

# Council Questions and Answers

## City of Edinburgh Council

10.00 am Thursday, 27th May, 2021

Virtual Meeting - via Microsoft Teams

### Questions and Answers

---

#### Contacts

Email: [gavin.king@edinburgh.gov.uk](mailto:gavin.king@edinburgh.gov.uk)

Tel: 0131 529 4239

#### Andrew Kerr

Chief Executive

This page is intentionally left blank

# Agenda Annex

## Item no 10.1

### QUESTION NO 1

**By Councillor Miller for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

**Question**           (1) Could the Convener please provide a complete list of locations of all personal injury collisions that were

                                  a) fatal and

                                  b) serious severity collisions,

                                  since 2011 showing the date when the collision occurred?

**Answer**             (1) Police Scotland are responsible for the collection of all personal injury road traffic collision data. The latest data for which collision details are currently held is 31 December 2020.

The information attached in Table 1 below shows the details of fatal road traffic collisions in the period 1 January 2011 to 31 December 2020. This shows there were 74 fatal collisions reported to the Police on roads within the City of Edinburgh Council's boundary in this period.

In addition, there were 1,433 serious injury collisions and the details of these could be provided on request

**Question**           (2) For each location, could the Convener please summarise what measure(s) are being taken and indicate the status of each measure including estimated or actual completion dates?

**Answer**

- (2) The delivery of the Council's Road Safety programme was the subject of a [report](#) to the Transport and Environment Committee on 22 April 2021.

Road safety remedial measures are not progressed at every location where there has been a fatal or serious collision. Instead, the Council has two ongoing programmes of work aimed at reducing road traffic collisions:

- 1) Remedial measures following fatal collisions; and
- 2) Remedial measures arising from ongoing monitoring of collisions in the city - the Accident Investigation and Prevention (AIP) programme.

Following any traffic collision that results in a fatality (or where injuries sustained are likely to prove fatal), a site meeting will be arranged by Police Scotland and attended by a Council officer. The timing of the meeting is determined by the Police and this can vary, depending on the progress of their investigations into the collision and whether it is likely to be referred to the Procurator Fiscal.

Following this meeting, if there are actions for the Council to progress, these will be incorporated into the Council's Road Safety Programme. The timescale for delivery of the changes can vary considerably, depending on their nature and scope.

Site meetings are not held routinely for serious accidents.

Table 2 shows details of the five improvements identified as part of the 2016 Accident Investigation Process, along with improvements that are currently under development.

**Table 1 – Fatal Accident Locations**

Accident Severity	Accident Date	Location
Fatal	01/01/2011	UNION PLACE A900 OPPOSITE JUNCTION WITH UNION STREET EDINBURGH 326080E 674450N
Fatal	26/01/2011	EDINBURGH TO KILMARNOCK A71 200M EAST OF IT'S JUNCTION WITH LONG DALMAHOY ROAD EDINBURGH 313460E 668610N
Fatal	15/02/2011	SOUTH GYLE CRESCENT 150 METRES SOUTH OF ITS JUNCTION WITH REDHEUGHS AVENUE EDINBURGH 318490E 671780N
Fatal	28/04/2011	BROUGHTON ROAD B900 AT ITS JUNCTION WITH EAST CLAREMONT STREET EDINBURGH 325830E 675350N
Fatal	19/06/2011	EDINBURGH CITY BYPASS A720 0.5 MILE WEST OF ITS JUNCTION WITH A7 AT SHERIFFHALL ROUNDABOUT EDINBURGH 330980E 667900N
Fatal	26/06/2011	BURNSHOT ROAD 730 METRES EAST FROM ALMONDHILL COTTAGES KIRKLISTON 313740E 675360N
Fatal	09/08/2011	PORTOBELLO ROAD A1140 AT THE JUNCTION WITH CRAIGENTINNY AVENUE EDINBURGH 329030E 674250N
Fatal	15/11/2011	SALAMANDER STREET A199 20 METRES EAST OF THE JUNCTION WITH ELBE STREET EDINBURGH 327520E 676400N
Fatal	05/01/2012	LANARK ROAD A70 10 METRES SOUTH FROM JUNCTION WITH DOVECOT GROVE EDINBURGH 321410E 670190N
Fatal	07/02/2012	CORSTORPHINE HIGH STREET C 5 METRES WEST FROM JUNCTION WITH ORCHARDFIELD AVENUE EDINBURGH 319900E 672680N
Fatal	05/03/2012	CORSTORPHINE ROAD A8 100 METRES EAST FROM JUNCTION WITH MURRAYFIELD ROAD EDINBURGH 322530E 673200N
Fatal	07/03/2012	MAYBURY ROAD A902 75 METRES NORTH EAST OF THE JUNCTION WITH MAYBURY DRIVE EDINBURGH 318110E 673830N
Fatal	12/03/2012	GILMERTON ROAD A772 50 METRES NORTH OF THE JUNCTION WITH THE SPINNEY EDINBURGH 328930E 669060N
Fatal	05/04/2012	CREWE ROAD SOUTH C 75 METRES NORTH OF ITS JUNCTION WITH CRAIGLEITH ROAD EDINBURGH 323500E 674680N
Fatal	03/06/2012	OLD DALKEITH ROAD A7 300 METRES SOUTH FROM JUNCTION WITH FERNIEHILL ROAD EDINBURGH 329057E 669979N
Fatal	29/07/2012	OCEAN DRIVE 200 YARDS FROM ITS JUNCTION WITH COMMERCIAL STREET EDINBURGH 326550E 676930N
Fatal	01/09/2012	NEW LISTON ROAD 30 METRES NORTH FROM ITS JUNCTION WITH GATESIDE ROAD KIRKLISTON 312402E 674260N
Fatal	22/09/2012	ULSTER CRESCENT 238 METRES WEST FROM JUNCTON WITH WILLOWBRAE ROAD EDINBURGH 328666E 673549N
Fatal	29/09/2012	NICOLSON SQUARE AT THE JUNCTION WITH MARSHALL STREET EDINBURGH 326024E 673175N
Fatal	08/12/2012	DUNDAS STREET C AT THE JUNCTION WITH HERIOT ROW EDINBURGH 325260E 674330N
Fatal	10/12/2012	BAVELAW ROAD 10 METRES NORTH OF ITS JUNCTION WITH HARLAW ROAD BALERNO 316310E 666210N

Fatal	06/01/2013	WESTER HAILES ROAD AT ITS ROUNDABOUT JUNCTION WITH CLOVENSTONE ROAD JUNIPER GREEN 320130E 669370N
Fatal	26/01/2013	MARCHMONT ROAD C AT THE JUNCTION WITH WARRENDER PARK ROAD EDINBURGH 325460E 672320N
Fatal	21/03/2013	PALMERSTON PLACE AT JUNCTION WITH ROTHESAY PLACE EDINBURGH 323950E 673660N
Fatal	06/05/2013	M9 SPUR JUNCTION 1A M9 APPROX 2 MILES SOUTH OF THE ROUNDABOUT JUNCTION WITH A8, GLASGOW ROAD SOUTH QUEENSFERRY 311470E 674380N
Fatal	05/06/2013	QUEENS DRIVE AT ITS JUNCTION WITH DUKES WALK EDINBURGH 327630E 673960N
Fatal	10/08/2013	GLASGOW TO EDINBURGH ROAD M8 100 METRES WEST FROM JUNCTION WITH A720, CITY OF EDINBURGH BYPASS EDINBURGH 317990E 670870N
Fatal	27/09/2013	GREAT JUNCTION STREET A901 25 METRES NORTH FROM JUNCTION WITH JUNCTION PLACE EDINBURGH 326800E 676090N
Fatal	28/11/2013	EDINBURGH CITY BYPASS A720 200YDS WEST OF ITS JUNCTION WITH STRAITON ROAD EDINBURGH 327070E 666970N
Fatal	16/02/2014	QUEENSFERRY ROAD B800 AT ITS JUNCTION WITH UNNAMED ROAD LEADING TO ROYAL ELIZABETH YARD KIRKLISTON 312760E 676480N
Fatal	01/03/2014	SILVERKNOWES ROAD 500 YARDS NORTH OF THE JUNCTION WITH LAURISTON FARM ROAD EDINBURGH 320420E 676400N
Fatal	22/04/2014	GILLESPIE ROAD B701 100 YARDS EAST OF JUNCTION WITH PENTLAND AVENUE EDINBURGH 321160E 668900N
Fatal	19/05/2014	WAVERLEY BRIDGE AT SOUTH ENTRANCE TO RAILWAY STATION WAVERLEY RAILWAY STATION, EDINBURGH 325690E 673810N
Fatal	08/07/2014	PRINCES STREET AT THE JUNCTION WITH SOUTH ST ANDREW STREET C EDINBURGH 325720E 673970N
Fatal	07/11/2014	OLD DALKEITH ROAD A7 APPROX 20 METRES SOUTH OF JUNCTION WITH BRIDGE END EDINBURGH 327810E 671100N
Fatal	22/11/2014	NEWHALLS ROAD APPROX 60 METRES WEST OF JUNCTION WITH HIGH STREET SOUTH QUEENSFERRY 313680E 678340N
Fatal	06/12/2014	EDINBURGH TO GLASGOW ROAD M8 APPROX 1.5 MILES WEST OF JUNCTION WITH A720 EDINBURGH CITY BYPASS EDINBURGH 316910E 670330N
Fatal	08/12/2014	FERRY ROAD 25M EAST OF ITS JUNCTION WITH DUDLEY AVENUE SOUTH EDINBURGH 326140E 676350N
Fatal	17/12/2014	LINDSAY ROAD A901 AT ITS JUNCTION WITH SANDPIPER DRIVE EDINBURGH 325740E 677040N
Fatal	19/08/2015	FREDERICK STREET C AT THE JUNCTION WITH PRINCES STREET A8 EDINBURGH 325190E 673830N
Fatal	08/10/2015	BUCKSTONE TERRACE 50 METRES SOUTH OF THE JUNCTION WITH CAIYSTANE CRESCENT EDINBURGH 324640E 668560N
Fatal	17/12/2015	NEWBRIDGE TO WILKIESTON B7030 15 METRES NORTH JUNCTION OF UNCLASSIFIED ROAD TO RATHO QUARRY NEWBRIDGE 312020E 670350N
Fatal	01/01/2016	MURRAYBURN ROAD AT THE JUNCTION WITH DUMBRYDEN DRIVE EDINBURGH 320560E 670680N

Fatal	09/01/2016	DRUM BRAE DRIVE 38 METRES WEST FROM JUNCTION WITH HOSEASONS GARDENS EDINBURGH 319610E 674340N
Fatal	17/04/2016	MORNINGSIDE ROAD 10 M NORTH FROM JUNCTION WITH JORDAN LANE EDINBURGH 324540E 671140N
Fatal	12/05/2016	KINGSTON AVENUE C AT THE JUNCTION WITH OLD DALKEITH ROAD A7 EDINBURGH 328470E 670400N
Fatal	06/06/2016	BURNSHOT ROAD AT THE JUNCTION WITH STANDINGSTANE ROAD KIRKLISTON 314360E 675670N
Fatal	10/06/2016	SILVERKNOWES ROAD AT THE JUNCTION WITH SILVERKNOWES COURT EDINBURGH 320830E 675840N
Fatal	17/09/2016	NEWCRAIGHALL ROAD A6095 AT JUNCTION WITH NEWCRAIGHALL PARK & RIDE, EDINBURGH 331740E 671810N
Fatal	25/11/2016	WEST APPROACH ROAD AT THE JUNCTION WITH ROSEBURN STREET C EDINBURGH 322740E 672640N
Fatal	16/12/2016	GILMERTON ROAD A772 AT THE ROUNDABOUT WITH EDINBURGH CITY BYPASS SLIP ROAD A720 EDINBURGH 330520E 667960N
Fatal	30/01/2017	STANDINGSTANE ROAD TO B800 ROAD NEAR MILTON COTTAGE, 1 KM EAST FROM JUNCTION WITH B800 SOUTH QUEENSFERRY 313240E 676220N
Fatal	24/04/2017	LANARK ROAD AT THE JUNCTION WITH BABERTON CRESCENT JUNIPER GREEN 320250E 668890N
Fatal	14/05/2017	MAIN STREET AT ITS JUNCTION WITH QUALITY STREET B9085 DAVIDSONS MAINS, EDINBURGH 320560E 675450N
Fatal	31/05/2017	PRINCES STREET A8 AT THE JUNCTION WITH LOTHIAN ROAD A702 EDINBURGH 324670E 673670N
Fatal	03/09/2017	REGENT ROAD A1 200M NORTH EAST OF ITS JUNCTION WITH REGENT TERRACE EDINBURGH 326660E 674130N
Fatal	27/10/2017	CHARTERHALL ROAD 102 METRES EAST OF ITS JUNCTION WITH BLACKFORD AVENUE EDINBURGH 325860E 670990N
Fatal	26/12/2017	DUDDINGSTON PARK 30 METRES NORTH OF ITS JUNCTION WITH PARK LANE EDINBURGH 330270E 673060N
Fatal	10/01/2018	BROOMHOUSE AVENUE 50 METRES SOUTH OF ITS JUNCTION WITH BROOMHOUSE PLACE EDINBURGH 319970E 671230N
Fatal	30/03/2018	
Fatal	25/05/2018	MAYBURY ROAD A902 200 METRES NORTH OF ITS JUNCTION WITH MAYBURY DRIVE EDINBURGH 318170E 673970N
Fatal	16/10/2018	SOUTHHOUSE AVENUE 100 M WEST FROM JUNCTION WITH SOUTHHOUSE BROADWAY, DRIVEWAY OF 29 EDINBURGH 327690E 668100N
Fatal	02/11/2018	GREAT JUNCTION STREET A901 APPROX 20 METRES EAST OF JUNCTION WITH HENDERSON STREET EDINBURGH 326880E 675990N
Fatal	10/01/2019	LEITH WALK A900 AT THE JUNCTION WITH CROWN STREET EDINBURGH 326900E 675780N
Fatal	20/02/2019	MURRAYBURN ROAD 7 METRES WEST OF THE JUNCTION WITH HAILES LAND ROAD EDINBURGH 319830E 670150N
Fatal	13/03/2019	PORTOBELLO HIGH STREET B6415 AT THE JUNCTION WITH SIR HARRY LAUDER ROAD EDINBURGH 330018E 674376N

Fatal	14/05/2019	OCEAN DRIVE 200 METRES SOUTH OF ROUNDABOUT AT MELROSE DRIVE EDINBURGH 326649E 677029N
Fatal	03/09/2019	GREAT JUNCTION STREET (A901) AT JUNCTION WITH GREAT JUNCTION STREET (A901)
Fatal	07/01/2020	QUEENSFERRY ROAD (A90) - 75 METRES FROM JUNCTION WITH PARKGROVE AVENUE
Fatal	29/03/2020	SPOTTISWOODE ROAD NEAR JUNCTION WITH MARCHMONT ROAD
Fatal	25/06/2020	GILMERTON ROAD (A772) AT JUNCTION WITH KINGSTON AVENUE
Fatal	30/06/2020	MORNINGSIDE ROAD (A702) AT JUNCTION WITH SPRINGVALLEY GARDENS
Fatal	14/07/2020	WILLOWBRAE ROAD (A1) NEAR JUNCTION WITH WILLOWBRAE ROAD (A1)
Fatal	02/11/2020	SIR HARRY LAUDER ROAD (A199) NEAR JUNCTION WITH PORTOBELLO HIGH STREET (B6415)

**Table 2 – Improvements Identified**

<u>Location</u>	<u>Measure</u>	<u>Date and Identified via</u>	<u>Comments</u>
A71 Dalmahoy Junction	Vehicle activated signs and reduction in speed limit	AIP	Complete - Vehicle activated signs installed in 2017 and speed limit subsequently reduced in 2018. A scheme for further road safety improvements, arising from a decision by Committee in March 2015 following the submission of a petition, is currently being progressed for implementation by the end of 2021.
Drum Brae Drive	Signalised Junction	2013 AIP	Improvement identified via AIP was for a signalised Puffin pedestrian crossing. However, there was strong feedback from the Drum Brae Community Council that a full signalisation of the junction should instead be progressed. Unfortunately, the significant additional funding required to deliver this could not be justified on the grounds of collision reduction alone and the development of proposals was therefore suspended to allow further options, including potential additional sources of funding to be investigated. In December 2018, the Western Edinburgh Neighbourhood Partnership agreed to allocate the additional funding required to allow a signalised junction to be progressed. Currently finalising the tender package to progress to construction.
Hermiston Roundabout	Road Marking Alterations	2016 AIP	Complete - implemented in 2019.
Telford Road	Road Marking/ Directon Signage Alterations	2016 AIP	Complete - implemented in late 2019/early 2020.
South Bridge @ Chambers Street	Road Marking Alterations	2016 AIP	Complete - layout amended as part of South Bridge improvement works. Monitoring ongoing.



Queensferry Road @ Quality Street	Alterations to signal phasing and type to include Craigcrook Road slip.	2016 AIP	Complete- implemented 2018/19.
Davidsons Mains	Crossing/Roundabout Upgrade	2016 AIP and Response to Fatal Collision in 2017	Currently finalising detailed design to progress to construction.
Murrayburn Road at Hailesland Road	Signalised Crossing	Response to Fatal Collision in 2019	Currently finalising tender package to progress to construction.
Portobello High Street/King's Road Junction	Road Layout Alterations and Improvements to Alternative Routes	Response to Fatal Collisions in 2019 and 2020	Awaiting Road Safety Audit and further engagement with stakeholder groups to progress to implementation.

## Item no 10.2

### QUESTION NO 2

**By Councillor Howie for answer by the Convener of the Culture and Communities Committee at a meeting of the Council on 27 May 2021**

**Question** (1) How many public playparks do the council own or maintain?

**Answer** (1) The Council owns or maintains 165 play parks.

**Question** (2) For each of these, what individual pieces of play equipment are designed for use by disabled children?

**Answer** (2) The Council has a significant amount of play equipment which has been designed for use by disabled children. Examples include a swing seat called the Mirage (which is based on a fighter pilot's ejector seat and has fixing points for a harness supplied on request and can be fitted on any swing frame that is 2.4m high), Orbit and dish roundabouts, trampolines and ramped / pull up decks. Further details of these will be put on the Council's website.

**Question** (3) Which playparks have blue badge or abundant parking immediately adjacent to them?

**Answer** (3) There are many playparks which have parking in close proximity however the Council does not hold a definitive list of playparks with adjacent parking or blue badge spaces.

**Question** (4) Which playparks have surfaces suitable for use by wheelchairs?

**Answer** (4) Approximately 100 sites have surfaces suitable for use by wheelchairs. A list will be added to the council website.

**Question** (5) What is the council's current policy regarding the inclusion of accessible play equipment in any future playparks?

**Answer**

- (5)** The Council's Play Area Action Plan designs are child centred, based on children's desires, expectations, how they play and what they need to get out of the play experience. Designs are also governed by the need to meet the play standard BS EN 1176 Parts 1 to 11. The choice of equipment and layout of the play space needs to allow for inclusion, allowing as wide a range of children to play together as possible. The play space must be sustainable, meet consulted needs and not be easily vandalised.

### QUESTION NO 3

**By Councillor Howie for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

#### Question

What is the council's response to the points raised by the RNIB in their consultation response on retaining Spaces for People that was received from them on 1<sup>st</sup> April 2021?

#### Answer

Ahead of the consultation response the Convener and Vice-Convener held an engagement session with RNIB and other accessibility groups on 2 March 2021. The discussion was comprehensive and allowed for setting the context of our wider transport policies and reinforced our commitment to accessible and inclusive walking wheeling and cycling for all with the understanding that some people do require the use of private vehicles.

RNIB were concerned that due to the quick action associated with Spaces for People, it was difficult to convey to those with sight problems where changes would occur in the city, and how this might alter the streetscape. In order to assist with this, documents relating to changes had to be accessible, and detailed engagement with access panels and disability groups had to be ongoing and proactive.

A report will be presented to the Transport and Environment Committee on 17 June which will present and respond to the Spaces for People consultation submissions. However, the Council are keen to maintain engagement and work with all resident groups to ensure inclusivity for all. Consultation materials for the SfP consultation were made available in accessible formats, including a BSL video, large print paper copies of the consultation response form and copies in braille.

Should the schemes be progressed permanently, we would look to using experimental traffic orders in the first instance so there would be an opportunity to consider the layout and make alterations before any permanent scheme is progressed. Efforts will be made to mitigate impacts on our visually impaired residents.

## Item no 10.4

### QUESTION NO 4

**By Councillor Webber for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

In December 2020 Council Officers were made aware that Juniper Green Primary School parents and staff had carried out research and had pulled together a comprehensive Road Safety Action Plan to be progressed through 2021.

Through the local Ward Councillor, Councillor Webber, a draft of this road safety action plan was provided to Council officers. This included 50 ideas to be reviewed and considered and was obviously created with local knowledge and awareness of the entire area and this document made no mention of a planter!

- Question**            (1) Is it safe to assume that the Spaces for People team are not genuinely interested in working collaboratively with communities, parent councils and schools to make their road safety action plan live and implemented and would rather progress with their own interpretation of the issues and the solutions?
- Answer**             (1) The Spaces for People projects around schools were intended purely to assist in creating a safer space for pedestrians to physically distance at the school gates, not to address wider safety concerns on routes to school.
- Question**            (2) How should the parent council and school progress their Road Safety Action Plan given the placement of the planter in April 2021?
- Answer**             (2) The Road Safety team are currently undertaking a review of School Travel Plans for every school cluster in the city and will engage with the school and parent body around the contents of their Action Plan as part of this process.

## Item no 10.5

### QUESTION NO 5

**By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

The council has stated its policy is to 'try and modify' Spaces for People schemes:

**Question** (1) What steps are the council taking to encourage the public to report 'near misses' or 'near accidents' related to Spaces for People infrastructure and other road infrastructure to ensure these are accurately captured?

**Answer** (1) Any individual or organisation can report a range of service requests or a road or pavement problem relating to road infrastructure through [www.edinburgh.gov.uk/report](http://www.edinburgh.gov.uk/report).

For Spaces for People dedicated Inspector has been appointed to ensure that the infrastructure introduced is safe and well maintained. Issues relating to Spaces for People measures can be sent directly to the Spaces for People team ([spacesforpeople@edinburgh.gov.uk](mailto:spacesforpeople@edinburgh.gov.uk)).

**Question** (2) How should the public report a 'near miss' or 'near accident' to best ensure a 'near miss' report is not 'missed'?

**Answer** (2) As above.

**Question** (3) What policies are in place to ensure the data from 'near misses' or near accidents' is shared across all relevant people and lessons learned, and adaptations made in a timely fashion?

**Answer** (3) For issues reported in relation to the Council's road infrastructure through the link above, these are directed via Confirm, to the relevant service for rectification/repair.

For Spaces for People, in addition to the approach taken for road infrastructure, information received will be investigated by the Inspector and action taken rectification/repair. Issues which do not relate to infrastructure will be considered on receipt and appropriate action taken if required. As part of the bi-monthly scheme reviews, any issues raised are also considered.

## Item no 10.6

### QUESTION NO 6

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021

**Question** (1) Under what authority/legislation can “planters” be placed on the roadway?

**Answer** (1) The [Roads Scotland Act 1984](#) (Part 1 Public Roads – General powers and duties of roads authorities) sets out the powers and duties of local roads authorities.

In Part 1, the Act states that a local roads authority shall manage and maintain all roads included in their list of public roads. Within this the local roads authority has the power to reconstruct, alter, widen, improve or renew any such road or to determine the means by which the public right of passage over it, or over any part of it, may be exercised.

**Question** (2) What is the total cost of planters placed and proposed to be placed at locations close to Primary Schools?

**Answer** (2) £57,439.

**Question** (3) In terms of the maintenance of planters by P1:

- (a) what is the cost;
- (b) what is the schedule; and
- (c) will all future costs be met from the Spaces for People fund, administered by Sustrans?

- Answer** (3) a) The total cost is £5,586.
- b) The schedule of maintenance includes approximately 12 summer and six winter visits. The schedule includes application of slow release fertiliser in the Spring; watering planters once a week during the growing season; and pruning and weeding as required to keep planters presentable and ensure health of plants.
- c) It is expected that all reasonable costs will be covered by the Spaces for People budget whilst planters are used by the Programme in 2021/22.

- Question** (4) What consultation was undertaken with
- (a) local residents and
- (b) parent councils prior to implementation of the planters at each location?

- Answer** (4) In answer to (a) and (b):
- The notification and engagement process for the measures introduced to support physical distancing around schools followed the same process as used for all Spaces for People schemes which was approved by Policy and Sustainability Committee on 14 May 2020.

This includes notification to allow ward members, local stakeholders, community representatives and key partners to consider the proposed measures and provide feedback so that design alterations can be made.

These Temporary Traffic Regulation Notice (TTRN) notifications related to vehicle prohibitions and not on the planters themselves.

- Question** (5) Why were planters placed on roadways without reflective markings or other visibility aids?

- Answer** (5) The existing temporary traffic management should have remained in place to identify and protect the on-street planters. Unfortunately, this was removed in error during the installation period. Appropriate reflective markings are currently being installed on all on-street planters.



- Question** (6) Can links to the individual risk assessments be placed on the “Spaces for People – School Measures” portal?
- Answer** (6) Individual design risk assessments and other supporting documents can be requested from the project team.
- Question** (7) Where it has been agreed that roads will be open out with school dropping off and pick up times who is going to move the planters to allow full unrestricted access outwith these times?
- Answer** (7) The roads affected by part time vehicle prohibitions remain open at all times to exempt vehicles. It is not necessary to remove planters out with the operating hours, as most features have been placed where parked cars would normally be present.

## Item no 10.7

### QUESTION NO 7

**By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

**Question** (1) In Item 10.2 of the previous full council meeting on 29 April, it lists that £15,000 was paid to Sustrans in 2019/20 for 'Bike Life'. Please provide detail of what services were included in that cost.

**Answer** (1) The Bike Life programme in 2019/20 was part of the Council's 'Smarter Choices, Smarter Places' programme, which is funded by Scottish Government funding through the Paths for All programme.

The funding contributed to the costs for:

- Data collection and analysis, including the survey of residents (carried out by a third party - NatCen);
- Conducting case study interviews;
- City streetscape and case study photography; and

Document design, production and distribution.

**Question** (2) In *Bike Life* report [https://www.sustrans.org.uk/media/5965/bikelife19\\_edinburg\\_h\\_web.pdf](https://www.sustrans.org.uk/media/5965/bikelife19_edinburg_h_web.pdf), on page 12, "Better road quality and fewer potholes" is the biggest issue reported in terms of issues residents think are important for improving cycle safety in Edinburgh. Which *Spaces for People* schemes have seen road resurfacing form part?

**Answer** (2) As part of the following Spaces for People schemes, patching or re-surfacing undertaken:

- The Mound
- Bank Street
- Forest Road
- Dundee Street and Fountainbridge
- A1 – Milton Road West

The following schemes have identified the need for patching at specific locations. These will be incorporated into Edinburgh Road Services' programme:

- Craigmillar Park, Minto St and Mayfield Gardens
- Buccleuch St and Potterow
- Gilmerton Road
- Ladywell Road
- Crewe Road South
- Ferry Road
- Queensferry Road

**Question** (3) Is another *Bike Life* survey /report scheduled and if so, when?

**Answer** (3) The Bike Life report is produced every two years. Due to the Coronavirus pandemic, Bike Life 2021/22 has been slightly delayed. Data collection is underway, and the report is expected Summer 2022.

**Question** (4) Is *Bike Life* reporting used to measure success or otherwise of *Spaces for People*?

**Answer** (4) Bike Life is a UK wide report; therefore, the citizen survey and data collection are standardised across the different cities. Bike Life 2021/22 will not therefore look to explicitly assess the impact of Spaces for People in Edinburgh.

**Question** (5) Will the Council commit to undertaking equally detailed research for '*Walking Life*' (with questions for those with mobility issues) as pedestrians are top of the hierarchy of road users and activities around active travel should lead on this?

**Answer** (5) Bike Life is a UK wide document that is produced every two years for multiple cities. In 2021/22 the scope of this document is being extended at the UK level to equally consider walking, wheeling and cycling. The name of the document will also change to reflect the wider scope of the document.

## Item no 10.8

### QUESTION NO 8

**By Councillor Johnston for answer  
by the Convener of the Transport and  
Environment Committee at a meeting  
of the Council on 27 May 2021**

#### Question

Can the Convener confirm:

In the last 12 months how many 5G Mast applications have been received per locality, how many have been approved and how many have been rejected?

#### Answer

Generally, masts within conservation areas require planning permission; while masts outwith conservation areas are permitted development, subject to a “prior approval” process. The “prior approval” process is limited to consideration of appearance and design.

Since 1 May 2020 the Council has received:

- 54 Permitted Development Prior Approvals; and
- 12 Planning Applications.

In the same period:

- 50 permitted Development Prior Approvals were approved, with two refused; and
- Nine Planning Applications were granted and one refused.

These are broken down by Locality below:

Locality	Planning applications made	Prior Approvals Made	Total
North East	2	13	15
South East	3	7	10
South West	1	14	15
North West	6	20	26
<b>Total</b>	<b>12</b>	<b>54</b>	<b>66</b>

Locality	Planning Applications Decisions				Prior Approval Decisions			Total
	Granted	Refused	Withdrawn	Total	Approved	Refused	Total	
<b>North East</b>	2	0	0	2	12	1	13	<b>15</b>
<b>South East</b>	3	0	1	4	6	0	6	<b>10</b>
<b>South West</b>	1	0	0	1	12	1	13	<b>14</b>
<b>North West</b>	3	1	0	4	20	0	20	<b>24</b>
<b>Total</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>50</b>	<b>2</b>	<b>52</b>	<b>63</b>

(The difference in the total submissions and decisions is because some applications have not yet been decided and some that have been decided were received before 1 May 2020).

### QUESTION NO 9

**By Councillor Mitchell for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

On 20<sup>th</sup> July 2020 in the feedback summary for the Ferry Road scheme, Spaces for People said in response to a question about the removal of guardrails between Arboretum Road and Inverleith Gardens that, "This was considered, however the narrowness of the footways and the proximity to often high volume of traffic made this undesirable."

The guardrails at this location were removed by Spaces for People earlier this month.

Please could the Convener explain:

**Question** (1) Why their removal is now considered desirable?

**Answer** (1) The original scheme for Ferry Road was implemented early in the Spaces for People programme and, due to the urgent nature of the programme, the scheme considered that the narrowness of the footway and proximity to often high volume traffic meant that the initial assessment indicated that the guardrails could not be removed.

However, this was revisited as part of the dedicated street clutter programme project, which was progressed with Living Streets in line with the Edinburgh Street Design Guidance, analysis of three-year collision data found no issues at this location. Using the guardrail removal protocol, it was therefore considered appropriate to remove this section of guard rail.

**Question** (2) Why local members were not consulted or informed in advance of the change of opinion?

**Answer** (2) Updates on the street clutter programme have been presented to Transport and Environment Committee however, due to the timing of the implementation and funding availability it has not been possible to update local ward Councillors on the individual elements of the street clutter programme.

### QUESTION NO 10

**By Councillor Whyte for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

#### Question

The publicly available Edinburgh Road Reports (eg. <https://www.edinburgh.gov.uk/downloads/file/29452/14-may-2021>) in the table listing road works, in the 'Traffic Control' column, many of the controls are listed as:

*"Re-designating key parts of the road to help pedestrians, people using **wheelchairs**, prams or bicycles to physically distance"*

For every entry in this list, where the Traffic Control has the word '**wheelchair**' mentioned and, therefore, implies to council staff and the wider public that the control is specifically being put in place to help people with wheelchairs, please can you provide:

- a) The measure that was put in place to specifically help people using wheelchairs by improving accessibility.
- b) Any measures put in place as part of that scheme which conversely reduce accessibility for wheelchairs

#### Answer

- a) Spaces for People measures are designed to improve conditions for pedestrians and for people using wheelchairs, prams or bicycles by providing additional footway space to support physical distancing and to enable people to move around more easily.
- b) As part of the Spaces for People programme some parking provision has been removed to allow measures to be installed.

In some cases, following feedback received, parking and loading have been reintroduced to improve accessibility.



## Item no 10.11

### QUESTION NO 11

**By Councillor Burgess for answer by the Leader of the Council at a meeting of the Council on 27 May 2021**

**Question** (1) Does the council see it as a priority to engage with citizens about the need for their support and action in tackling the Climate Emergency?

**Answer** (1) The Council views engagement with citizens as of the utmost importance in tackling the climate emergency.

Since declaring a Climate Emergency, the Council has already delivered:

- an open dialogue with citizens through 'Edinburgh Talks Climate' (an online, interactive forum for discussion, debate and information sharing)
- ongoing social media campaigns on climate change awareness
- a Youth Climate Summit attended by over a hundred young people from Edinburgh's schools
- A climate change survey responded to by 1,834 residents

As part of the process to develop a 2030 Climate Strategy for the city, additional engagement has been undertaken including:

- civil society roundtables
- third sector events
- engagement with community councils
- strategy-specific social media

The draft strategy is due for consideration by Policy and Sustainability Committee on 10<sup>th</sup> June and the Council will undertake extensive citizen engagement and consultation on the strategy over the summer period.

**Question** (2) What resources and programme will the council employ to engage with citizens about the need for their support and action in tackling the Climate Emergency?

**Answer** (2) The Council has secured European funds through the Climate Knowledge and Innovation Community (CKIC) to employ a dedicated Sustainability Communication and Engagement Officer who will be responsible for delivering the 2030 Climate Strategy consultation. In addition to sector-specific engagement with city partners, this will include:

- A 12 week on-line consultation
- A third sector consultation event (delivered in partnership with EVOG)
- Specific thematic sessions with community councils
- Dedicated sessions for a range of communities of interests and seldom-heard groups
- A programme of engagement with schools

There is currently no specific budget allocated to support ongoing engagement activity or awareness-raising campaigns through the life of the strategy. However, budget proposals are being considered as part of the current budget discussions and resourcing will also be considered as part of the strategy's finalisation in September.

**Question** (3) Is the council considering extending its approach to citizen engagement, particularly with the UN Climate Conference being hosted in Glasgow later this year?

**Answer** (3) The Council has timed the publication of the 2030 Climate Strategy for October to coincide with COP26 coming to Scotland in November. This is intended to ensure consultation and engagement on the draft strategy is linked to, and benefits from, the increased profile for climate action that COP26 will bring.

In addition to consultation and engagement on climate issues through the strategy, the Council will work with civil society groups and Edinburgh businesses to collaborate on a range of thematic events and awareness raising sessions.

The Council has allocated £100,000 to support a COP26 events programme, to be led by the Chamber of Commerce. An additional £6,000 has been allocated to cover venue costs to support engagement by community groups.

## Item no 10.12

### QUESTION NO 12

**By Councillor Gloyer for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 27 May 2021**

#### Question

Craigleith Crescent was scheduled for carriageway surface treatment in 2019-20.

- a) On what date was the condition of this carriageway last inspected?
- b) What was the outcome of that assessment?

#### Answer

- a) A full condition assessment of the carriageway on Craigleith Crescent was carried out in August 2020.

Since then, several safety inspections have been carried out to identify and address any urgent or dangerous defects. The most recent safety inspection took place 15 April 2021.

- b) The condition assessment in August 2020 identified that Craigleith Crescent merited inclusion in the capital programme but was not suitable for surface treatment. It is now included in 2021/22 capital carriageway resurfacing programme.

## Item no 10.13

### QUESTION NO 13

**By Councillor Booth for answer by the Convener of the Planning Committee at a meeting of the Council on 27 May 2021**

Further to his answer to my questions on this subject on 13 December 2018, will the Convener please identify:

**Question** (1) When were the technical factsheets "C6, Cycle Parking in New Developments", and "C7, Cycle Parking", published?

**Answer** (1) C6 and C7 are both currently under development. During this work, the scope of the two factsheets has evolved slightly. C7 now deals with all cycle parking and C6 addresses other elements of cycling in new developments.

**Question** (2) What consultation was carried out prior to their publication?

**Answer** (2) In 2021, consultation on the latest draft of C7 was undertaken with Edinburgh Access Panel, Living Streets, Spokes and Transport for Edinburgh. RNIB were also approached for input but they did not submit a response.

**Question** (3) Will the Convener please provide the URL on the council's website where these factsheets can be downloaded?

**Answer** (3) The technical fact sheets that have been published to date can be viewed on the Council's website via the link below:

<https://www.edinburgh.gov.uk/directory/10232/edinburgh-design-guidance>

The both factsheets will be added to this site when ready.

## Item no 10.14

### QUESTION NO 14

**By Councillor Booth for answer by the Leader of the Council at a meeting of the Council on 27 May 2021**

#### Question

Further to his answer to my leader's question on this subject at full council on 29 April 2021, please can the Council Leader confirm:

- a) when he made contact with the Cabinet Secretary with responsibility for education;
- b) whether the pledge for a standalone GME secondary school in central Edinburgh was discussed;
- c) whether any offer of funding was made by the Scottish Government towards such a school;
- d) what was the conclusion of the discussion.

#### Answer

- a) I made contact with the new Cabinet Secretary on 19<sup>th</sup> May 2021 (the day of the First Minister's Cabinet announcement) to arrange a conversation that took place on 24<sup>th</sup> May 2021.
- b) The Council's GME plans for the future of Gaelic in the City were discussed to ensure this was consistent with the educational aspirations of the Scottish Government.
- c) Capital and operational cost issues were discussed but the discussion focused, rightly, on the educational attainment of young people in GME and this remains the Council's focus.
- d) The Cabinet Secretary acknowledged the strength of the option of a co-located campus at a new Liberton High. The Cabinet Secretary also committed to responding to the letter of the Education Convener as soon as possible to formally confirm the Government's support for the Council's plan, assuming

recommendation 1.2 is agree by committee on Friday:

<https://democracy.edinburgh.gov.uk/documents/s34256/4.1%20Gaelic%20Medium%20Education%20in%20Edinburgh%20Statutory%20Consultation.pdf>

### QUESTION NO 15

**By Councillor Booth for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 27 May 2021**

#### Question

Following her answers to my questions on private sector rents on 10 December 2020, please will the Convener clarify:

- a) When did the Convenor last meet with the Scottish Government to discuss action to tackle excessive private sector rents, and what was the conclusion of that discussion?
- b) What action has the council taken to publicise the Rent Service Scotland process for challenging excessive private sector rents?

#### Answer

- a) The Convener has not met with the Scottish Government since this question was last asked, this is largely due to the election period during which this would have been improper.

The Convener has now written to the new Cabinet Secretary for Social Justice, Housing and Local Government setting out the challenges in Edinburgh and requesting a meeting to discuss a number of issues including grant funding for social housing, rent pressure zones and short term lets.

- b) The Council has a communications plan which aims to ensure that private tenants in Edinburgh are aware of their rights and to empower them to take action where required to ensure that they are not being treated unfairly.

The plan includes highlighting the role of the Rent Service Scotland service for challenging excessive private sector rents in Edinburgh and promoting the Private Rented Tenancy, which establishes a legal

agreement between the tenant and the landlord. The Council's Private Rented Sector Team help raise the profile of the services available and help private tenants threatened with homelessness.

The Council uses its social media channels and is engaging with key Edinburgh stakeholders (such as Crisis, Shelter Scotland, Citizens Advice Bureau and National Union of Students) to reach as wide an audience as possible, in order to promote the support, information and resources available to private tenants in Edinburgh.



## Item no 10.16

### QUESTION NO 16

**By Councillor Booth for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 27 May 2021**

#### **Question**

Please can the Convener clarify when the questions which I tabled for full council on 10 December 2020 on the subject of Gaelic Medium Education will be answered?

#### **Answer**

This was provided to Councillor Booth on 19 May 2021.

This page is intentionally left blank