

THE CITY OF EDINBURGH COUNCIL

MEETING 1

3 MAY 2018

QUESTIONS AND ANSWERS

Item no 5.1

QUESTION NO 1

By Councillor Burgess for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) How much climate-changing carbon dioxide pollution were each of the Council's ten largest buildings responsible for in each of the last 5 years?

Answer (1) The Summary below details the carbon dioxide pollution for the Council's ten largest buildings over the last five years:

To respond to this question has adopted the following assumptions:

- That it relates specifically to energy consumption in a building (electricity and natural gas).
- The ten largest buildings were taken to mean those with the highest energy related carbon emissions between April 17 and March 18.
- The carbon factors from the Carbon Reduction Commitment Energy Efficiency Scheme (CRC) were used to determine the related carbon emissions.
- Generation from Solar PV Panels is assumed to be emission free.
- Gas data has been presented based on actual use.
- Portobello High School falls within the top 10 buildings. To allow historic comparison, data from the old school has been included up to date of opening of the new school.
- James Gillespie's High School also falls within the top 10. Data presented is for consumption within the school site including during construction and related decant of pupils.

- The 10 buildings includes PPP2 School where CEC is directly liable for consumption and emissions. PPP1 schools managed by Edinburgh Schools Partnership, have not been considered.
- The majority of buildings have a fixed usage pattern (i.e. school/office) resulting in a relatively stable demand for energy. Energy use will be influenced by the severity of the weather, changes to opening hours and any (energy efficiency) works..
- As a performance venue, consumption in the Usher Hall is less stable, and is influenced both by the utilisation of the venue and the amount of people attending an event. The table below includes detail on the number of events and associated income at the Usher Hall.

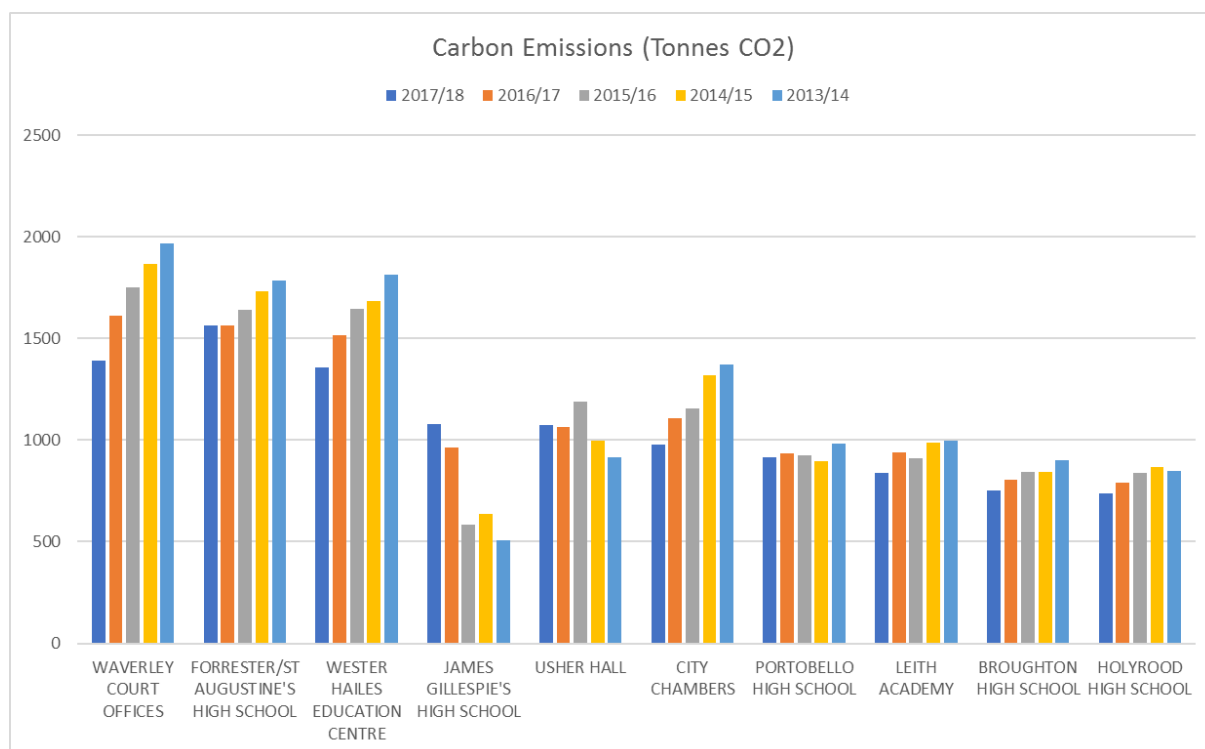
Usher Hall Events and Income

Year	No of Events
2013/14	131
2014/15	144
2015/16	155
2016/17	156
2017/18	168

Over the last five years there has been a year on year increase in the number of events at the Usher Hall. Revenue has also increased significantly indicating greater attendance at events. A lot of the increase has been down to the venue being used for Rock & Pop concerts resulting in longer days for set up teams and night shift attendance to remove and then reinstall seating. All of these factors have had a significant impact on energy consumption at the Usher Hall.

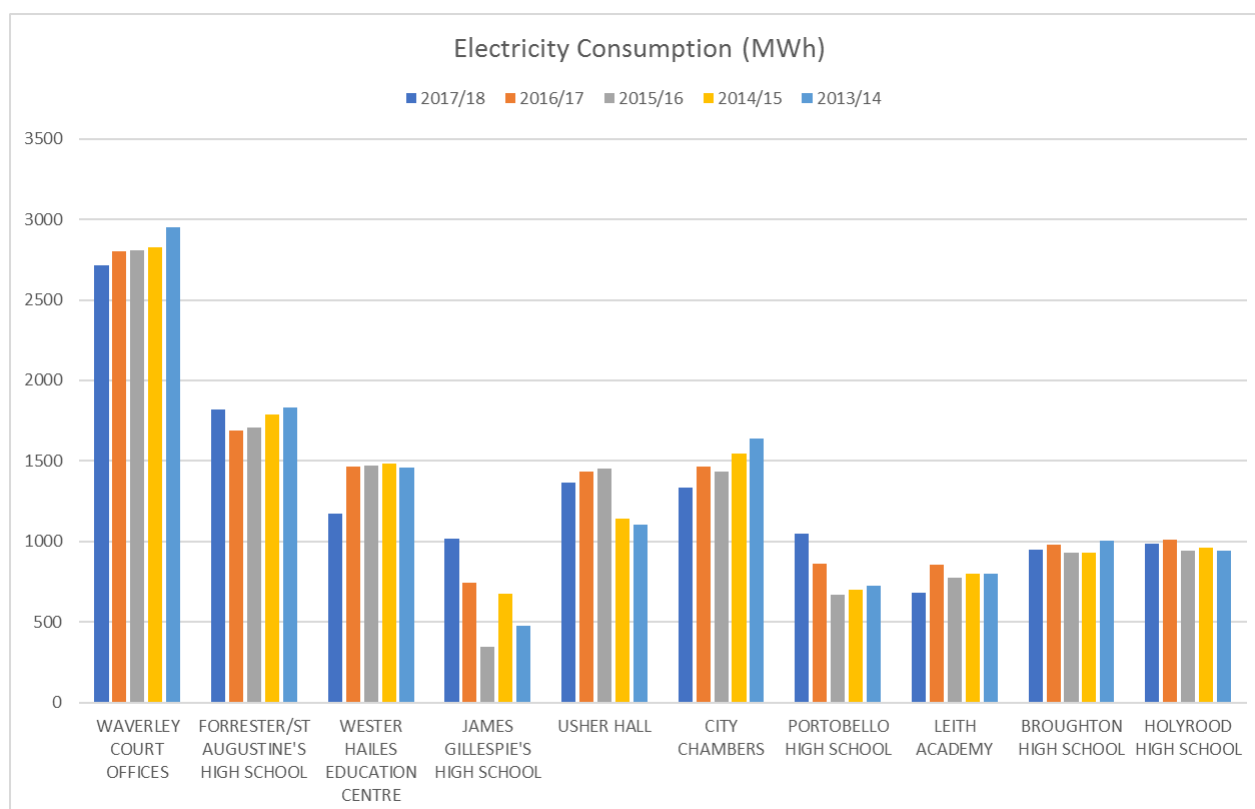
The information has been presented in both tabular and graphical formats:

Carbon Emission Data



	2017/18	2016/17	2015/16	2014/15	2013/14
Waverley Court Offices	1,389	1,611	1,748	1,866	1,969
Forrester/St Augustine's High School	1,565	1,563	1,640	1,732	1,784
Wester Hailes Education Centre	1,355	1,513	1,647	1,682	1,812
James Gillespie's High School	1,080	962	586	636	507
Usher Hall	1,072	1,064	1,190	995	913
City Chambers	976	1,109	1,154	1,321	1,371
Portobello High School	916	935	925	896	981
Leith Academy	839	940	909	987	999
Broughton High School	752	805	843	844	901
Holyrood High School	738	792	837	869	847
Total	10,683	11,294	11,479	11,827	12,083

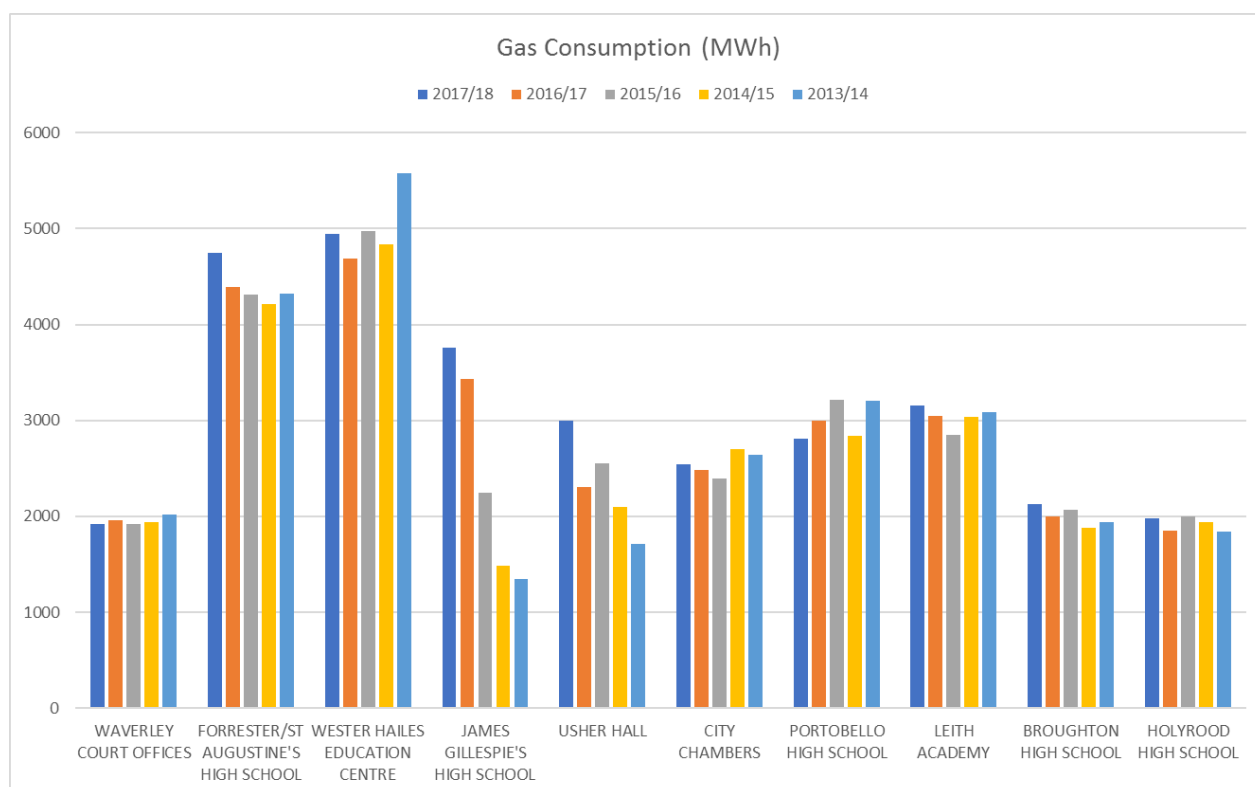
Electricity Consumption Data



Electricity Consumption (kWh)

	2017/18	2016/17	2015/16	2014/15	2013/14
Waverley Court Offices	2,714,642	2,799,332	2,808,886	2,828,819	2,954,110
Forrester/St Augustine's High School	1,816,354	1,691,661	1,705,990	1,789,271	1,832,429
Wester Hailes Education Centre	1,171,999	1,461,968	1,473,260	1,480,833	1,457,133
James Gillespie's High School	1,020,022	742,036	347,802	677,537	478,613
Usher Hall	1,363,729	1,434,677	1,451,103	1,138,911	1,106,150
City Chambers	1,335,567	1,463,001	1,436,503	1,542,452	1,636,880
Portobello High School	1,046,583	860,742	671,103	697,578	724,610
Leith Academy	681,106	852,312	773,236	800,376	798,295
Broughton High School	947,761	978,693	930,665	932,682	1,007,076
Holyrood High School	983,516	1,013,549	944,622	958,716	942,010
Total	13,081,279	13,297,971	12,543,170	12,847,174	12,937,305

Gas Consumption Data



	2017/18	2016/17	2015/16	2014/15	2013/14
Waverley Court Offices	1,921,368	1,963,718	1,924,697	1,937,881	2,021,409
Forrester/St Augustine's High School	4,745,652	4,395,697	4,309,813	4,216,259	4,317,471
Wester Hailes Education Centre	4,941,986	4,685,485	4,975,641	4,837,589	5,573,218
James Gillespie's High School	3,761,310	3,435,985	2,246,696	1,487,148	1,350,031
Usher Hall	2,999,730	2,304,395	2,553,592	2,099,435	1,712,878
City Chambers	2,540,329	2,481,697	2,394,446	2,700,795	2,645,859
Portobello High School	2,811,157	2,995,342	3,215,100	2,839,947	3,205,478
Leith Academy	3,152,486	3,046,548	2,851,676	3,034,114	3,088,343
Broughton High School	2,124,208	2,001,341	2,067,592	1,880,397	1,938,244
Holyrood High School	1,974,379	1,847,253	1,998,959	1,938,404	1,837,533
Total	30,972,605	29,157,460	28,538,213	26,971,969	27,690,464

Question (2) How much has the Council paid out in Carbon Reduction Commitment penalties in each year since their introduction?

Answer (2) The Council has not received any penalties under the Carbon Reduction Commitment scheme since their introduction and has therefore not paid out any monies.

- Question** (3) What is the status of the Council's Carbon Management Plan approved in 2015/16?
- Answer** (3) The Carbon Management Plan is being rolled into the Council's wider approach to sustainability. Strategy and Insight is working with the Place Division to prioritise and deliver a joined up approach to sustainability moving forward. Council will be updated on progress within 2 cycles.
- Question** (4) Which senior Council officer has responsibility for environmental sustainability performance and in particular reducing the Council's climate-changing carbon dioxide pollution?
- Answer** (4) The Executive Director of Place is the sustainable lead and works with officers across all Council services areas on this.

Item no 5.2

QUESTION NO 2

By Councillor Corbett for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

On behalf of myself, Councillor Rust and Councillor Arthur, and following the answers given to Councillor Rust on 15 March 2018 on Oxgangs Primary School:

Question

(1) On 15 March the Council said that the incident in 2018 in which a ceiling tile became dislodged was at an end and that “all ceilings in the school have now been inspected by the PPP provider accompanied by a council officer”. In that case why did an inspection by Summers Inman on 28 March identify the following issues associated with the ceilings in the property:

- The suspended ceiling grid support wires were not installed correctly to a section of ceiling above a cloakroom;
- Sections of the suspended ceiling grid are loose and incorrectly fitted;
- Numerous light fittings housed within the suspended ceiling grid did not have support wires installed or installed correctly, as per the manufacturers recommendations;
- Several incorrectly fitted, missing or damaged ceiling tiles and ill-fitted light fittings within the suspended ceiling grids;
- Debris housed upon the top of the suspended ceilings;
- Unsecure services and missing sections of ducting within the suspended ceiling voids;
- Unsecure sheeting around services taken through the roof within the suspended ceiling voids?

Answer (1) The specific inspection referenced, conducted by Amey PLC, was carried out to establish if any similar ceiling hangers, which caused the original ceiling tile fall, were missing.

While the results of this inspection were technically correct, it does not excuse the lack of establishing other issues as identified above.

Question (2) In light of the answer to 1 what steps has the Council taken to independently verify assurances given by the PPP provider for work done in Oxfords PS and in other buildings for which it is responsible?

Answer (2) The Council commissioned a series of robust and independent tactile roof surveys and ceiling void surveys on all PPP1 properties during the Easter school break 2018.

In addition, following the initial roof and ceiling surveys at Oxfords Primary School, a further independent condition survey was carried during the Easter break. Checks were also made on 16 April 2018 to ensure that any works required from these surveys was completed before the school reopened on 17 April 2018.

Question (3) What action is the Council taking to ensure that the PPP provider is carrying out future inspection and repairs and maintenance to an acceptable standard?

Answer (3) The Council PPP monitoring team regularly check the on-site documentation, ensuring that the service subcontractor has completed planned maintenance works, both statutory and non-statutory, across the PPP estate. Additionally, the Council's PPP monitoring team measures the facilities management provider against the Service Level Specification. Any performance or availability failures are subsequently logged with the helpdesk for rectification with a predetermined time to rectify any defects, dependent on the risk profile. School feedback is also provided through formal monthly meetings with the Council's monitoring team and Amey PLC.

Detailed discussions are continuing with the Edinburgh Schools Partnership (ESP) to ensure that the Council can

have sufficient confidence and assurance about these arrangements for the future.

Question (4) What steps has the Council taken to assess whether and to what extent the PPP provider is in breach of contract and what options are open to the council if so?

Answer (4) The Council continues to take comprehensive legal and technical advice, both internal and external, in relation to the contract and the obligations of ESP. The Council remains focussed upon complex negotiations with ESP with regard to the initial incident and school closures in 2016, the issues highlighted by Professor John Cole in his independent report and these latest issues identified across the PPP1 estate.

Whilst recognising the inherent complexity of the contractual arrangements, the Council's position is that ESP will be held fully accountable for any failures in the provision of services and, where necessary and appropriate to do so, will take formal legal action.

Question (5) What discussions has the Council had with Scottish Government officials and/or Ministers on the issue and what support have they offered?

Answer (5) The Council has been in regular contact with the Scottish Government on these issues, including correspondence with Ministers and has provided status updates to officials on the independent checks conducted during the Easter break. The Scottish Government offered the support of the Scottish Futures Trust in relation to the contractual issues with ESP to ensure that the widest possible range of expertise and experience is brought to bear. This offer of support was readily accepted and Council officers commenced dialogue with the Scottish Futures Trust in this regard as part of the ongoing discussions with ESP

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 3 May 2018

Question (1) On what date did the Convener or Council officers respond to the Edinburgh Airport Noise Action Plan consultation?

Answer (1) Council Officers submitted a response to the Edinburgh Airport Noise Action Plan consultation on the 29 March 2018. The deadline for responses was on the 2 April 2018. The Council Leader and Deputy Leader signed off the final response.

Question (2) Will she publish a copy of the response submitted?

Answer (2) Yes. The City of Edinburgh Council granted permission to Edinburgh Airport to publish the response when completing the survey. In advance of Edinburgh Airport publishing our response a copy will be circulated to members and it will be included within the Transport and Environment Business Bulletin.

Item no 5.4

QUESTION NO 4

By Councillor Lang for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 3 May 2018

Question

Does the total grant funding allocated to the Council by the Scottish Government for 2018/19 represent a real terms increase or decrease on the funding received in 2017/18?

Answer

	Cash-terms		Real-terms	
	£m		£m	
Unadjusted change in grant funding, 2018/19	8.6	1.24%	-1.5	-0.22%
New monies included within headline Settlement but with associated Scottish Government commitments (primarily Early Years and Childcare expansion, continuing payment of the Living Wage in the adult social care sector, Carers' Act implementation and full-year effect of the teachers' pay settlement effective from January 2018).	-11.4		-11.3	
Like-for-like change in revenue grant funding, 2018/19	-2.8	-0.41%	-12.8	-1.85%

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 3 May 2018

Question (1) What progress has been made on the actions which were agreed with the Dalmeny Station Residents Association following its deputation to the October meeting of the Transport and Environment Committee?

Answer (1) The actions and progress to date are covered in the table below.

Question (2) What actions remain outstanding and what timetable exists to complete these actions?

Answer (2)

Action	Progress to Date	Next Steps
Monitoring vehicle speed/driver behaviour	<p>Speed/traffic survey completed.</p> <p>Analysis of the available data suggests that vehicle speeds are, on average, close to the 20mph speed limit near the residential properties and around 25mph on the “open road section” to the east. The location of the survey points have been queried, however, in general the average vehicle speeds near the residential properties are close to the 20mph speed limit.</p> <p>Up to date collision data for Rosshill Terrace found no personal injury collisions noted in the standard three year search period. Over the last ten years one collision was recorded (in 2010) involving two vehicles and no pedestrians, resulting in one minor injury.</p>	Over the next 12 months, this site will be monitored during the 20mph Programme review period.
Arrange Police speed checks		The Almond Community Policing team have been asked to carry out police speed checks in the area.
Revisions to parking controls at Forth Terrace		<p>The statutory consultation process to extend the existing waiting restrictions at the Forth Terrace junction should commence in the next 2 months.</p> <p>The current proposal is to extend the double yellow lines by five metres on each side of the junction.</p> <p>It is expected that this process will take</p>

		<p>nine – 12 months.</p> <p>The installation of a full width speed bump or table will be considered by the Council and local public transport operators.</p>
Remove foliage obstructing speed limit traffic signs		The adjacent land owner has been asked to arrange removal of their foliage which is affecting signage visibility. Foliage removal is still to be completed but is expected in the next four to six weeks.
Erect additional 20mph speed limit signs and road markings	<p>Additional road markings (20 mph roundels and SLOW markings) were laid at various locations in October 2017.</p> <p>Additional 20 mph repeater traffic signs were also erected in October 2017.</p>	
Consider the impact of the route choices following the opening of the Queensferry Crossing		<p>The proposed Kirkliston and Queensferry Traffic Study will consider the current driver behaviour and traffic volume at this location, and on the Station Road corridor.</p> <p>On conclusion of the study traffic management options could be considered mitigate road safety concerns, current and planned development pressures and changes in route choices in the overall area.</p>

Item no 5.6

QUESTION NO 6

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) When was the sinkhole on Braehead Grove first reported to the Council?

Answer (1) The Council was made aware of subsidence in late September 2017. Initial investigations were carried out and a number of additional defects to the culvert were identified including several stone roof slabs which had collapsed.

Question (2) Which contractor was appointed to address the problems associated with the sinkhole and what money has been paid to them to date for work on this particular project?

Answer (2) The initial investigation and excavation works were carried out internally. Two external organisations have carried out works on this so far:

EEG - CCTV survey and vacuum debris removal works; and Creagh Concrete – fabrication of the new cover slabs.

The total cost so far has been in the region of £9,000.

Question (3) What issues are preventing the sinkhole being filled and the road being fully opened?

Answer (3) The excavation cannot be filled in until the culvert is repaired. As no suitable generic slabs are available, bespoke replacement roof slabs are being cast. It is expected that these will be available within the next two weeks and the work will be completed

The replacement roof slabs have now been cast and should be available in the next 2 weeks when the necessary strength has been reached.

It is hoped that the work will be completed within the next six weeks.

Question (4) What additional communications are planned with residents on Braehead Grove and other surrounding streets following the initial letter drop?

Answer (4) A further communication regarding the work will be issued to local residents once the work dates are confirmed.

I find your use of the term sinkhole an interesting one as it conjures up visions of entire junctions in Mexico City opening up and swallowing cars! This is clearly not the case in this instance and our own home-grown version of a 'sinkhole' is regarded as a very small one and relates specifically to the collapse of the culvert.

Item no 5.7

QUESTION NO 7

**By Councillor Neil Ross for answer
by the Convener of the Culture and
Communities Committee at a
meeting of the Council on 3 May 2018**

Under Part 7 of the Antisocial Behaviour etc. (Scotland) Act 2004, the Council has the power to issue Antisocial Behaviour Notices (ASBN's) to landlords where there has been evidence of anti-social behaviour by tenants and the landlord has not taken any effective action.

Question (1) What is the Council's policy on the issue of ASBN's

Answer The Council will consider ASBNs where appropriate and they are included in the Council's [Antisocial Behaviour Policy](#) as one of the tools available for managing antisocial behaviour (4.2, page 4, and point 2 of the glossary on page 20 refers).

Question (2) How many ASBN's have been issued by the Council

- a) in the past twelve months; and
- b) in the past five years?

Answer (2) a) No ASBNs have been issued by the Council in the past twelve months.
b) No ASBNs have been issued by the Council in the past five years.

Question (3) If very few ASBN's have been issued, is it because they are 'too difficult' or is it because they are viewed as ineffective?

Answer (3) The Council uses the Scottish Government's ['Part 7 Guidance for Local Authorities'](#) when considering whether an ASBN is appropriate. The steps to an ASBN are described in paragraphs 21 to 38 inclusive. If considering an ASBN, officers would also seek advice from a Council solicitor specialising in antisocial behaviour remedies.

In most cases, an ASBN is not required as officers are able to resolve the antisocial behaviour through discussion with the landlord or landlord's agent on the most appropriate approach to address the antisocial behaviour. This could

involve the landlord/landlord's agent meeting with the tenant(s) to discuss the consequences of antisocial behaviour and/or arranging for suitable support for the tenant(s) to help sustain the private tenancy.

Item no 5.8

QUESTION NO 8

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Several roads including Craiggrook Road which were surface dressed last year are due to be redone as the original work was so poor that it did not even survive the first frost.

Question (1) How many different sets of road repairs from last year, across the city have already been or are due to redone during 2018-19?

Answer (1) There are defects at 10 out of 26 sites which will be corrected in June/July 2018, at no cost to the Council.

Question (2) Breakdown by Ward?

Answer (2) Ward 1 – 3 sites
Ward 5 – 4 sites
Ward 6 – 1 site
Ward 15 – 2 sites

Question (3) What investigation has been done to find out why the surface dressing did not work?

Answer (3) The Council and the Contractors (Kiely Bros.) have undertaken a detailed investigation into the problems encountered with surface dressing last year that suggests the problem is due to the late application of the dressings followed by severe frosts in December and January. It should be noted that neighbouring local authorities had similar problems with their surface dressing schemes last year. Whilst the Design Guide for Surface Dressings clearly shows that surface dressings carried out in early August are within the low risk period, the contractor has stated that the majority of other Scottish Councils try to complete their programmes by the end of July at the latest. The considered view is that surface dressings require a period of 3-4 months of good temperatures after completion to fully “bed-in” before the winter frosts arrive.

Question

(4) What measures have already been put in place to prevent the same issues from reoccurring and are any further measures in plan?

Answer

(4) It is proposed to carry out future programmes of surface dressing at an earlier stage in the “weather window” i.e. June/July to give the dressing maximum opportunity to fully bed-in before the winter frosts arrive in October/November.

Item no 5.9

QUESTION NO 9

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) How many consultations across the city involving Active Travel have been suspended or had results not acted upon in the last twelve months?

Answer (1) Twelve

Question (2) Breakdown by Ward?

Answer (2) Ward 3 – One
Ward 5 – Three
Ward 7 – Two
Ward 11 – One
Ward 12 – Two
Ward 15 – Two
Wards 16 and 17 - One (consultation for a single project that encompasses both wards)

Question (3) At what stage was the consultation suspended - or not acted upon?

Answer (3) Eight projects were put on hold after the consultation had been completed and the consultation results had been made available to the public.

The remaining four projects were put on hold after the consultation had been completed. The work to conclude the consultation and prepare findings is now complete and the reports will be made available to the public shortly.

Question (4) What reason was given for the suspension or inaction?

Answer (4) The Council was awarded approximately £6 million of external match funding by Sustrans Scotland in September 2017, to deliver two Community Links PLUS projects that are expected to have a transformative impact on cycling in the city. These projects were in addition to the extensive programme of projects (40) already in our programme.

Following this award, it was necessary to review delivery of programme for all of the projects as it was recognised that the whole programme could not be delivered concurrently.

Two of the projects which were put on hold have now been subsumed into the larger Community Links PLUS programme and will progress.

The remaining 10 projects are still on hold but the findings from the consultations which have already taken place will be used to inform the future designs when the projects progress and will be implemented as soon as possible.

Item no 5.10

QUESTION NO 10

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

A recent consultation regarding cycling and walking improvements in Davidsons's Mains Park stated: "Widening of the waiting area at the signalised crossing of Queensferry Road has been allocated to a separate project where we will be looking at crossing improvements at the junction of Clermiston Road/ Queensferry Road"

Question

When is this improvement project due to take place?

Answer

This project is in the early stages of development. The following actions have been progressed:

- Traffic and pedestrian counts have been carried out at the junction during peak times and at the start and finish of the school day;
- Video analysis to monitor traffic queue lengths and pedestrian and cyclist behaviour has been carried out;
- Development, in partnership with Sustrans, of two conceptual options for improvements to the junction to assist pedestrians and cyclists;
- Action to progress a feasibility study on the options and for the design of improvements.

It is hoped that the feasibility study will be completed this summer and thereafter a programme for implementation will be developed.

Item no 5.11

QUESTION NO 11

By Councillor Cook for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

- Question** (1) How many individual food waste bins were distributed to households for the first time, following introduction of food waste recycling in the city?
- Answer** (1) The Food Waste Collection pilot commenced in January 2010 and included the distribution of 50,000 kitchen caddies and 50,000 kerbside food waste bins.
- Question** (2) In total, how many requests have been received for replacement food waste bins each year since introduction, due to them being reported as broken, lost or stolen?
- Answer** (2) Table 1 below provides details of the number of food waste caddies and kerbside food waste bins requested between 2013 and October 2017. The information includes requests for food waste kitchen caddies and food waste kerbside bins (food individual) that were requested as part of the introduction of the new recycling service. It is not possible to determine if these requests were because the bins were lost, stolen, damaged or missing.
- Question** (3) What cost has the Council incurred in issuing these replacement bins?
- Answer** (3) The typical current price quoted using the Scotland Excel Framework for procurement is £2.60 per unit. This equates to £154,502 (sets although reported as a single figure include 2 bins) for the replacement of bins for the period 2013-2017.
- The Council is unable to provide exact costs for the delivery of these items as they are included as part of a mixed load of bin deliveries taking place that day.
- Question** (4) Is the Waste and Cleansing Department completely satisfied that the food waste bins issued are of a sufficient robustness and durability to provide quality and value to council tax payers?

Answer (4) The Council sources food waste bins from suppliers on the Scotland Excel Framework for Recycle and Refuse Containers. All tenders to the Framework were assessed by Scotland Excel and a panel of officers from participating local authorities. All successful tenderers met the quality criteria specified by Scotland Excel.

Question (5) If not, what action has been taken to investigate introduction of more robust and durable food waste bins to households across the city?

Answer (5) N/A

Table 1: Requests for food waste containers by year/type

Year	Damaged	Lost	Missing	New Recycling Service	Stolen	Grand Total
2013						
Food Caddy	2	17		11	2	32
Food Individual	60	174		74	15	323
						355
2014						
Food Caddy	126	343		927	53	1449
Food Individual	1,695	3025		4,522	867	10,109
						11,558
2015						
Food Caddy	495	186	2,782	3,381	35	6,879
Food Individual	2,409	2,773	4,788	4,825	664	15,459
Food Set	14	115	135	509	3	776
						23,114
2016						
Food Caddy	495	62	2,386	1,553	2	4,498
Food Individual	2,361	176	6,005	1,548	12	10,102
Food Set	6	81	61	253	2	403
						15,003
2017						
Food Caddy	415	19	1,307	700	1	2,442
Food Individual	1,700	70	2,927	730	12	5,439
Food Set	10	17	56	84		167
						8,048
Grand Total	9,788	7,058	20,447	19,117	1,668	58,078

Item no 5.12

QUESTION NO 12

By Councillor Mowat for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 3 May 2018

The local media reported on 9th April 2018 Council has a 12-year backlog of 20,000 parking fines costing the City some £1.2 million in lost revenue. Can the Convener please explain

Question

- (1) How many parking tickets are unpaid for
- a) Vehicles registered to EH postcodes
 - b) Vehicles registered in the Scotland, but outside EH postcodes
 - c) Vehicles registered in the UK, but outside Scotland
 - d) Vehicles not registered in the UK
 - e) Diplomatic vehicles
 - f) Commercial vehicles

Answer

- (1) The 20,000 unpaid parking tickets relate to those issued and unpaid in 2017 rather than the twelve year period referred to in the article. The figures in the answer below relate to the period 1 June 2006 – 31 December 2017 which was the timeframe in the Freedom of Information request that was this basis of the media article.
- a) 21,232 parking tickets are unpaid for vehicles with owners living at EH postcodes. This equates to 0.88% of the total tickets issued over the period.
 - b) 5,861 parking tickets are unpaid for vehicles whose owners live in Scotland but outside EH postcodes. This equates to 0.24% of the total tickets issued over the period.

- c) 2,430 parking tickets are unpaid for vehicles with owners living in the UK but outside Scotland. This equates to 0.10% of the total tickets issued over the period.
- d) 3,337 parking tickets were issued to vehicles not registered in the UK This equates to 0.13% of the total tickets issued over the period.
- e) None.
- f) We do not hold this information

Question (2) The approach taken to date regarding collection of these unpaid debts?

Answer (2) The Council follow The Road Traffic Regulations Act 1991(as amended for Scotland) which dictates the process to be followed for collection for Parking Fines. Any cases unrecovered are passed to the Sheriff Officers to pursue the debt.

Item no 5.13

QUESTION NO 13

By Councillor Graczyk for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 3 May 2018

Question

A 'Prison Community Integration Working Group' motion was passed at Full Council on 23rd November 2017. What action has been taken to implement this??

Answer

A report will be submitted for the Culture and Communities Committee on 19 June 2018.

Item no 5.14

QUESTION NO 14

By Councillor Laidlaw for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

Question (1) Does the Convener agree that one of the positive outcomes of the South West Schools Consultation was to encourage greater cooperation between the affected schools and for them to come together to share their views and experience?

Answer (1) No

Question (2) Does the Convener therefore agree that the Council should look to re-form 'The Currie & Balerno Community Schools Partnership', a programme that was launched in 1998 at the end of the 3-year refurbishment of CCHS, creating a joint programme with a very able manager who split his time between the two schools, this time also incorporating Wester Hailes Education Centre and Woodlands School, allowing greater collaboration and resource sharing while reflecting the distinct identity of the schools?

Answer (2) Unfortunately, the question pre-judges the consultation that is taking place in the South West which will conclude on 22 May.

I will undertake to re-visit the question when the Council has agreed the way forward for secondary schools in the South West.

Item no 5.15

QUESTION NO 15

By Councillor Webber for answer by
the Leader of the Council at a
meeting of the Council on 3 May 2018

Question (1) Can the Council Leader ask and actively encourage Conveners to adhere to the original dates listed in the Council Diary and remind them that changing meeting dates at short notice creates attendance issues for Elected Members who have other employment or may have other previously planned constituency or Council commitments, for example the SW Locality APM – 17/4/18?

Answer (1) Yes

Question (2) Also, in the spirit of ensuring equity for all Elected Members in discharging their Committee duties can the Council Leader instruct Conveners to comply with the scheduled diary dates unless there is a valid reason to propose alternative arrangements?

Answer (2) Yes

Item no 5.16

QUESTION NO 16

By Councillor Douglas for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 3 May 2018

Question

Can the Convener advise when the trial of a so-called 'Citizen's Income' is due to start?

Answer

Edinburgh, along with 3 other Scottish Local Authorities (Fife, Glasgow and North Ayrshire) have applied jointly for Scottish Government funding, worth £250,000 over 2 years (between May 2018-March 2020). The decision on the applications is due imminently.

This funding is to conduct initial research into the feasibility of a Citizens Basic Income pilot, which will include evaluating what a pilot might look like and where it might take place. The findings of the final feasibility study will be reported to Council with updates to council in the interim.

Item no 5.17

QUESTION NO 17

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question

Will the Convener make freely available all traffic modelling for any proposed restrictions to motorists accessing the city centre?

Answer

Modelling is used in both the iterative design process and to provide assessments of formalised proposals that are being put out for consultation or approval.

In the design process, modelling is used to test ideas and proposals and also to help guide the design of transport related projects in order to meet the desired objectives of a scheme.

Once a design has been completed, modelling is used to generate results and predictions on the impact of changes. These results are then added to assessments and reports and are used as part of the consultation and approvals process.

The modelling is then freely available to allow a full, objective assessment to be made of a proposed transport scheme. This would include modelling used in support of any a proposal to introduce restrictions on traffic entering the city centre.

Item no 5.18

QUESTION NO 18

By Councillor Graczyk for answer by the Convener of the Finance and Resources Committee at a meeting of the Council on 3 May 2018

Question

It has been noted that the SNP & Labour administration have decided that no action will be taken to abolish the no redundancy policy. Please clarify:

- a) What is the cost per month to pay for all Council Staff, including middle managers on £50,000 per annum, whom no longer have job roles?
- b) How long is being anticipated for this continued payment?
- c) What cuts to public services had to be implemented to accommodate this cost?
- d) What public benefit does this policy provide to the Edinburgh taxpayers??

Answer

- a) The total current cost per month of all employees on the redeployment register is £134,128.
- b) Individual costs are met until employees secure permanent redeployment.
- c) No reductions to public services were set against this cost.
- d) The benefits of this policy flow from the Council treating its staff with respect and in making efforts to place them in the most suitable alternative gainful employment possible, either within or outwith the Council. Also, to impose compulsory redundancy would have adverse implications for staff morale and productivity in general as well as for industrial relations and thereby overall Council performance.

In addition, redeployment will incur some level of cost under any staffing policy.

Item no 5.19

QUESTION NO 19

By Councillor Graczyk for answer by the Convener of the South West Locality Committee at a meeting of the Council on 3 May 2018

Question (1) It has been noted that minimal or no action has been taken for reported and logged defects within the SW Locality, why is this?

Answer (1) **Road Defects**

I am not aware that there has been minimal or no action taken on reported defects within the SW Locality. All areas of the city are treated equally in the way we handle such issues.

Owing to a significant increase in the volume of both Cat 1 and Cat 2 defects as a result of the winter weather, priority is being given to Cat 1 defects and this is impacting on the timescales for Cat 2 and 3 repairs.

There is a team operating in the South West locality daily to deal with the outstanding defects.

Litter and Graffiti

On the whole performance in relation to both of these issues is in line with our targets however I am aware that the number of offensive graffiti incidents in the South West has been challenging to the Waste and Cleansing service.

Question (2) What is the average response time for fixing defects in the SW Locality, especially concerning graffiti, potholes, and litter?

Answer**(2) Road Defects**

The target times for defect repairs are the same for all localities and are categorised as follows:

Cat 1 – 24hrs

Cat 2 – 5 days

Cat 3 – 28 days

Cat 4 – 12 months

In general Cat 1 responses are met within the timeframe (c.>95%).

Litter

For litter, the target time to respond is 3 days for all localities. It is not possible to provide details on the average response times for this however table 1 details the number of enquiries responded to within the target in the South West Locality.

Graffiti

For graffiti, the target times across all localities are 24hrs offensive graffiti and 10 working days general graffiti. It is not possible to provide details on the average response times for this however table 1 details the number of enquiries responded to within the target in the South West Locality.

Question

(3) What action is being taken to improve performance?

Answer**(3) Roads Defects**

Increased resources have been deployed across the city to address the outstanding defects on a priority basis. There are usually four squads dealing with defects across the city but with the recent impact of winter weather of our roads, this has been increased, with up to nine squads working. We also have a 'static hot box' at Bankhead depot that keeps hot tar, and the night teams are making use of this to deal with defects through the night

Litter

A significant amount of focus has been directed at this issue through the Waste and Cleansing Improvement Plan. This has been regularly scrutinised by Transport and Environment Committee and has led to significant service improvements. However, officers will continue to identify further opportunities for improvement.

Graffiti

Training is being arranged for people recording graffiti to ensure that the correct categorisation is used as a number of the enquiries below were non-offensive but were not re-categorised accordingly. In addition, the Culture and Communities Committee agreed to establish a Graffiti Member Officer working group and this will meet in mid-May for the first time.

I expect this working group will identify a range of measures which will improve this element of our service.

Table 1: Response to Enquiries

Type of Report	Total Enquiries	Target Missed	Target Achieved	% achieved (target 85%)
Graffiti (non offensive)	66	2	64	97%
Graffiti (offensive/racist)	51	27	24	47%
Litter	1361	37	1324	97%
All street cleansing service requests in SW	<u>5,884</u>	<u>360</u>	<u>5,524</u>	<u>94%</u>

Item no 5.20

QUESTION NO 20

By Councillor Mary Campbell for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

- Question** (1) How many dedicated Additional Support for Learning staff have been employed in Edinburgh Council Nursery, Primary, Secondary and Special schools over the past 5 years, broken down by academic year, role, and type of education establishment, and with English as a Second Language separated out?
- Answer** (1) In Edinburgh all staff have responsibilities for supporting learners with additional support needs. The number of Full Time Equivalent Posts allocated centrally to schools for the purposes of Additional Support for Learning is as follows:

ASL Staff employed in schools*	13/14	14/15	15/16	16/17	17/18
Primary	245	265	287	283	302
Secondary	90	86	86	86	97
Total mainstream	335	351	373	369	398
Special	349	348	349	335	321
Total all sectors	684	699	722	704	719

* These are full-time equivalents actual numbers are greater allowing for staff employed on sessional contracts

Decisions about the deployment of the posts in terms of the actual number of staff in full and part-time posts are devolved to schools. Schools also have discretion to appoint additional staff within devolved resources, for example, to enhance Support for Learning or support literacy interventions. In addition, schools also recruit volunteers and commission third party organisations who may provide additional support.

More generally as part of an inclusive approach schools will take into account the needs of the school population, for example, it may be a desirable factor that a staff member is bilingual or has experience of autism or adverse childhood experiences. Recruiting and developing staff in areas of particular need will enhance the capacity to meet learners' needs including additional support needs.

Question (2) How many dedicated ASL staff have been employed within Edinburgh Council on a central basis to support schools over the past 5 years, broken down by role and academic year, and with English as a second language separated out?

Answer (2) Up until 2014 there was a separate service for English as an Additional Language, however since that date we have adopted an inclusive approach with a focus on supporting schools to meet the needs of all their learners. This takes into account 1. the most effective inclusive approaches enable the needs of all learners to be met in ways that reduce the need for additional targeted support 2. approaches that benefit bilingual learners are often of wider benefit to other learners and 3. Some bilingual learners also have other additional support needs and it is preferable to adopt a whole child approach.

ASL Service

	13/14	14/15	15/16	16/17	17/18
Teachers	102	97	94	97	94
PSA's	3	7	6	9	11
Nursery Nurses	10	11	11	14	14
Bilingual Support Assistants & Autism Development Workers	23	24	26	20	21
Total	139	139	137	140	141

Educational Psychologists

	13/14	14/15	15/16	16/17	17/18
Educational Psychologists	29	29	28	26	25

Question (3) What percentage of children within Edinburgh Council Nursery, Primary, Secondary and Special schools over the past 5 years have been reported to have an additional support need, broken down by academic year, and with English as a second language separated out?

Answer (3) Almost half of the children identified as having additional support needs in Edinburgh Schools are designated as using English as an Additional Language

Sector	2013/14			2014/15			2015/16			2016/17			2017/18		
	Roll	ASN/EAL	%	Roll	ASN/EAL	%	Roll	ASN/EAL	%	Roll	ASN/EAL	%	Roll	ASN/EAL	%
Primary	26900	4975	18.5%	28010	5061	18.1%	28804	6347	22.0%	29745	7092	23.8%	30506	6763	22.2%
Primary EAL		2144	8.0%		2376	8.5%		2831	9.8%		3544	11.9%		3446	11.3%
Secondary	18366	3724	20.3%	18279	4034	22.1%	18163	4250	23.4%	18145	4967	27.4%	18503	5421	29.3%
Secondary EAL		963	5.2%		1097	6.0%		1216	6.7%		1656	9.1%		1819	9.8%
Special	695	684	98.4%	659	659	100.0%	666	666	100.0%	635	635	100.0%	628	628	100.0%
Special EAL		6	0.9%		9	1.4%		12	1.8%		25	3.9%		29	4.6%

Source: ScotXed Pupil Census

Item no 5.21

QUESTION NO 21

By Councillor Mary Campbell for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

Catchment projection numbers for Edinburgh Council Schools reported to the December meeting Education, Children and Families Committee have many schools in the city predicted to go over catchment by a hundred pupils or more by 2027.

Question (1) By 2027 which schools are the anticipated number of pupils predicted to be more than 100 pupils over current capacity. In each case what is the current capacity and the number of pupils predicted by 2027?

Answer (1) See Table 1 (below)

Question (2) For each of the schools listed in question 1, are the plans to deal with the additional pupils through: catchment reviews, new schools, extensions, some combination of the above, or another method, which should be detailed. What plans are already agreed and in place to cope with additional pupils?

Answer (2) The comments field in Table 1 provides details of any proposals in place to address accommodation pressures at the schools identified under Question 1. In most cases these will be subject to monitoring of intakes through the annual projection process and the rate at which proposed housing developments progress

Question (3) What assessment has the council made of the staff and other resources needed to plan and implement this programme, including informal and formal consultation, and to what extent do our current resources meet what is required?

Answer (3) The establishment of any new schools through the LDP would be subject to statutory consultation processes. New schools would require additional staff (over and above existing levels). This has not been the subject of assessment of individual projects but estimates of the costs

likely to be associated with the provision of new infrastructure required to support the LDP was reported to the Finance and Resources Committee on [23 January 2018](#).

School expansion as part of the Rising Rolls programme (and the LDP) is delivered following informal consultation processes involving school management and the Parent Council. Working groups will be established at each school to identify the appropriate solution and contribute to the design and delivery of that solution.

Pre-Planning consultation and a statutory Planning consultation would also be part of any build project where Planning approval is required.

Table 1: Primary and Secondary Schools Projected to have shortfalls in capacity of greater than 100 pupils in 2027

Primary School	Capacity	Projected Roll in 2027	Shortfall	Comments
Castleview Primary School	420	586	166	Shortfall to be addressed through new school in Brunstane/Newcraighall as part of LDP
Corstorphine Primary School	630	784	154	Shortfall to be addressed through new Maybury Primary School as part of LDP
Cramond Primary School	434	573	139	Shortfall to be addressed through new Maybury Primary School as part of LDP
Currie Primary School	420	669	249	School capacity extended through Rising Rolls programme (for August 2018) with further phase proposed should catchment change not be approved.
Echline Primary School	315	464	149	Shortfall to be addressed through new school as part of LDP
Gilmerton Primary School	546	776	230	Shortfall to be addressed through new Station Road Primary School as part of LDP
Gracemount Primary School	560	688	128	Shortfall to be addressed through new Station Road Primary School as part of LDP
Kirkliston Primary School	546	928	382	School capacity extended through Rising Rolls programme (for August 2019). Monitoring as part of Rising Rolls process. Validity of projections to be interrogated (as past growth may skew existing).
Newcraighall Primary School	140	334	194	Shortfall to be addressed through new Brunstane/Newcraighall Primary School as part of LDP
Queensferry Primary School	420	558	138	School capacity extended using developers contributions (for August 2019).
Ratho Primary School	259	407	148	Monitoring as part of Rising Rolls process. Validity of projections to be interrogated (as past growth may skew existing).

Secondary School	Capacity	Projected Roll in 2027	Shortfall	Comments
Boroughmuir High School	1200	1591	391	Options to address shortfall being considered - expansion site identified.
James Gillespie's High School	1300	1796	496	Proposals to relocate Gaelic Medium Education being considered.
Liberton High School	850	1201	351	Expansion proposed as part of LDP. Requirement monitored and subject to development coming forward.
Portobello High School	1400	1532	132	Options to increase capacity through minor internal alterations being considered. New high school in Craigmillar could reduce out of catchment trends.
Queensferry Community High School	1000	1493	493	Proposals to realign Kirkliston Primary with new west Edinburgh High School being considered.
St Augustine's RC High School	900	1107	207	Expansion proposed as part of LDP. Requirement monitored and subject to development coming forward.
St Thomas of Aquin's RC High School	750	949	199	Restrict to baptised Catholic pupils only.
The Royal High School	1200	1592	392	Pressure reduced through delivery of new West Edinburgh secondary (currently Cammo development is within RHS catchment)

Item no 5.22

QUESTION NO 22

By Councillor Jim Campbell for answer by the Convener of the Housing and Economy Committee at a meeting of the Council on 3 May 2018

Question (1) Does the Convener welcome the required intervention of a Scottish Government “improvement team” to help process Building Warrants in the City including those for much needed affordable housing?

Answer (1) Yes.

Our Building Standards service has already met with the Improvement Team to discuss the service improvement plan. I believe that the expertise and advice that the Improvement Team are providing will help consolidate the progress made so far and help us to continue to improve the service.

Question (2) What is the estimated number of affordable housing that are currently being built that still have not been issued with Building Warrants?

Answer (2) To our knowledge no affordable housing developments are being taken forward without building warrants in place. Specific information by different types of affordable and market tenure along with the different types of building warrant issued and at the different stages of development is not collected.

We are aware of one affordable housing development which awaits a full building warrant, however, staged warrants for this development have been issued, and neither the construction nor the practical completion have been held up.

Regular liaison meetings have been offered to developers and housebuilders. Some have taken the service up on this including a regular meeting with housing association developers to identify and escalate issues.

Question (3) What is the estimated number of affordable housing that are practically completed, which are still waiting for Certificates of Habitation?

Answer (3) None because practical completion is a contractual status rather than a building warrant status and would only be achieved once either Completion Certificates or Temporary Occupation Certificates [also known as Certificates of Habitation] are accepted by the Building Standards Team.

The service is not aware of any affordable housing developments that could be declared as practically complete but that are being held up by the non-issue of Completion Certificates or Temporary Occupation Certificates.

Question (4) Will the Convener make clear to the service that it is imperative lessons are learned from the “improvement team” so that our Capital will provide a planning and building support service that is competitive in international terms, in this area which is key to our future economic development?

Answer (4) Yes, I have already made clear to the service the benefits I see in using the expertise and advice the Improvement Team bring, to help shape the service so that it supports the development we need as a city over the years ahead.

This administration recognises that the delivery of affordable housing is key to the economic development of a well-balanced and internationally competitive capital city.

Item no 5.23

QUESTION NO 23

**By Councillor Jim Campbell for
answer by the Convener of the
Finance and Resources Committee at
a meeting of the Council on 3 May
2018**

Question (1) Can the Convener explain why many radiators controlled by thermostats in the City Chambers do not adjust their output based on the temperature of the room they are located in?

Answer (1) The Chambers building is heated through a network of pipes and radiators that are separated into zones. There are challenges with heat distribution, in part relating to the age of the building, ceiling heights and the large area that some of the zones cover. Consequently, some areas experience insufficient heating. To address this, pump flow rates are increased to deliver more heat in areas which, in turn, increases the dynamic pressure across the radiators that prevents the Thermostatic Radiator Valves (TRVs) from operating.

Historically, there has been some success with reducing pump speeds which allows the TRV to operate effectively. However, in colder weather, this can create an adverse impact where areas don't receive enough heat.

Property and Facilities Management has commissioned a specialist to review the pump mechanism and recalibrate the pump flow rates. In addition, works will be undertaken to flush and balance the system to improve distribution of heat through the building and the operation of the TRVs will be checked and replaced as required.

These works will be reviewed alongside proposed capital works to replace the boiler at 249 High Street.

Question (2) Can the Convener inform Council when the heating system in the City Chambers will be switch off as we move into summer?

Answer

- (2)** The heating in the City Chambers is controlled through a Building Energy Management System (BEMS). The BEMS monitors both internal and external temperatures and will automatically switch off the heating in the building when established set points are met. Adopting this approach ensures that service standards will be met throughout the year.

As stated in answer 1, the City Chambers is an old building and the installed heating distribution system does have limitations. There will be temperature variations across a heating zone and therefore, it may be necessary to heat some areas that have already reached temperature to ensure that areas across the entire zone are adequately heated. The proposed works in answer 1, once complete, should shut off heat to radiators within a room.

Item no 5.24

QUESTION NO 24

By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) What was the total tonnage collected in brown bins in 2015-16, 2016-17 and 2017-18

Answer (1) The total tonnage of garden waste collected in brown bins over the last three years is as follows:

Year	Tonnage
2015-16	22,664
2016-17	23,200
2017-18	21,377

Question (2) How many brown bins were collected in 2015-16, 2016-17 and 2017-18

Answer (2) There are currently approximately 124,000 households eligible for a garden waste collection.

Assuming that each of these residents present one bin per collection (three-weekly) this would equate to approximately 2,150,000 collections in 2017/18.

However, the participation levels of the garden waste service can vary with seasonality differences and weather conditions, along with other factors such as the number of bins at each property and whether the resident hires a gardener (therefore becoming trade waste and the responsibility of the gardener to dispose).

The previous system did not capture when a household did/didn't present a bin(s) in a reportable format. This issue is removed with the introduction of Routesmart Route Management System and will bring the Council in line with other Local Authorities.

Item no 5.25

QUESTION NO 25

By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) What assessment has been made of the impact on congestion and parking access of the Easter Monday parking holiday?

Answer (1) There is no record of assessment of the impact on congestion and parking access of the Easter Monday parking holiday

Question (2) What was the loss of income from parking charges and enforcement action on Easter Monday in each of the last three years?

Answer (2) The City of Edinburgh Council have never charged on Easter Monday since the introduction of Decriminalised Parking Enforcement in 1998, so it is not possible to determine a level of lost revenue.

Question (3) What would be the cost of providing free bus and tram travel on Easter Monday each year?

Answer (3) To cover the costs of providing free public transport in Edinburgh on Easter Monday, consideration would need to be given to the extent of coverage; which operators and modes would be covered and how exclusions would be managed, both from a passenger and legal perspective.

Based on the information available to Council officers currently, the estimated cost to the Council of offering free travel on Lothian Buses and Edinburgh Trams on Easter Monday could be in the region of £450,000.

Item no 5.26

QUESTION NO 26

By Councillor Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

In the Administration's budget in February, £250K was allocated to expanding the trial of the holiday hunger programme to help those most in need.

- Question** (1) Please provide a breakdown of this budget to show what money is being spent in Summer 2018 (showing the split of money directly relating to food provisions, staffing costs, venue costs, administering the programme).
- Answer** (1) An initial and very broad budget breakdown was produced immediately following the allocation of £250k. This was based on similar projects in other parts of the country. This was only indicative and since then, wider discussions with key staff locally have taken place and are ongoing. As such, a detailed budget is currently being developed but is not yet available as costs are still being gathered and collated.
- Question** (2) How many meals will be provided?
- Answer** (2) The early indicative thoughts were that a city total of 8,000 meals may be provided, however work is ongoing to determine exact numbers of eligible children and the numbers of days they may be likely to attend.
- Question** (3) Please list the location of the venues across the city.
- Answer** (3) This is still in discussion, however there are likely to be 6 main venues across the city, at least one in each locality. The venues are not finally confirmed as building works in some identified venues may necessitate a change.
- Question** (4) How many children are expected to attend?
- Answer** (4) Work is beginning with colleagues in localities, social work and schools to identify the children most in need. However, across the city, there are likely to be up to 50 children in each locality. This is currently only an estimate. The children may not all attend every day of provision.

Question (5) How many children are eligible for this service across the city (split by ward)?

Answer (5) See above – local information gathered from a range of professional colleagues and partners will determine the numbers.

Question (6) What criteria are going to be used to decide how the programme further develops in 2019 and onwards?

Answer (6) The Scottish Government Child Poverty Action Plan identified groups including children entitled to free schools meals, families experiencing in work poverty, single parents, BME families and children with disabilities. Criteria and processes for targeting those children most in need and most likely to benefit are being drawn up.

This programme is designed to sit as part of holistic, non-stigmatised, longer term plans of work with children, young people and their families. The Holiday Hunger programme will articulate with relevant Schools and Lifelong Learning plans and strategies.

All of the above work is overseen by a representative Steering Group. There are 2 sub-groups – one working on the operational aspects and other is developing the evaluation framework.

The provision this summer holiday (2018) will be monitored and evaluated. The findings will be used to develop the work for future holidays which will include all holidays and not just summer. The steering Group and Evaluation Sub Group will develop the programme in liaison with colleagues, partners, children and their families.

Item no 5.27

QUESTION NO 27

By Councillor Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 3 May 2018

Question

Please provide the number of team teaching arrangements in place across Edinburgh primary schools for each of the years P1 to P7.

Answer

Team Teaching Classes Session 2017/18

School	Size of Class	Stage
Balgreen	35	P1
Blackhall	44	P1
Bruntsfield	36	P1
Craiglockhart	33	P1
Davidson's Mains	35	P1
Ferryhill	33	P1
Flora Stevenson's	40	P1
Gilmerton	39	P1
James Gillespie's	38	P1
Kirkliston	36	P1
Queensferry	41 and 33	P1 and P2
Roseburn	33	P1
Sciennes	40 and 33	P1 and P2
South Morningside	38 and 38	P1 and P3
St Peter's	34	P2
Stockbridge	43	P3
Taobh na Pàirce	31	P1
Victoria	38	P3

15 x P1 classes, 3 x P2 classes and 3 x P3 classes

Source: Figures taken from September 2017 Pupil Census

Item no 5.28

QUESTION NO 28

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question

Following a public meeting [on 8th October](#), and a petition of over 1200 names asking for road safety measures on Bo'ness Road in South Queensferry, a period of road usage monitoring was carried out. The results of the meant that a decision was taken by the Convenor and the Road Safety Team that no measures would be put in place. The Convenor was asked on the 20th February if she would attend a follow up public meeting to explain this decision and hear from residents about their concerns.

Despite a verbal reminder to both the Convenor (at the March Full Council) and the Administration Councillor, Norman Work (in early April), there is still no response.

Will the Convenor agree to attend a public meeting with the South Queensferry Community about this issue?

Answer

As you will be aware, there has already been officer follow-up on this matter.

I would note that Councillor Work, Councillor Hutchison and Councillor Young attended a site visit on Friday 6 April with the Chief Executive, Andrew Kerr, Dave Sinclair (North West Locality Transport & Environment Manager), and Peter Strong (North West Locality Manager) to discuss this issue, fully. Cllr Work reported on this to the Queensferry & District Community Council meeting, at which I understand Councillor Young was not in attendance.

I would be happy to attend a public meeting, diary commitments allowing. I would ask that you liaise with appropriate administration support staff to find a suitable date.

Item no 5.29

QUESTION NO 29

By Councillor Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question

What progress is being made to install the second paper recycling facility at the Tesco Davidson's Mains on Cramond Road South, as confirmed by Officers?

Answer

The two 1,280 litre communal paper wheeled bins were installed at Tesco Davidson's Mains w/c 23 April 2018.

Item no 5.30

QUESTION NO 30

By Councillor Booth for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 3 May 2018

Question (1) What consideration was given to the policies set out in the Council's Local Transport Strategy, and in particular those in chapter 9, Active Travel, when the proposals for the tram extension to Newhaven were being prepared?

Answer (1) The Edinburgh Local Transport Strategy 2014 to 2019 sets the policy context for the completion of the tram route to Newhaven.

The Strategy notes that Edinburgh City Centre forms the commercial heart of south east Scotland and indeed the entire country. It is a centre for finance and business, retail, entertainment, tourism and leisure. Its World Heritage Site status provides unique opportunities and challenges.

The Strategy notes that one of the key challenges facing Edinburgh is that city centre streets are dominated by motor traffic, and that tram presents a great opportunity to change this.

In preparing the Outline Business Case it was noted that the project taking Trams to Newhaven will facilitate the Council's plans to:

- improve the pedestrian experience in the core city centre area and increase space for pedestrians;
- improve access to the city centre;
- increase space for other uses (e.g. street cafes, entertainment, markets);
- offer dedicated cycle provision in the area; and
- reduce the detrimental impact of motor vehicles on the city centre environment.

Out-with the city centre, the Strategy notes that Edinburgh's growth is focussed in three areas, West Edinburgh (including Edinburgh Park/Gyle and the Airport area), South East Edinburgh and the Waterfront. The Strategy concludes that to grow in a way that protects the city's environment, these areas need supporting transport investment focussed on public transport, walking and cycling.

The Strategy also notes that improved transport connections will drive the renewal of Edinburgh's waterfront and that while much of the required urban infrastructure is already in place, improved connections to the city centre are needed to unlock the area's sustainable regeneration.

The completion of the tram to Newhaven thus is fully consistent with, and is key to the delivery of the Edinburgh Local Transport Strategy.

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| Question | (2) What changes to the proposals will be made to ensure the transport hierarchy is respected, in other words that minimising demand is prioritised ahead of modal shift, which in turn is prioritised over optimising system efficiency? |
| Answer | (2) The public consultation closed on Sunday, 29 April. Now that consultation has completed the Council will review the consultation responses and thereafter prepare design options for discussion at a series of workshops. The workshops will be held with a range of representatives from local businesses and the active travel community. It is anticipated these will take place in late May or early June and will inform on any re-designs for further engagement later in the summer. The Council cannot give a firm commitment to design changes ahead of that process as to do so would pre-judge both the content of the consultation responses and the opinions of those attending the workshops. Following the workshops the preferred design option will be presented at the All Party Oversight Group |