,265
29/05/2017	947	2,370	650	3,966	1,568	5,534
05/06/2017	908	2,302	801	4,011	1,657	5,668
12/06/2017	929	2,238	1,119	4,286	1,526	5,812
19/06/2017	867	2,243	1,033	4,143	1,580	5,723
26/06/2017	886	2,238	1,011	4,135	1,359	5,495
03/07/2017	942	2,250	1,016	4,208	1,412	5,620
10/07/2017	904	2,365	1,186	4,455	1,464	5,919
17/07/2017	964	2,223	1,203	4,390	1,394	5,784
24/07/2017	1,048	2,297	1,199	4,544	1,565	6,109
31/07/2017	1,069	2,332	982	4,382	1,584	5,966
07/08/2017	1,101	2,471	1,225	4,796	1,431	6,228
14/08/2017	1,109	2,555	1,368	5,032	1,477	6,509
21/08/2017	1,100	2,646	1,272	5,018	1,524	6,542
28/08/2017	1,101	2,599	1,344	5,045	1,591	6,635
04/09/2017	1,118	2,552	1,266	4,936	1,605	6,541
11/09/2017	1,195	2,600	1,121	4,916	1,576	6,492

## Item no 5.19

### QUESTION NO 19

**By Councillor Burgess for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### Question

As a category one responder, expected to be among the first to deal with any incident, has the council assessed the possible impact of a release of radioactive material from 1) military convoys carrying nuclear warheads and high explosives by road, and 2) radioactive waste transports by rail, that pass through or near to the City?

#### Answer

The City of Edinburgh Council works through Resilience Partnerships, in conjunction with other designated Category 1 Responder Organizations, including the Emergency and Health Services and the Scottish Environment Protection Agency (SEPA) to examine the potential impacts, outcomes, response arrangements and mitigation measures related to a range of risks that might impact on the local area. This work is led by multi agency groups, chaired by the Scottish Fire and Rescue Service (SFRS) and the information is published in Community Risk Registers available on the SFRS web site at: <http://www.firescotland.gov.uk/your-safety/community-risk-register.aspx>

## Item no 5.20

### QUESTION NO 20

**By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### **Question**

What plans does she have to reform the Council's Cycle Forum?

#### **Answer**

The council has an Active Travel Forum whose remit includes cycling. There are no agreed plans to change this. Arrangements are currently being made for a programme of meetings over the next year.



## Item no 5.21

### QUESTION NO 21

**By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### **Question**

What conversations has the council had with the Scottish Government regarding taking forward a low emission zone for Edinburgh?

#### **Answer**

On 6 September, the Convener, together with chief officers met with Humza Yousaf, Minister for Transport and the Isles to discuss a range of transport issues including implementation of LEZs.

Additionally, Council officers met with Transport Scotland officers on 12 September to discuss LEZs.

## Item no 5.22

### QUESTION NO 22

**By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### Question

What quality assessment does the council undertake to ensure that cycle and pedestrian infrastructure projects adhere to the council's own design guidelines, and to Scottish Government design guidelines?

#### Answer

The Council's new street design guidance was approved by Transport and Environment Committee on [25 August 2015](#) and endorsed by Planning Committee on 3 October the same year. This document is intended as the first point of reference for all street design in Edinburgh, including, but not confined to, projects specifically aimed at improving conditions for walking and cycling.

The Edinburgh Street Design Guidance (ESDG) aligns closely with the Scottish Government's Designing Streets policy statement, with objectives that reflect the 'six qualities of successful places' set out in Designing Streets.

Work on the bulk of the technical guidance documentation accompanying the ESDG is nearing completion. Work is also underway on formally incorporating the use of the ESDG into internal management processes.

## Item no 5.23

### QUESTION NO 23

**By Councillor Young for answer by the Convener of the Planning Committee at a meeting of the Council on 21 September 2017**

#### **Question**

The Council's Planning and Building Standards Customer Service Charter includes a commitment to "respond within 10 working days or tell you if we need longer." What percentage of correspondence to Planning and Building Standards have met this commitment in each of the last 5 years?

#### **Answer**

The casework management system which is used to manage applications and warrants does not record data relating to correspondence which would allow analysis to assess whether the target response time is met. The service is currently working with IT and Business Intelligence teams to retrieve the figures for general Planning and Building Standards enquiries raised through the Customer Contact centre. A briefing will be provided to members.

## Item no 5.24

### QUESTION NO 24

By Councillor Young for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 21 September 2017

**Question** (1) What income has been generated by the fees paid from Cruise Liners visiting the port at South Queensferry, in each of the last 5 years?

**Answer**

(1)

Year	Net Income
17/18	£268,300.00 projected
16/17	£254,375.03
15/16	£221,502.60
14/15	£277,240.47
13/14	£242,078.19
12/13	£207,227.59

**Question** (2) What budget area do these fees contribute to?

**Answer** (2) Income generated forms part of the Transport Services budget within Place.

**Question** (3) How much of this income, in each of the last 5 years, has been specifically used to fund projects or make improvements in South Queensferry, and what were these?

**Answer** (3) The income forms part of the overall revenue budget and is not spent on specific projects.

For your information, there is a piers maintenance budget and approximately £75,000 is spent per annum.

## Item no 5.25

### QUESTION NO 25

**By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### Question

What consultation takes place between CEC, Event Organisers and the local community on the annual Pedal Scotland event which goes through Kirkliston every year?

#### Answer

A number of planning meetings are held with the organisers as well as the blue light services and adjacent affected authorities to discuss and plan the event every year. The organiser informs residents along the route between Glasgow and Edinburgh of the closures and restrictions via a targeted residents' letter and on-street pre-warning signage as well as notices, correx and the associated traffic management.

The organisers have been asked to make contact with any affected Community Councils well in advance of the event.

The organiser also has an informative website to share details with the participants as well as the many residents and businesses along the route that have to negotiate the road closures. Within the Edinburgh boundary the Legal Order detailing the closures and restrictions is also advertised in the local press in advance of the event

#### Question

**(2)** How has this engagement influenced traffic management and residential access decisions over the years?

#### Answer

**(2)** Engagement has led to changes to the route, the type and level of traffic management, and access and egress arrangements that will continue for as long as the event takes place in Edinburgh.

#### Question

**(3)** What consideration has been given to variations in route, considering the growing size of Kirkliston's population?

**Answer**

- (3)** Access and egress for residents and businesses is carefully considered to mitigate disruption. An example of this is that the bus gate between Kirklands Park Street and Eilston Road is rescinded on the day of the event to allow movement for vehicular traffic to the B800 which allows access to the north and east to enable free movement in and out of Kirkliston

## Item no 5.26

### QUESTION NO 26

**By Councillor Bruce for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 21 September 2017**

#### **Question**

Is the Council aware of the impending HW students traffic study of the Lanark Road area and does the Council have any plans to consider this in light of future developments in Balerno?

#### **Answer**

A transport appraisal of the new developments allocated in the Edinburgh Local Development Plan (adopted November 2016) was carried out in 2014. This includes the allocated sites in Balerno. This appraisal considered the cumulative impact of the plan-led developments supported in principle by the Local Development Plan. It informed the LDP Action Programme, which sets out a number of transport actions in the area.

Officers would welcome the opportunity to review the Heriot-Watt Students' traffic survey of the Lanark Road area and consider its results.