

THE CITY OF EDINBURGH COUNCIL

MEETING 9

1 FEBRUARY 2018

QUESTIONS AND ANSWERS

Item no 5.1

QUESTION NO 1

By Councillor Lang for answer by the Convener of the Planning Committee at a meeting of the Council on 1 February 2018

Question

What statutory powers does the Council have to impose restrictions on the night time flying operations at Edinburgh Airport?

Answer

The Council has no statutory powers which would allow it to regulate or restrict flight operations including night flights. Under the Environmental Protection Act 1990 noise from aircraft is specifically excluded from statutory nuisance provisions. Similarly, in planning terms, the Council currently has no control over the frequency and timing of flights at Edinburgh Airport. Airports benefit from certain permitted development rights granted in Part 14 Aviation Development of the 1992 GDPO, as amended by Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011.

Item no 5.2

QUESTION NO 2

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question (1) How many new grit bins were requested in

a) 1-31 December 2017 and

b) 1-23 January 2018,

broken down by ward?

Answer (1) There were 37 new grit bins requested in December 2017 and 57 in January 2018.

This information is not currently stored by ward but officers are working on amending the IT system to enable this in future.

Question (2) How many new grit bins were installed in

a) 1-31 December 2017 and

b) 1-23 January 2018,

broken down by ward and if she will list the street locations of all new grit bins over this period?

Answer (2) There have been 45 grit bins issued since the start of the winter period. It is not possible to confirm whether these are new or replacement bins and we do not currently record the locations by ward. Officers are working on updating the IT system to record this information in future.

Question (3) How many spare grit bins were held centrally in each week between 1 December 2017 and 23 January 2018?

Answer (3) We are not able to confirm the number of grit bins held at the beginning of each week. There were 140 bins available at the start of the winter period (October) and at 23 January there were 95 remaining.

Question (4) What follow up action was taken in response to the question asked by Cllr Aldridge at the December 2017 meeting of the Council about the prioritisation of school bus routes for road gritting?

Answer (4) I have asked officers to consider Councillor Aldridge's suggestion as part of a review of this year's winter operation.

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 1 February 2018

Question

I wrote to the Convener on 1 December with questions relating to the administration's policy on 20mph and traffic calming measures. After receiving no reply or acknowledgement, I sent a follow up email on 17 December. Can she tell me when she expects to respond to the issues raised?

Answer

The implementation of the Citywide 20mph programme commenced soon after the Council's Transport and Environment Committee in March 2015. The final construction phase has now commenced and will be completed by 5 March 2018. This will mark the completion of the phased implementation programme.

Officers have been monitoring the impact of the 20mph introduction and will, at the end of the first full year of operation (March 2019) review the results before determining whether further actions are required to achieve the desired impacts.

The new 20mph speed limits require a significant change to take place in driver behaviour. Council officers are implementing a high profile public information and communications campaign to raise awareness and encourage compliance with the new 20mph limit.

It is anticipated that, once the full implementation is complete, driver awareness will also increase and that this will have a positive impact on behaviour.

The review outcomes will be reported to Transport and Environment Committee in 2019 and will include monitoring data on traffic speeds, road casualties, journey times, walking and cycling levels, air quality and public

perceptions. It will also highlight what further actions may be required (e.g. streets where non-compliance continues to be of concern).

On-going feedback about specific streets is being recorded and will be reported but there are currently no plans to introduce further measures in areas where feedback on non-compliance continues through the review period.

In addition, an annual collision investigation into all streets within the city is carried out and where the collision rate is giving cause for concern at specific locations, consideration is given to introducing road safety remedial works.

I appreciate the concerns raised about Lennymuir and Bo'ness Road. These have been investigated and, while currently there is insufficient justification to prioritise road safety remedial works at these locations, officers will continue to monitor them.

Item no 5.4

QUESTION NO 4

**By Councillor Jim Campbell for
answer by the Leader of the Council
at a meeting of the Council on 1
February 2018**

Since May 2014, I understand there have been four instances of building failures in the school estate where the Council would self-fund maintenance. These involved ceilings or other building components falling to the ground, where the reasonably foreseeable worst-case injury could have been life threatening at: Boroughmuir High School, Broughton Primary School, St Catherine's RC Primary School and Tower Bank Primary School.

Can the Leader:

Question (1) List the dates he first became aware of each failures listed?/Confirm the date of each failure?

Answer (1) The relevant Convenors were made aware of the issues as and when they arose. The dates were 6 December 2017, 20 September 2017, 29 November 2017 and 10 October 2017 respectively.

Question (2) Provide details of any other similar failures in Council buildings outside the School Estate?

Answer (2) Please see below extract from SHE database.

Year	Schools and Early Years	Council Estate (excluding schools and Early Years)	Total
2014	1	0	1
2015	7	10	17
2016	5	7	12
2017	6	6	12

Question (3) Confirm if these failures should have been recorded as near misses?

Answer (3) Yes, they should have been. It is up to individual establishments to ensure they are recorded.

Question (4) Confirm that inadequate maintenance of the building estate is the primary cause of each failure?

Answer (4) A history of underinvestment in the Council's building estate over the past two decades is now manifesting itself in an increasing number of building issues, a poor condition estate and significant levels of backlog maintenance..

Question (5) Reassure this Council that the maintenance of all Council buildings is a priority and that good maintenance should remove any risk of injury due to Council Buildings failing?/Confirm that officers had raised the risk of building failures due to inadequate maintenance at the Finance and Resources Committee?

Answer (5) The maintenance of, and investment in, Council buildings is a priority and this will be reflected in the forthcoming Coalition budget.

Current mitigating actions include an ongoing programme of tactile ceiling and roof inspections instigated across the estate. This is in progress with any issues identified remediated immediately.

Updates were provided to the Finance and Resources Committee through the Asset Management Strategy but the full extent of the issues were not identified until, on the instruction of Committee, a full suite of condition surveys across the estate was completed at the end of last year.

Item no 5.5

QUESTION NO 5

By Councillor Jim Campbell for answer by the Deputy Leader of the Council at a meeting of the Council on 1 February 2018

Since May 2014, I understand there have been four instances of building failures in the school estate where the Council would self-fund maintenance. These involved ceilings or other building components falling to the ground, where the reasonably foreseeable worst-case injury could have been life threatening at: Boroughmuir High School, Broughton Primary School, St Catherine's RC Primary School and Tower Bank Primary School.

Can the Deputy Leader:

Question (1) List the dates he first became aware of each of the failures listed?

Answer (1) See answers to Question 4

Question (2) Provide details of any other similar failures he is aware of in the Council estate?

Answer (2) See answers to Question 4

Item no 5.6

QUESTION NO 6

By Councillor Jim Campbell for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 1 February 2018

Since May 2014, I understand there have been four instances of building failures in the school estate where the Council would self-fund maintenance. These involved ceilings or other building components falling to the ground, where the reasonably foreseeable worst-case injury could have been life threatening at: Boroughmuir High School, Broughton Primary School, St Catherine's RC Primary School and Tower Bank Primary School.

Can the Convener of Education Children & Families:

- | | |
|-----------------|---|
| Question | (1) Confirm the date of each failures listed above? |
| Answer | (1) See answers to Question 4 |
| Question | (2) List the dates on which he first became aware of each failure? |
| Answer | (2) See answers to Question 4 |
| Question | (3) Provide details of any other similar failures in the school estate? |
| Answer | (3) See answers to Question 4 |
| Question | (4) Detail what he did to deal with the problem? |
| Answer | (4) See answers to Question 4 |
| Question | (5) Provide details of where the Council records any near misses where the reasonably foreseeable worst-case injury is life threatening? |
| Answer | (5) See answers to Question 4 |

Item no 5.7

QUESTION NO 7

By Councillor Jim Campbell for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 1 February 2018

Since May 2014, I understand there have been four instances of building failures in the school estate where the Council would self-fund maintenance. These involved ceilings or other building components falling to the ground, where the reasonably foreseeable worst-case injury could have been life threatening at: Boroughmuir High School, Broughton Primary School, St Catherine's RC Primary School and Tower Bank Primary School.

Can the Convener of the Finance and Resources Committee

- | | |
|-----------------|---|
| Question | (1) List the dates on which he first became aware of each failure? |
| Answer | (1) See answers to Question 4 |
| Question | (2) Confirm that inadequate maintenance of the building estate is the primary cause of each failure? |
| Answer | (2) See answers to Question 4 |
| Question | (3) Confirm that Officers had raised the risk of building failures due to inadequate maintenance at the Finance and Resources Committee? |
| Answer | (3) See answers to Question 4 |

Item no 5.8

QUESTION NO 8

By Councillor Mowat for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question (1) Could the Convener explain why it is possible to leave an unmotorised wheeled item on the street without it being ticketed or removed as it would be if it were in possession of both wheels and engine?

Answer (1) The Council does not currently ticket or remove unmotorised wheeled vehicles which are left on the street. Officers are currently seeking legal advice on the legislative powers which could be used to enforce such activity and a report will be presented to the Transport and Environment Committee shortly with recommendations for implementation in Edinburgh.

Question (2) What would need to be done to make it possible to leave such items on the street so that where they were causing an obstruction or had been abandoned they could be removed?

Answer (2) The report being prepared to Transport and Environment Committee (referred to above) will outline the legislative powers and procedure being proposed to remove obstructions from the road where the owner has been requested to remove it and has failed to do so.

Item no 5.9

QUESTION NO 9

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

Is the Transport Convener aware of the reports regarding the 20mph scheme that had been introduced in Bath and North East Somerset, where one year on there has been an increase the number of people killed or seriously injured in seven out of the thirteen zones where 20mph was now the standard speed limit?

Answer

The Transport and Environment Convener is aware of the report on the 20mph Scheme introduced in Bath and North East Somerset (BANES).

The report was discredited and subsequently withdrawn.

This Council is undertaking an extensive monitoring programme to assess the impacts of the 20mph network on Edinburgh's streets. Monitoring to assess traffic speeds, road casualties, journey times, walking and cycling levels, air quality and public perceptions are included in the programme, which will continue throughout implementation of the project and for one year afterwards. Findings will be reported to Transport and Environment Committee in 2019.

Item no 5.10

QUESTION NO 10

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

Has the introduction of community parking zones around Murrayfield stadium ever been considered on match days where large crowds are expected, and if so, the reasons why no scheme was introduced?

Answer

The Administration raised this matter with officers in November 2017 and investigations are underway to identify the schemes operating across the UK. A report on the findings will be presented to Transport and Environment Committee on 17 May 2018.

Item no 5.11

QUESTION NO 11

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

Have any surveys been carried out to estimate the impact on congestion that the shutting of Leith Street has had, and if so what the results of those surveys were?

Answer

Prior to the closure of Leith Street extensive modelling was undertaken to determine the effects the additional traffic from Leith Street would have on the proposed diversion route.

As a result of the modelling, specific temporary measures were put in place to manage the additional traffic that was expected. The diversion routes are monitored regularly and reactive improvements and adjustments are made as required. This will continue until Leith Street is opened again to traffic.

A number of improvements have been made around London Road / Easter Road junction as a result of this monitoring, including improved line markings and adding a left turn filter arrow stage at London Road / Easter Road.

In addition, adjustments have been made to timings of the signals on the main diversion routes, on the London Road gyratory and also at Dundas Street and South St David St, as required and in response to any feedback received.

Traffic counting has been undertaken by the Edinburgh St James developer and at Leith Walk and Easter Road and this data has been used in development of appropriate adjustments.

Anecdotal evidence from the New Town and Broughton Community Council has indicated that there has been no

significant increase in traffic in this area over the monitoring period. They declined a repeat of the survey.

Leith Walk traffic showed a reduction in traffic following the implementation of the closure and diversion route. Easter Road showed an increase in traffic over the same period.

The results mirrored the expected results predicted by the initial modelling exercise.

Item no 5.12

QUESTION NO 12

By Councillor Laidlaw for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 1 February 2018

To ask what has been done to address the rising issue of graffiti vandalism across the city since the issue was raised at full Council in September and the response remitted to the Culture and Communities Committee.

Specifically:

Question (1) Have any officers been specifically tasked with addressing the issue and if so within what department?

Answer (1) The Head of Place Management has been tasked with creating a working group of relevant officers to identify potential solutions to reducing the amount of graffiti in the city. The working group will meet for the first time in February.

Question (2) Has the Council been in contact with Police Scotland and offered to share information gathered through its online reporting mechanism?

Answer (2) There has been no offer to share the information gathered by the Council with Police Scotland to date but this will be considered as part of the working group discussions.

Question (3) What is the Council's current policy on removal of non-offensive graffiti and how is this defined?

Answer (3) Graffiti is considered non offensive unless it is racially or sexually offensive, homophobic, or defamatory by nature.

Non-offensive graffiti on Council buildings is removed within 10 working days. If the graffiti is on private land then it is up to the owner to treat it. On certain types of private land the Council does have enforcement powers which can be used to require the landowner to remove graffiti. Obviously these legal powers would only be used as a last resort

Item no 5.13

QUESTION NO 13

By Councillor Mitchell for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 1 February 2018

Question (1) How much was the rate of pay awarded to staff working at Edinburgh's Christmas events this winter?

Answer All staff employed by Edinburgh's Christmas were paid, as a minimum, the National Living Wage.

Question (2) Can the Convener confirm the date that the report agreed by this Council on Thursday, 24 August regarding Fair Fringe and Fair Hospitality Charter will be coming to committee?

Answer (2) A full report on how the Fair Fringe and Fair Hospitality Charter can be promoted will be presented to the Housing and Economy Committee in March 2018.

An interim report went to the Housing and Economy Committee on [18 January 2018](#) and provided an update on the amended Council Motion by Councillor Cameron from [24 August 2017](#) .

Item no 5.14

QUESTION NO 14

By Councillor Mitchell for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 1 February 2018

- Question** Can the Convener explain what involvement has CEC had in assisting sporting groups who previously trained at Meadowbank Stadium in finding new and suitable training facilities since its closure?
- Answer** (1) Edinburgh Leisure, as managers of Meadowbank Sports Centre, co-ordinated the relocation of sports clubs and groups to alternative facilities within the estate they manage on behalf of the Council. Council officers assisted two groups who had specific facility requirements.
- Question** (2) How many Clubs, Sporting Associations and local groups have been affected by the closure of Meadowbank?
- Answer** (2) Meadowbank had 86 clubs and groups with extended lets (i.e. regular weekly bookings).
- Question** (3) What clubs / sporting organisations have you helped?
- Answer** (3) Edinburgh Leisure were able to offer space at an alternative sports centre to 30 clubs. 16 out of the 30 clubs accepted the alternative venue. Edinburgh Leisure also offered a further 21 groups space at secondary school sport facilities and 14 accepted. 7 clubs informed Edinburgh Leisure that they had been able to find their own alternative accommodation.
- Question** (4) And what alternatives have been provided?
- Answer** (4) As detailed above space has been found within the Council's sport and leisure estate and secondary school estate

Item no 5.15

QUESTION NO 15

**By Councillor Johnston for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 1 February 2018**

Question

What steps does the Council take to publicise the online Consultation Hub resource?

Answer

To publicise the Consultation Hub online resource, the Council provides a link to the hub on the corporate website under the Have Your Say webpage.

The consultation hub has its own mailing list function, which allows interested people to register their details for regular email updates regarding new consultation activity that they may be interested in. The news centre is also used to publicise specific consultations that are open for comment and provide updates on progress in relation to key projects. In addition, individual consultations have their own communications plans that utilise a variety of methods to publicise issues we're seeking views on and encourage response. This can include using the Council's social media channels, mail outs and appropriate advertising such as wraps, news, etc. to promote the consultation. For those who search online for information about consultations across Edinburgh, the Consultation Hub or Have Your Say webpage is also one of the first hits in Google's search engine.

Since its launch in 2014, 219 consultations have been published on the consultation hub. In total, over 31,000 online responses have been collected in relation to key issues and services delivered by the Council via the consultation hub. The hub is a central resource for frontline services to publicise their consultation activity in an accessible way.

Item no 5.16

QUESTION NO 16

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

In light of the new housing development in Dalmeny Park, South Queensferry, and the section 75 monies secured from this, what progress is being made to install traffic calming measures on Scotstoun Avenue leading into this development?

Answer

As part of the planning process, the consent granted required the developer to provide funding to help mitigate the transport impact of the development on the local road network.

The Section 75 Agreement for the old Agilent Technologies site on Scotstoun Avenue made allowance for the developer to pay a Safer Routes to School contribution of £20,000 towards the provision of drop kerbs in the vicinity of South Queensferry High School and local primary schools, where the catchment area includes the site.

The Agreement also made allowance for a Traffic Calming Measures contribution of £30,000 towards the cost of traffic calming measures in Scotstoun Avenue.

Both contributions were paid to the Council in January 2015 and the Traffic Calming Measures Contribution must be utilised within five years of receipt. There is no time limit by which the Council has to utilise the Safer Routes to School contribution.

With work on the development site nearing completion, it is now intended to commence design work for the traffic calming scheme (which will include the introduction of traffic calming cushions along the length of Scotstoun Avenue and four full width traffic calming tables to tie into the main crossing points used by residents to the south of the Avenue

to cross into the estates to the north and to access the Primary and High Schools). Consultation with the local community will be undertaken as part of the design process.

Item no 5.17

QUESTION NO 17

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

- Question** (1) Please provide a table showing the following information:
- a) the locations of Council owned and operated automatic traffic counters
 - b) the dates on which they were installed
 - c) whether the counters are currently operational or not
- Answer** (1) a) Appendix A lists the 95 decommissioned locations.
- b) The dates for installation were not recorded but all were installed during the mid to late 1980's.
- c) The counters are not operational.
- Question** (2) For those which are currently not operational, please provide:
- a) the dates on which they stopped working
 - b) what action is being taken to repair and/or replace them?
- Answer** (2) a) Maintenance ceased in August 2013. The system was stood down at this time as they had become obsolete.
- b) A replacement counter system is planned. Proposed sites are listed in Appendix B attached. They are expected to be operational by the end of 2018. The new system will have supporting analysis software and will cover both traffic and cycle counters, with some locations covering both.

Appendix A – Decommissioned Sites

Middle Cordon Sites

Site No.	Location	Grid Ref.	Type	Loops	Telemetry
000 001	Cramond Road South	319926, 676183	Class	4	y
000 002	A90 @ Davidson's Mains	320109, 675104	Class	8	y
000 003	A8 @ Saughtonhall	321382, 672951	Class	8	y
000 004	Stenhouse Drive	321017, 671902	Class	6	y
000 005	A701 Craigmillar Park	327058, 671237	Class	8	y
000 006	A71 Calder Road @ Stenhouse	321156, 671429	Class	8	y
000 007	A70 Lanark Road E of Inglis Green Road	322135, 670738	Class	8	y
000 008	Colinton Road W of Patie's Road	322237, 669540	Class	4	y
000 009	Oxgangs Road North	323364, 668990	Class	4	y
000 010	Greenbank Crescent	323920, 669464	Class	4	y
000 011	Braid Road @ Braid burn	324442, 670260	Class	4	y
000 012	A701 Liberton Road	327131, 670373	Class	8	y
000 013	Mayfield Road	327074, 670403	Class	4	y
000 014	A772 Gilmerton Road S of Old Mill Lane	327244, 670705	Class	6	y
000 015	A7 Old Dalkeith Road	328014, 670926	Class	6	y
000 016	A6095 Peffermill Road	327942, 671623	Class	6	y
000 017	Duddingston Village(Old Church Lane)	328461, 672656	Vol	2	y
000 018	Meadowbank Terrace	327836, 674132	Vol	2	y
000 019	Royal Park	327715, 674135	Class	4	y
000 020	Restalrig Road South (Smokey Brae)	328291, 674353	Vol	2	y
000 021	Restalrig Avenue	328954, 674327	Class	4	y
000 022	Craigentenny Road	329089, 674723	Class	8	y
000 023	Seafield Road (Fillyside)	329247, 675539	Class	8	y
000 024	London Road	327811, 674261	Class	8	y
000 025	Lasswade Road	328876, 667593	Vol	2	y
000 026	A700 Melville Drive	325731, 672508	Class	6	y
000 027	A8 West Coates	323519, 673226	Class	8	y

000 028	A8 Gyle Park	318639, 672789	Class	8	n
000 029	A902 Maybury Road	318040, 673257	Class	8	y
000 030	B701 Drum Brae	319088, 674090	Class	6	y
000 031	Whitehouse Road	318505, 675179	Class	4	y
000 032	Lauriston Farm Road	320616, 676122	Class	4	y
000 033	B8905 Main St Davidson's Mains	320685, 675448	Class	4	y
000 034	Craigcrook Road	320735, 674914	Class	4	y
000 035	Strachan Road	321482, 674765	Class	4	y
000 036	A902 Telford Road	321826, 674881	Class	8	y
000 037	Charterhall Road	325587, 670988	Class	8	y
000 038	B7030 Cliftonhall Road	311870, 670692	Class	4	y
000 039	Clermiston	320194, 673587	Class	4	n
000 040	A90 Queensferry Road @ Orchard Park	322776, 674274	Class	8	y
000 041	A902 Ferry Road (Inverleith)	324153, 675934	Class	8	y

Outer Cordon Sites

Site No.	Location	Grid Ref.	Type	Loops	Telemetry
000 002	A90 Queensferry Road (Barnton)		Profiler	8	y
000 003	A701 Straiton		Classifier	8	y
000 004	A8 Gogarmount		n/a		
000 005	A1 Jewel		n/a		
000 006	A199 Edinburgh Road		Classifier	4	y
000 007	A720 Sighthill		n/a		
000 008	A6095 Newcraighall Road		Profiler	8	y
000 009	Dreghorn Link		Profiler	6	y
000 010	The Wisp		Classifier	4	y
000 011	A7 W of Wisp		Profiler	8	y
000 012	A772 Gilmerton Road		Classifier	4	y
000 013	A702 Biggar Road		Profiler	8	y
000	A70 Lanark Road		Profiler	4	y

014					
000					
015	Baberton Mains View		Profiler	4	y
000					
016	Westburn Avenue		n/a		
000					
017	Cultins Road		n/a		
000					
018	A71 Calder Road		Profiler	8	y
000					
019	A199 Seafield Road East		n/a		
000					
020	A904 (Bo'ness Road)		Profiler	4	n
000					
021	Colinton Road		Classifier	8	n
000					
022	Comiston Road		n/a		
000					
023	Braid Hill Drive		Classifier	4	n
000					
101	Sir Harry Lauder Road		Profiler	4	y
000					
102	A89 Edinburgh Road		Profiler	8	y
000					
103	B7030 Wilkieston Road		Profiler	4	y
000					
104	Glenlockhart Road		Counter	4	n
000					
105	South Gyle Broadway (South)		n/a		
000					
106	A8 Gogarmount		Profiler	8	y
000					
107	Comiston Road		Profiler	8	n
000					
108	Balgreen Road		n/a		
000					
109	Gogarstone Road		Profiler	4	n
000					
110	A8 Ratho Station		Profiler	8	n
000					
111	B701 Frogston Road West		Profiler	4	n
000					
112	Bruntsfield Place		Profiler	8	n
000					
113	Portobello Road		n/a		
000					
114	A1 The Jewel		Profiler	8	y
000					
115	Wester Hailes Road		Profiler	8	y
000					
116	Duddingston Road West		Profiler	4	n
000					
117	South Gyle Broadway (North)		n/a		
000					
118	B9080 W of Kirkliston		Profiler	8	y
000					
119	B924 Bo'ness Road		n/a		
000					
120	B800 N of Kirkliston		Profiler	4	y
000					
000	Carlowrie		n/a		

121					
000 122	A902 Maybury Road (Cammo)		Profilier	8	y
000 123	B924 Edinburgh Road (Dolphington)		n/a		
000 124	A90 Queensferry Road (Deans)		n/a		
000 125	Roddinglaw Road		Profilier	4	y
000 126	Riccarton Mains Road		Profilier	4	y
000 127	Gogar Station Road		Profilier	4	y
000 128	St. Johns Road		n/a		
000 129	West Port		Profilier	4	y
000 130	Grt. Junction St.		n/a		
000 131	A1 London Road @ Norton Place		Profilier	8	n
000 132	Easter Road (W of Albion Rd.)		Profilier	4	n

Temporary Radar Sites

000 994	Abercromby Place
001 099	Northumberland Street
002 199	Great King Street
032 993	Albany Street

Appendix B – Proposed Sites

FID	Type	Location	Status	Priority	Cordon_1
0	Traffic	A1 Jewel	Proposed	high	outer
1	Traffic	A199 Seafield Road East	Proposed	low	other
2	Traffic	A6095 Newcraighall Road	Proposed	high	outer
3	Traffic	A7 Dalkeith Road	Proposed	high	inner
4	Traffic	A7 W of Wisp	Proposed	high	outer
5	Traffic	A701 Craigmillar Park	Proposed	high	inner
6	Traffic	A71 Calder Road	Proposed	high	outer
7	Traffic	A720 Sighthill	Proposed	high	outer
8	Traffic	A772 Drum Street	Proposed	high	outer
9	Traffic	A8 @ Saughtonhall	Proposed	high	inner
10	Traffic	A8 Gogarmount	Proposed	high	outer
11	Traffic	A8 Gyle Park	Proposed	high	outer
12	Traffic	A8 Ratho Station	Proposed	high	AQMA
13	Traffic	A8 West Coates	Proposed	high	AQMA
14	Traffic	A90 Queensferry Road	Proposed	high	outer
15	Traffic	A90 Queensferry Road @ Orchard Park	Proposed	high	inner
16	Traffic	A902 Ferry Road (Inverleith)	Proposed	low	other
17	Traffic	A902 Maybury Road	Proposed	low	other
18	Traffic	A902 Telford Road	Proposed	low	other
19	Traffic	B701 Drum Brae	Proposed	low	other
20	Traffic	B8905 Ferry Road	Proposed	low	other
21	Traffic	A90 Queensferry Road	Proposed	high	outer
22	Traffic	Clovenstone Road	Proposed	high	outer
23	Traffic	Braid Hill Drive	Proposed	low	other
24	Traffic	Morningside Rd	Proposed	high	inner
25	Traffic	Charterhall Road	Proposed	low	other
26	Traffic	Clermiston	Proposed	low	other
27	Traffic	Craigentenny Road	Proposed	low	other
28	Traffic	Dreghorn Link	Proposed	high	outer
29	Traffic	Duddingston Road West	Proposed	high	inner
30	Traffic	Duddingston Village(Old Church Lane)	Proposed	high	inner
31	Traffic	Easter Road (W of Albion Rd.)	Proposed	high	inner
32	Traffic	Glenlockhart Road	Proposed	low	other
33	Traffic	Lasswade Road	Proposed	high	outer
34	Traffic	Lauriston Farm Road	Proposed	high	outer
35	Traffic	Mayfield Road	Proposed	high	inner
36	Traffic	Duke's Walk	Proposed	high	inner
37	Traffic	Portobello Road	Proposed	high	outer
38	Traffic	Seafield Road (Fillyside)	Proposed	high	AQMA
39	Traffic	St. Johns Road	Proposed	high	AQMA
40	Traffic	The Wisp	Proposed	high	outer
41	Traffic	West Port	Proposed	high	AQMA
42	Traffic	Baberton Mains Hall	Proposed	high	outer
43	Traffic	Wester Hailes Road	Proposed	high	outer
44	Traffic	Whitehouse Road	Proposed	high	outer
45	Traffic	A702 Biggar Road	Proposed	high	outer
46	Traffic	B901 Montague Terrace	Proposed	high	AQMA
47	Traffic	A199 Commercial Street	Proposed	high	AQMA
48	Traffic	A901 Great Junction Street	Proposed	high	AQMA

49	Traffic	A1 London Road	Proposed	high	inner
50	Traffic	A71 Gorgie Road	Proposed	high	inner
51	Traffic	A70 Slateford Road	Proposed	high	inner
52	Traffic	Polwarth Terrace	Proposed	high	inner
53	Traffic	A90 Dean Bridge	Proposed	high	inner
54	Traffic	B900 Raeburn Place	Proposed	high	inner
55	Traffic	Dundas Street	Proposed	high	inner
56	Traffic	Inverleith Row	Proposed	high	inner
57	Traffic	Rodney Street	Proposed	high	inner
58	Traffic	B900 Broughton Road	Proposed	high	inner
59	Traffic	Willowbrae Road	Proposed	high	inner
60	Traffic	St Leonard's Street	Proposed	high	AQMA
61	Traffic	Queen Street	Proposed	high	AQMA
62	Traffic	Burdiehouse Road	Proposed	high	outer
63	Traffic	Lower Granton Road	Proposed	high	outer
64	Traffic	Sir Harry Lauder Road	Proposed	low	other
65	Traffic	Milton Road East	Proposed	high	outer
66	Traffic	Musselburgh Road	Proposed	high	outer
67	Traffic	Greendykes Road	Proposed	high	outer
68	Traffic	A6095 Peffermill Road	Proposed	low	other
69	Traffic	Ravelston Dykes	Proposed	high	inner
70	Traffic	Hillhouse Road	Proposed	low	other
71	Traffic	Stevenson Road	Proposed	high	inner
72	Traffic	Colinton Road	Proposed	low	other
73	Traffic	Blackford Avenue	Proposed	high	inner
74	Traffic	Torphin Road	Proposed	high	outer
75	Traffic	Dundee Street	Proposed	high	AQMA
76	Traffic	West Approach Road	Proposed	low	other
77	Traffic	Lothian Road	Proposed	high	AQMA
78	Traffic	Shandwich Place	Proposed	high	AQMA

Item no 5.18

QUESTION NO 18

By Councillor Young for answer by the Convener of the Housing and Economy Committee at a meeting of the Council on 1 February 2018

To ask the Convener of Housing and Economy to provide a table showing the following information for the North West Locality overall, and then broken down by community:

- Question** (1) How many households in each category (singles, couples, families with children under 16, families with no children under 16) are currently in temporary accommodation. Please provide numbers per category/community?
- Answer** (1) City of Edinburgh Council has 1,609 properties available to use as Temporary Accommodation as on 24 January 2017, across a variety of tenures.

These are broken down by tenures as follows:

- Dispersed Flats – 422
- Short Term Let (STL) flats – 213
These are purchased on a night by night basis as required.
- Managed Units – 195
- Hostels – 174
- Bed and Breakfasts – 605
These are purchased on a night by night basis as required.

Answer

- (1) The breakdown across the city by ward and locality is as follows:

Ward No	Dispersed Flats	STL Flats	Managed Units	B&B	Hostel	Total
1	20	3		85		108
2	72	23				95
3	14	9		12		35
4	37	28	40	30		135
5		3				3
6	1	1				2
7	32	20	15			67
8	9	2	14			25
9	9	7		10	16	42
10	1	2	20	21		44
11	15	3	61	111	88	278
12	14	38		36		88
13	33	19		161	70	283
14	40	30		18		88
15	8	2		90		100
16	70	10		18		98
17	47	13	45	13		118
Total	422	213	195	605	174	1609

Locality	Dispersed Flats	STL Flats	Managed Units	B&Bs	Hostels	Total
North East	134	100	45	228	70	577
North West	72	44	40	127	0	283
South East	94	17	81	240	88	520
South West	122	52	29	10	16	229
Total	422	213	195	605	174	1609

Question

- (2) The average length of time each household category are waiting for a permanent home?

Answer

- (2) Due to all households who present as homeless being treated equally, there is no distinction given to households in regard to localities when calculating the average case length.

Between 1 January and 31 December 2017, 2,967 homeless cases were closed. Overall, 66.7% of households were housed in either permanent accommodation or long term settled accommodation (this includes PSL).

A summary breakdown of the cases outcomes by number of households is as follows:

- Housed (permanent/long term settled) - 1978
- Housed CEC - 994
- Housed RSL - 372
- Housed PRS - 126
- Refused offer of housing - 97
- Lost Contact - 497
- Other - 395

A detailed breakdown of the case outcomes by family composition can be seen in Appendix 2.

The average case length is calculated on conclusion of a homeless assessment and it is the date difference between the end date of the case and the start date.

The average case length for each of these summarised cases outcomes by family composition for cases closed between 1 January and 31 December 2017 is as follows:

	Single	Couple	Family - Children < 16	Family - No Children < 16	Total
	Time (days)	Time (days)	Time (days)	Time (days)	Time (days)
Housed - CEC	399.8	429.0	433.4	456.3	415.0
Housed - RSL	373.4	356.3	433.4	445.8	391.8
Housed - PRS	182.0	128.6	169.7	91.5	167.7
Refused	459.4	389.3	438.9	427.4	448.6
Lost Contact	240.1	315.7	246.0	251.5	244.1
Other	149.3	162.8	122.9	101.2	141.3
Total	283.5	283.6	312.5	315.8	292.8

Question (3) The longest waiting time currently being experienced by each household category?

Answer (3) The longest waiting times for homeless cases open as on 24 January 2017 are as follows:

- Single – 2976 days
- Couple – 1036 days
- Families with children under 16 – 1540 days
- Families with no children under 16 – 1120 days

Appendix 1 – Breakdown of households in Temporary Accommodation in North West Locality 24 January 2018

All North West

Ward No	Dispersed Flats	STL Flats	Managed Units	B&Bs	Hostels	Total
Singles	2	1	38	85	0	126
Couples	3	1	0	11	0	15
Families with Children Under 16	60	35	4	22	0	121
Families with no children under 16	4	4	0	6	0	14
Total	69	41	42	124	0	276

Ward 1 - Almond

Ward No	Dispersed Flats	STL Flats	Supported Units	B&Bs	Hostels	Total
Singles				54		54
Couples				7		7
Families with Children Under 16	18	2		16		36
Families with no children under 16	1	1		5		7
Total	19	3	0	82	0	104

Ward 3 - Drum Brae/Gyle

Ward No	Dispersed Flats	STL Flats	Supported Units	B&Bs	Hostels	Total
Singles				10		10
Couples	1			1		2
Families with Children Under 16	13	8		1		22
Families with no children under 16		1				1
Total	14	9	0	12	0	35

Ward 4 - Forth

Ward No	Dispersed Flats	STL Flats	Supported Units	B&Bs	Hostels	Total
Singles	2	1	38	21		62
Couples	2	1		3		6
Families with Children Under 16	28	24	1	5		58
Families with no children under 16	3	2		1		6
Total	35	28	39	30	0	132

Ward 5 - Inverleith

Ward No	Dispersed Flats	STL Flats	Supported Units	B&Bs	Hostels	Total
Singles						0
Couples						0
Families with Children Under 16			3			3
Families with no children under 16						0
Total	0	0	3	0	0	3

Ward 6 - Corstorphine/Murrayfield

Ward No	Dispersed Flats	STL Flats	Supported Units	B&Bs	Hostels	Total
Singles						0
Couples						0
Families with Children Under 16	1	1				2
Families with no children under 16						0
Total	1	1	0	0	0	2

Appendix 2 – Average Case Length by Household category where homeless case closed between 1 January to 31 December 2017

Case Outcomes of Homeless Cases Closed – 1 January to 31 December 2017

	Single		Couple		Family - Children < 16		Family - No Children < 16		Total	
	No	%	No	%	No	%	No	%	No	%
	Housed LA/RSL/SH	826	43.5%	46	37.1%	428	52.4%	66	52.8%	1366
Housed PSL - Duties Not Discharged	173	9.1%	18	14.5%	129	15.8%	14	11.2%	334	11.3%
Housed Private L/L	57	3.0%	8	6.5%	53	6.5%	8	6.4%	126	4.2%
Housed - Other	77	4.1%	7	5.6%	21	2.6%	5	4.0%	110	3.7%
Housed - Long Term Supported Accom	40	2.1%	1	0.8%	1	0.1%	0	0.0%	42	1.4%
Entered into Long Term Care	39	2.1%	4	3.2%	1	0.1%	0	0.0%	44	1.5%
Intentionally Homeless	36	1.9%	2	1.6%	14	1.7%	5	4.0%	57	1.9%
Lost Contact - After	365	19.2%	18	14.5%	68	8.3%	12	9.6%	463	15.6%
Lost Contact - Before	12	0.6%	1	0.8%	5	0.6%	1	0.8%	19	0.6%
Lost Contact - Deceased	14	0.7%	0	0.0%	1	0.1%	0	0.0%	15	0.5%
Not Homeless	30	1.6%	1	0.8%	12	1.5%	1	0.8%	44	1.5%
Offered Interim Accom and Accepted	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Offered Interim Accom and Refused	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Offered SSST and Accepted	3	0.2%	0	0.0%	0	0.0%	0	0.0%	3	0.1%
Offered SSST and Refused	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Offered Temp Only and Accepted	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Offered Temp Only and Declined	0	0.0%	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Owner Occupier	4	0.2%	2	1.6%	3	0.4%	0	0.0%	9	0.3%
Referred to Another Local Authority	20	1.1%	0	0.0%	6	0.7%	0	0.0%	26	0.9%
Refused Offers	56	2.9%	3	2.4%	33	4.0%	5	4.0%	97	3.3%
Resolved Before Assessment	12	0.6%	1	0.8%	6	0.7%	0	0.0%	19	0.6%
None of the Above	137	7.2%	12	9.7%	35	4.3%	8	6.4%	192	6.5%
Total	1901	100.0%	124	100.0%	817	100.0%	125	100.0%	2967	100.0%

Summarised Version

	Single		Couple		Family - Children < 16		Family - No Children < 16		Total	
	No	%	No	%	No	%	No	%	No	%
	Housed	1173	61.7%	80	64.5%	632	77.4%	93	74.4%	1978
Refused	56	2.9%	3	2.4%	33	4.0%	5	4.0%	97	3.3%
Lost Contact	391	20.6%	19	15.3%	74	9.1%	13	10.4%	497	16.8%
Other	281	14.8%	22	17.7%	78	9.5%	14	11.2%	395	13.3%
Total	1901	100.0%	124	100.0%	817	100.0%	125	100.0%	2967	100.0%

Item no 5.19

QUESTION NO 19

**By Councillor Hutchison for answer
by the Convener of the Finance and
Resources Committee at a meeting
of the Council on 1 February 2018**

Following the announcement that the Scottish Government accidentally increased council budgets by double counting £86 million.

Can the Convener please advise:

- Question** (1) The financial implications for the City of Edinburgh Council of this embarrassing miscalculation?
- Answer** (1) There is expected to be £2.983m less support through the “floor” mechanism than was originally advised in the Local Government Settlement figures issued on 14 Dec 2017.
- Question** (2) What representations have been made to the Scottish Government’s Finance Secretary to mitigate the impact of his error?
- Answer** (2) The Council Leader has spoken to the Cabinet Secretary and I have e-mailed him, as I committed to do at the Finance & Resources Committee meeting on 23rd January.
- Question** (3) What response has been received to the representations detailed above?
- Answer** (3) Revised figures were received on Tuesday 23 January and have been taken fully into account.
- Question** (4) Whether he has any confidence that further miscalculation on the part of the Scottish Government will not come to light before the Council’s budget for 2018/19 is set?

Answer

- (4)** Local Government and Scottish Government officers are working together closely to ensure that all figures are accurate. I have no reason to expect further revisions to the Local Government Settlement of the kind mentioned in answer to Question (2) before the 22nd February meeting of Council.

However, as is generally known, the Cabinet Secretary for Finance and the Constitution has offered to engage constructively with all parties in the Scottish Parliament on any budget proposals they bring forward. Changes affecting local authorities arising from such discussions could occur ahead of the Council's budget meeting.

Item no 5.20

QUESTION NO 20

**By Councillor Hutchison for answer
by the Convener of the Culture and
Communities Committee at a
meeting of the Council on 1 February
2018**

- Question** (1) While recognising that the localities model is designed to promote local decision making, does the Convener agree that standardised agendas would have been appropriate for the first meeting of the four locality committees?
- Answer** (1) Core items have been identified for the consideration of each locality committee. However, it is important to allow each agenda planning meeting to feed into that process to allow for other items to be added, reflecting the established practice at other Council committees.
- Question** (2) Does the Convener agree that the agendas for the first meeting of all four localities should include discussion on the future of Neighbourhood Partnerships or the role of Community Councils in the new localities model?
- Answer** (2) The agendas will include a report on the review and consultation of governance and partnership working arrangements by the Edinburgh Partnership. This includes Neighbourhood Partnerships, which as well as being advisory committees of the Council, are also a key component of the community planning structure. Any change to the Neighbourhood Partnerships should be done in conjunction with our partners (which include community councils) and Locality Committees will be key contributors to that discussion.
- Question** (3) Does the Convener agree that the absence of this item from the agenda in any of the localities will continue to undermine the faith of local groups in the localities model and compounds the lack of communication and engagement as the localities model has developed?

Answer

- (3)** As stated above an item on the review and consultation of governance and partnership working arrangements by the Edinburgh Partnership is on the agenda. Updates on the development of Locality Committees have been presented to neighbourhood partnership meetings in both the autumn and current rounds of meetings, and have led to considerable debate and discussion, not least with representatives of local groups. The upcoming review of community planning processes in Edinburgh will provide an opportunity for all partners including community groups to have their say on current arrangements and how they might be improved, including the relationship between community planning and Locality Committees going forward.

Item no 5.21

QUESTION NO 21

By Councillor McLellan for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 1 February 2018

Question

What progress is being made about the removal of unsightly metal grilles from the windows of Craigentenny Primary School, which has been requested on more than one occasion by the Parent Council?

Answer

There are no proposals to remove the grilles at Craigentenny Primary School. The grilles were installed to deter vandalism and are still needed for that purpose.

Item no 5.22

QUESTION NO 22

By Councillor McLellan for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

To ask the transport and environment convener how much the Council is saving by switching off flashing 20mph warning signs outside schools, and whether she will commit to having them reactivated when requested by the school and/ or its parent council?

Answer

This type of flashing sign is used to indicate that a part time 20mph speed limit is in force. The lights only flash during the periods at the start and end of the school day when the 20mph limit applies. The 30mph default speed limit for the street applies at all other times.

The legislation that governs the use of traffic signs and road markings is the Traffic Signs Regulations and General Directions 2016. This only permits the use of flashing speed limit signs of this type to denote part time speed limits. In streets where a full time 20mph speed limit is now in place these signs are no longer legally permitted. They have therefore been removed and have been replaced with alternative school warning signs.

There are a number of part time 20mph limits that remain in force outside schools where the default speed limit for the street has not been reduced and the flashing signs at these schools remain operational.

Where flashing signs have been removed, this has been done to comply with legislation and not as a cost saving exercise. Whilst the value of any consequent saving to the Council has not been calculated, it is considered that this is marginal.

Item no 5.23

QUESTION NO 23

By Councillor McLellan for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 1 February 2018

Question

What provision for sports amenities in North East Edinburgh will be made to replace the loss of pitches at Meadowbank and Westbank Street?

Answer

Edinburgh Leisure (EL) have relocated clubs as best they can across the Council's sport and leisure estate. The majority of 3G pitches are in the school estate and as EL manage community access to these facilities this has helped the relocation process.

The loss of pitches at Meadowbank is temporary whilst the new sports centre is developed. Once finished, new Meadowbank will have two 3G pitches (existing Meadowbank has one) along with new and improved indoor sport facilities. Two 3G pitches will be delivered at Hunter's Hall Park and the new high school proposed for Craigmillar, would provide indoor and outdoor sport facilities for the local community.

Item no 5.24

QUESTION NO 24

By Councillor McLellan for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

What measures are being taken to ensure that proper pedestrian access is maintained to and from the Urban Eden development at all times, and how much longer it will take to settle the dispute over ownership of the Crawford Bridge?

Answer

Council Officers have been in contact with Places for People to remind them that there are legal procedures that must be followed to close any road. Access will be maintained for pedestrians at all times as this is legally required.

The Council is currently working with Registers of Scotland to provide relevant legal documentation in order to conclude the ownership dispute.

It is anticipated that the complexities surrounding title to land over which the bridge is constructed will take some months to resolve.

The Local Transport and Environment Manager will continue to update local members on progress.

Item no 5.25

QUESTION NO 25

By Councillor McLellan for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

When the council will take direction to have the relevant work carried out to allow the reopening of the Wolseley Steps on London Road?

Answer

Edinburgh Shared Repair Service has issued a Statutory Notice informing the owners that we would be enforcing the repairs under section 26 of the City of Edinburgh Council Confirmation Act (1991).

As part of this process, a tender is currently being prepared for the necessary works. This tender will be issued in February with a return date of 13 March 2018. It is anticipated that the successful contractor to be on site in April 2018.

Item no 5.26

QUESTION NO 26

By Councillor McLellan for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 1 February 2018

Question

How many council tax arrears warnings have been issued in error in each of the past five years and the measures taken to reduce the number?

Answer

The level of council tax arrears warnings that have been issued in error and subsequently withdrawn are shown in the table below:

Council Tax Year	Council Tax Reminders Error Rate (Percentage of total reminders issued)	Second Council Tax Reminder / Final Notice Error Rate (Percentage of total second reminders issued)	Summary Warrants withdrawn (Percentage of total warrants issued)
2013/14	548 (0.36%)	49 (0.31%)	2,189 (4.7%)
2014/15	639 (0.47%)	58 (0.41%)	1,787 (4.0%)
2015/16	578 (0.46%)	46 (0.36%)	1,455 (3.7%)
2016/17	514 (0.42%)	64 (0.10%)	1,456 (4.0%)
2017/18*	314 (0.30%)	38 (0.39%)	To be confirmed at year end

*year to date reporting to the end of December 2017.

A range of improvement actions are being applied to reduce the error rate. These include:

- An increase in the staffing levels within the council tax team, to support processing activities and ensure accounts are as up to date as possible.
- The deployment of online forms that enable people to update their own Council Tax accounts. This is supported by an automated system that generates timely account updates.

- Text (SMS) reminders are issued to account holders prior to any formal recovery notices being sent.
- An ongoing programme of performance management, staff training and quality reviews within the council tax team to reduce errors by Council officers.

Management information review prior to the commencement of the summary warrant process to identify people with an outstanding enquiry. These cases are prioritised for resolution and do not progress through recovery process until the enquiry has been completed.

Item no 5.27

QUESTION NO 27

By Councillor Miller for answer by the Conveners of the Planning and Regulatory Committees at a meeting of the Council on 1 February 2018

Question Which industry bodies, groups, companies or organisations in the short stay holiday accommodation industry has the Council met (remotely or in person) during 2017 and 2018?

Answer Meetings have taken place with both Airbnb and the UK Short Term Lets Association.

In addition, Councillors may have met with individuals on this matter as part of their ward business.

Question (2) On what date did each meeting take place with which organisation and which council departments attended

Answer (2) With Airbnb the following meetings have taken place:

- On 10 October 2017 representatives of Airbnb met with officers from the Place directorate at their request.
- A follow up meeting took place on 30 November 2017 between representatives of Airbnb and the Regulatory Services Manager to discuss the possibility of a meeting with elected members of the Council
- On 22 January 2018 representatives of Airbnb met with Councillors of all political groups at a meeting chaired by the Convener of Housing and Economy Committee. Officers from the Place Directorate also attended that meeting.

With the UK Short Term Lets Association the following meetings have taken place:

- The association requested a series of meetings on 23 and 24 Nov 2017 where representatives met the following Council representatives:
 - a) Regulatory Services Manager
 - b) Executive Director of Place
 - c) Convener of the Housing and Economy Committee accompanied by the Service and Policy Advisor for Housing and Economy and the Chief Planning Officer
 - d) Convener of Communities and Culture Committee and Vice Convener of Housing and Economy Committee accompanied by the Service and Policy Advisor for Housing and Economy.

These meeting allowed Council Officers and Councillors to explore issues relating to the short term let industry operating in the city. In return their representatives outlined plans for self-regulation including drawing up a charter

Question (3) What notes and actions have been taken from these meetings and to whom have these been reported?

Answer (3) These meetings were used to discuss issues relating to the short term let industry operating in the city. The only action from the initial meetings with Airbnb was to arrange a meeting with a wider representation of elected members. This meeting took place on 22 January 2018.

A note of this meeting will be prepared and the outcomes will be reviewed by elected members in the working group being set up following the decision of Council on [14 December 2017](#).

Item no 5.28

QUESTION NO 28

By Councillor Mary Campbell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

- Question** (1) How many play parks within Edinburgh Council have accessible equipment for children with physical disabilities?
- Answer** (1) Of the 200 play park areas in the city, one has step access, 15 are reached over a grassed area (restricting accessibility to fine weather) and 174 have easy access. There are 46 play parks which have some accessible equipment for children with physical disabilities. When there is demand, we can also modify existing equipment to facilitate the use of safety harnesses.
- Question** (2) Does the council have a policy to ensure that the number of accessible pieces of play park equipment will increase in future years and be included in any new play park or upgrade to existing play parks?
- Answer** (2) Yes, it is a fundamental design principle, outlined within the Council Play Area Action Plan, that new play parks and play park upgrades have accessible pieces of play equipment installed.

Item no 5.29

QUESTION NO 29

**By Councillor Staniforth for answer
by the Convener of the Planning
Committee at a meeting of the
Council on 1 February 2018**

Question

What action has the Convener taken to progress the recommendation of the Music is Audible working group and the report prepared by the Music Venues Trust that the council should consider adopting the agent of change principle?

Answer

Following the recommendation made by the Music Venue Trust, and adopted by the previous Culture and Sport Committee, Culture the Agent of Change principle was investigated by the Music Is Audible Working Group.

A meeting was held with Scottish Government officers in 2016 to discuss the issue and whether there was an appetite to introduce it into planning law and/or guidance in Scotland. The group also consulted with Planning colleagues as there was some confusion as to where Agent of Change sits in planning law – nationally or at local government level.

Both parties agreed at the time that introducing Agent of Change principles into planning legislation, whilst being proposed by the live music and entertainment industry, would not necessarily provide the solution that sponsors of the idea were seeking. It was also clarified that noise nuisance relating to music venues and other premises is managed by local authorities through licensing and environmental health policies but national planning guidance has a role to play in influencing local policy.

More recently, when the Planning Bill was introduced, the Minister for Local Government and Housing stated, in response to a question from Lewis Macdonald about agent of change: *“We all know that there have been difficulties in certain places with live music venues, and we have to do all that we possibly can to ensure that we protect that vital part of our heritage. I do not know whether primary legislation is necessarily required; it might be that changes to Scottish*

planning policy are required. However, whatever change is required, he [Lewis Macdonald] can be assured that I will be positive on the issue.”

Introducing Agent of Change remains an important principle for the live music industry. Noting that the UK Government has recently announced their intention to introduce Agent of Change into national planning guidance for England, dialogue has continued with Scottish Government officers and the issue under consideration. Also, the Welsh Government issued a ‘chief planner’ style letter in 2017 setting out that planning authorities should consider noise issues in granting consent for new developments and their intention to introduce Agent of Change into Welsh Planning Policy.

Item no 5.30

QUESTION NO 30

By Councillor Gloyer for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question (1) How many communal glass recycling bins are emptied to a set schedule?

Answer (1) All communal glass recycling bins are on a fixed schedule whether that be a weekly or fortnightly collection.

Question (2) How many are emptied only after a member of the public has reported them full?

Answer (2) No bins are only emptied when highlighted by members of the public. There are some sites that may require additional collections due to high volumes of glass, but once we are informed of these, the sites are cleared as a priority and revisions to frequencies of collections are made accordingly.

Item no 5.31

QUESTION NO 31

By Councillor Gloyer for answer by the Leader of the Council at a meeting of the Council on 1 February 2018

Question

Will the Cycling Champion use his influence with Spokes to encourage them to speak out against inconsiderate or illegal behaviour by cyclists?

Answer

Yes

Council Question 31 – Additional Information

An online forum which is very popular in Edinburgh is the City Cycling Edinburgh Forum, which has a dedicated section for 'Today's Rubbish Cycling' in which they highlight and debate the standard of cycling in Edinburgh:

<http://citycyclingedinburgh.info/bbpress/topic.php?id=7059&page=113>

The Council's Road Safety and Active Travel teams also undertake or participate in initiatives to encourage safe and responsible cycling.

Some examples of this are:

Be Bright, Be Seen

The Be Bright, Be Seen campaign is delivered under the Council's Streets Ahead road safety partnership and is supported by Police Scotland, NHS Lothian, The University of Edinburgh, Heriot Watt University, Edinburgh Napier University and Edinburgh College. Events have been held at King's Buildings, Middle Meadow Walk, the Royal Infirmary of Edinburgh, the Western General Hospital and Sighthill Campus. The media campaign associated with the initiative promoted a radio message aimed at drivers and cyclists and involved the use of a set of driver-specific and cycle-specific lamp post wraps that were erected in streets around the venues.

Free lights and high visibility accessories, such as backpack covers and reflective bands, were handed out. Police officers also gave advice on the legal requirements for the use of lights and reflectors and the dangers of not using high visibility/reflective clothing when cycling in the dark.

Paths for Everyone

The '[Paths for Everyone](#)' campaign aims to encourage all users of the city's off-road path network to ensure that they are visible, that they stay alert on the paths and that they are considerate of the needs of other path users.

A code of conduct has been developed and a trial of courtesy signs, which have been developed in consultation with the Council's Active Travel Forum, is underway on the North Edinburgh Path Network. If the trial proves successful, the signs will be rolled out widely across the city's off-road paths.

Council and Sustrans officers have also been engaging with path users to encourage the use of bells, high visibility clothing/accessories and lights. Feedback from the public has been very positive and more events are planned for Spring 2018.

Young Driver Event

All sixth year school pupils in Edinburgh are invited to attend an annual Young Driver event, held at the Corn Exchange. Spokes have participated in this multi-agency event for the last two years, presenting to a total audience of around 2,000 pupils in 2017 as well as hosting a static display to promote cycling and its responsibilities as part of the key message of the event to “look out for each other”.

Item no 5.32

QUESTION NO 32

By Councillor Rae for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 1 February 2018

- Question** (1) What action has the council taken to deal with the issue of graffiti/tagging which is becoming a blight across the city?
- Answer** (1) The Council responds to graffiti reports from members of the public or colleagues. The aim is to remove offensive graffiti from Council property within 24 hours. Non-offensive graffiti on Council buildings is removed within 10 working days. If the graffiti is on private land then it is up to the owner to treat it. On certain types of private land the Council does have enforcement powers which can be used to require the landowner to remove graffiti. Obviously these legal powers would only be used as a last resort.
- Question** (2) Are there plans for the Council to maintain a tagging database?
- Answer** (2) The Head of Place Management has been tasked with creating a working group of relevant officers to identify potential solutions to reducing the amount of graffiti in the city. The potential for a tagging database to be established will be considered by the working group.
- Question** (3) Are there plans for a multi-agency approach to resolve the problem?
- Answer** (3) The internal working group will meet for the first time in February and will consider which partner agencies should be involved in resolving this problem. I am more than happy for members to make suggestions of agencies they feel would be appropriate.

Item no 5.33

QUESTION NO 33

By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 1 February 2018

Question

- (1) Will the Convener please identify:
- a) When the council introduced a 'grace period' for parking enforcement whereby a vehicle illegally or inappropriately parked will be observed by a parking attendant for a certain period of time before a penalty charge notice is issued?
 - b) What the reason for this grace period is?
 - c) Whether the grace period varies by vehicle type, and if so what the reason for this variation is?
 - d) When the grace period was last reviewed?
 - e) Whether the grace period varies by location, and if so what this variation is?

Answer

- (1) (a) 'Grace periods' (or observation periods) have been in place since Decriminalised Parking Enforcement was introduced in Edinburgh in 1998.

- (b) There are two reasons for 'grace periods':

Loading/Unloading

National legislation states that loading and unloading is permitted on areas of yellow line for up to 30 minutes (providing no loading prohibition is in force). An observation period is used by parking attendants to determine whether or not any loading or unloading activity is taking place before a parking ticket is issued.

Pay and Display

Observation periods are used for the enforcement of public parking bays to allow for any slight variations in timekeeping (e.g. fast/slow clocks) and to ensure that a driver does not receive a parking ticket whilst in the process of locating a ticket machine/paying for parking time.

- (c) Passenger vehicles are given a five-minute observation period to determine if loading and unloading is taking place, whilst goods vehicles are given a 10-minute observation period for the same purpose due to the potential bulk and weight of the items they may be loading/unloading.
- (d) Grace periods were last reviewed in 2006, at which time the extended 10-minute observation period for goods vehicles was introduced.
- (e) Observation periods are consistent across the city.

Question (2) What methods does the council and our parking enforcement contractor use to pass on real-time complaints from members of the public about illegal or inappropriate parking, in order to allow any parking attendants in the vicinity to attend, and when were these methods last reviewed?

Answer (2) All complaints received by the Council are passed to enforcement contractor as soon as they are received, either by email or by phone.

Question (3) If the Convener will identify which streets within the controlled parking zones and priority parking areas are currently lacking valid signs and/or lines in force to allow enforcement, and in the case of each street, how long the signs and/or lines have been lacking?

Answer (3) All known lining and signing issues that can be corrected are added to a schedule of works on a weekly basis and take an average of six weeks to be rectified. Any issues which prevent enforcement from taking place are prioritised so they can be corrected at the earliest opportunity. The schedule or works is constantly being updated as road markings and signs are replaced and new faults are identified.

Question (4) What action is the council currently taking to minimise parking-related fraud?

Answer (4) The Council's Corporate Fraud Team undertake fraud prevention exercises relating to blue badges and all parking permits issued by the Council.

Question (5) When was the price of a penalty charge notice last increased, by how much, and what conversations has the convener had with the Scottish Government about further increases, variable increases, or about devolving power to set the price of a PCN to councils?

Answer (5) The current Penalty Charge Notice charges have been in place since 2001. The Council have recommended that the Scottish Government consider reviewing the Penalty Charge Notice charges on several occasions, most recently as part of the Scottish Government consultation on Improving Parking in Scotland in 2017. Prior to 2001, Penalty Charge Notices were issued at £40 with a prompt payment discount of £20.

Item no 5.34

QUESTION NO 34

By Councillor Burgess for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 1 February 2018

Vehicle Mileage Allowance

Question (1) Please provide a breakdown of the total number of miles and total cost of claims for each of the last 5 years?

Answer (1)

Year	Mileage Claimed	Amount Claimed
2013	3,232,685	£1,271,260.83
2014	3,094,133	£1,256,953.11
2015	2,923,734	£1,220,207.64
2016	2,571,350	£1,126,395.75
2017	2,172,176	£978,363.50

Question (2) What is the procedure for approval of claims for vehicle mileage allowance?

Answer (2) If the employee has direct access to the Council's HR and Payroll system, then the claim can be submitted electronically for line manager approval, which enables this to be processed directly for payroll purposes. If the employee does not have direct access to the system, they submit a manually completed expenses claim form and submit this to the manager for approval. These manual claims are then input to the system via the Council's payroll staff.

Item no 5.35

QUESTION NO 35

By Councillor Burgess for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 1 February 2018

Question (1) How many pool vehicles of each fuel type (electric, hybrid, petrol, diesel) does the council have?

Answer (1) There are nine pool vehicles - three electric vehicles and six diesel vehicles. All other Council vehicles are allocated to Council service activities.

As part of the ongoing fleet review, officers are investigating alternative approaches to providing the car and van fleet. This includes potential for improved usage of the Enterprise Car Club, more appropriate use of public transport and opportunities to introduce more electric and hybrid vehicles into our fleet.

Question (2) What was the total mileage done by pool vehicles for each of the last five years?

Answer (2) The pool vehicles were replaced in 2015 so we only hold data from this point for all nine vehicles:

In 2015 – 16 the total mileage was 33,164 miles.

In 2016 – 17 the total mileage was 45,094 miles.

In 2017 – 18 the total mileage was 33,396 miles.

We do hold mileage for one pool vehicle which was not replaced in 2015 and this completed 6,919 miles in year 2013 -14 and 7,995 miles in year 2014 – 15.

The Council is also due to implement a fleet telematics system which will allow us to gather more accurate management information relating to all of the Council's fleet vehicles.

Item no 5.36

QUESTION NO 36

By Councillor Burgess for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 1 February 2018

Question

How many parking spaces does the council provide in total and at each of its main sites?

Answer

City Chambers – 4

Waverley Court – 82

East Neighbourhood Office – 12

South Neighbourhood Office - 29

North West Neighbourhood Office – 81

South West Neighbourhood Office - 0