

Council Questions and Answers

City of Edinburgh Council

10.00 am Thursday, 28th October, 2021

Virtual Meeting - via Microsoft Teams

Questions and Answers

Contacts

Email: gavin.king@edinburgh.gov.uk

Tel: 0131 529 4239

Nick Smith

Service Director, Legal and Assurance

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Item no 13.1

QUESTION NO 1

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

At its April 2021 meeting, the Transport and Environment Committee considered the report "Delivery of the Road Safety Improvements Programme".

Paragraph 4.11 of the report said that a programme to roll out appropriate speed reduction measures on the roads listed in appendix 3 would be developed "shortly".

Question (1) What speed reduction measures have been agreed for each of the roads listed in appendix 3 of the report?

Answer (1) Appendix 3 of the [April 2021](#) report identified 91 20mph streets and three 30mph streets which had been highlighted in traffic surveys for further investigation for further speed reduction measures.

The measures for each street will vary, but could include signage and road markings, vehicle activated speed signs and speed indication devices, safety cameras or physical traffic calming measures.

There are 57 streets where measures are expected to be implemented in 2021/22. The Road Safety team can provide details of the proposed measures on these streets to Elected Members if requested.

Question (2) Which of these agreed speed reduction measures have already been implemented?

Answer (2) Additional speed reduction measures have been implemented at two of the streets (Fettes Avenue and Orchard Road) identified in the April 2021 report and in one other street (Queen's Drive).

Question (3) Which of the remaining speed reduction measures are expected to be implemented by the end of the calendar year?

Answer **(3)** Additional speed reduction measures are expected to be delivered on a further 54 streets before the end of this financial year (31 March 2022), as shown in Table 1 below.

The actual implementation dates will depend on the appointment of contractors and the necessary statutory road works registrations being in place.

Table 1 – Implementation of additional road safety measures

	20mph Speed Limits	Implemented already	Implemented by end 2021/22
1	Abbey Mount		X
2	Abercromby Place		
3	Balcarres Street		X
4	Beaufort Road		X
5	Bellevue (B901)		X
6	Blackford Avenue		X
7	Braid Avenue		X
8	Braid Hills Road		X
9	Braid Road		X
	Braid Road		
10	Bridge Road		X
11	Brighton Place		X
12	Broughton Road		X
13	Brunstane Road South		X
14	Cammo Gardens		
15	Campbell Avenue		
16	Chester Street		
	Chester Street		
17	Christiemiller Avenue		X
18	Claremont Park		X
19	Clermiston Road		
20	Corbiehill Road		
21	Craigcrook Road (west)		X
22	Craigentiny Avenue		X
23	Craigentiny Road		X
	Craigentiny Road		
24	Craighouse Gardens		
25	Craighouse Road		X
26	Craigs Road		
27	Douglas Gardens		
28	Drum Brae Drive		
	Drum Brae Drive		
29	East Fettes Avenue		X

30	East Hermitage Place		X
31	Ellersly Road		
32	Falcon Road West		X
33	Fettes Avenue	X	
34	Fillyside Road		X
35	Freelands Way		X
36	Gordon Road		
37	Grange Road		X
38	Great King Street		
39	Hermitage Drive		X
40	High Street, Kirkliston		
41	Inverleith Place		X
42	Inverleith Row		X
43	Joppa Road		X
44	Kilgraston Road		X
45	Kingsknowe Road South		
46	Kirkliston Road		
47	Ladywell Road		
48	Lennel Avenue		
49	Lennymuir		
50	Lochend Road		X
51	Lochend Road (A8)		
52	Lower Granton Road		
	Lower Granton Road		
	Lower Granton Road		
53	Main Street, Davidsons Mains		
54	March Road		X
55	Marchmont Road		X
56	Marionville Avenue		X
	Marionville Avenue		
57	Mayfield Road		X
58	Midmar Drive		X
59	Milligan Drive		X
60	Morningside Drive		X
61	Mountcastle Drive South		X
	Mountcastle Drive South		
62	Mounthooly Loan		X
63	Murrayfield Road		
64	Myreside Road		
65	Northfield Broadway		X
	Northfield Broadway		
	Northfield Broadway		
66	Orchard Road	X	
	Orchard Road		
67	Polwarth Gardens		X
68	Portobello High Street/Abercorn Terrace		X
69	Prestonfield Avenue		

70	Quality Street		
71	Queen Street		
	Queen Street		
72	Ravelston Dykes		
73	Restalrig Avenue		X
74	Restalrig Road South		X
75	Robertson Avenue		X
76	Saughtonhall Drive		
77	Scotstoun Avenue		
78	Slateford Road		
79	Starbank Road		
80	Stirling Road, Kirkliston		
81	Sleigh Drive		X
82	Stevenson Drive (20s section)		X
83	Strachan Road		X
84	Swanston Road		x
85	Turnhouse Farm Road		
86	Turnhouse Road		
87	Wakefield Avenue		X
88	Westburn Avenue		X
89	Whitehouse Road		X
90	Wilkieston Road		X
91	Woodhall Road		X

	30mph Speed Limits	Implemented already	Implemented by end 2021/22
1	Builyeon Road		
	Builyeon Road		
2	Cammo Road		
3	Freelands Road		

	Not on April 2021 List (20mph)	Implemented already	Implemented by end 2021/22
1	Queen's Drive	X	

Item no 13.2

QUESTION NO 2

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question

What progress has been made in the review of school travel plans since work commenced in November 2020?

Answer

Updates on the review of school travel plans have been provided to Transport and Environment Committee on [28 January 2021](#), [17 June 2021](#) and [14 October 2021](#).

Due to difficulties arising from the Covid-19 pandemic which prevented the direct engagement required with schools and pupils, the review was put on hold following the survey of the James Gillespie's cluster (November 2020).

The review restarted at the end of August 2021, following the school summer break, prioritising those schools where Spaces for People measures have been implemented.

Travel surveys have since been undertaken with parents at 11 schools and the data gathered from these surveys is currently being analysed to inform the development of draft travel plans, prior to further consultation with the schools and parent councils.

Item no 13.3

QUESTION NO 3

By Councillor Lang for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question (1) On what date did the Convener first become aware of the decision of officers to review those residents who are registered for assisted waste collections?

Answer (1) On 12 November 2020, Committee approved a report regarding kerbside waste collection policies. It was indicated in this report that reviews will happen under the assisted collections policy -

- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary assisted collection has been agreed for a shorter period.

In terms of the current review, I was made aware by an email circulated to all elected members on 15 October 2021.

Question (2) Was the Convener consulted on either the need for a review or the process which was proposed to be undertaken?

Answer (2) As it had been agreed by Committee that reviews would take place, no consultation was needed.

Question (3) If the Convener was consulted, did she approve of the review and processes proposed?

Answer (3) N/A

Question (4) Specifically, did the Convener consent to the intention to remove someone from assisted collections if they did not reply to either of the two letters?

Answer (4) N/A

Question (5) What is the Convener's current view on (a) the need for the review and (b) the processes being proposed for the review?

Answer

- (5) There are currently 7500 assisted collections across the city. Crews were frequently reporting that bins were being presented at the kerbside in the usual manner at some of the addresses concerned. This would clearly indicate that the circumstances for an assisted collection may have changed.

In the interest of service efficiency and correct application of resources where they are most needed a review, clearly signalled in the Transport & Environment Committee report of November 2020, should be welcomed.

Back in December 2017/January 2018, those flagged by crews as requiring a review were contacted if details were available. Following the volume of feedback received from crews that bins listed for assisted collections were being presented at the kerbside it was decided that a city-wide review of all assisted collection customers would be carried out to ensure we are holding accurate details.

As part of developing this review it was also acknowledged that we do not hold details of the customer requiring an assisted collection, only the address. This means we did not hold contact details and were unable to address any issues a customer may be experiencing with their collections (for example, if we are unable to gain access because the gate was locked).

This review was developed in a way that allows us to not only check if the service is still required but also able to capture contact details for future management of the assisted collection and any issues experienced with collections. This ensures that we remove properties that no longer require assistance (this could be due to change of circumstances or residents at the property) whilst improving the service to those who do require assistance.

It is clear from the service team's response to councillor enquiries that everyone is very aware of the need for sensitivity and care in reviewing these requests for assisted collections. I have confidence in the processes as outlined in the councillor briefing and subsequent service team emails to councillors.

Item no 13.4

QUESTION NO 4

By Councillor Lang for answer by the Vice-Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question (1) On what date did the Vice-Convener first become aware of the decision of officers to review those residents who are registered for assisted waste collections?

Answer (1) On 12 November 2020, Committee approved a report regarding kerbside waste collection policies. It was indicated in this report that reviews will happen under the assisted collections policy -

- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary assisted collection has been agreed for a shorter period.

In terms of the current review, I was made aware by an email circulated to all elected members on 15 October 2021.

Question (2) Was the Vice-Convener consulted on either the need for a review or the process which was proposed to be undertaken?

Answer (2) As it had been agreed by Committee that reviews would take place, no consultation was needed.

Question (3) If the Vice-Convener was consulted, did she approve of the review and processes proposed?

Answer (3) N/A

Question (4) Specifically, did the Vice-Convener consent to the intention to remove someone from assisted collections if they did not reply to either of the two letters?

Answer (4) N/A

Question (5) What is the Vice-Convener's current view on (a) the need for the review and (b) the processes being proposed for the review?

Answer

- (5) There are currently 7500 assisted collections across the city. Crews were frequently reporting that bins were being presented at the kerbside in the usual manner at some of the addresses concerned. This would clearly indicate that the circumstances for an assisted collection may have changed.

In the interest of service efficiency and correct application of resources where they are most needed a review, clearly signalled in the Transport & Environment Committee report of November 2020, should be welcomed.

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As part of developing this review it was also acknowledged that we do not hold details of the customer requiring an assisted collection, only the address. This means we did not hold contact details and were unable to address any issues a customer may be experiencing with their collections (for example, if we are unable to gain access because the gate was locked).

This review was developed in a way that allows us to not only check if the service is still required but also able to capture contact details for future management of the assisted collection and any issues experienced with collections. This ensures that we remove properties that no longer require assistance (this could be due to change of circumstances or residents at the property) whilst improving the service to those who do require assistance.

It is clear from the service team's response to councillor enquiries that everyone is very aware of the need for sensitivity and care in reviewing these requests for assisted collections. I have confidence in the processes as outlined in the councillor briefing and subsequent service team emails to councillors.

QUESTION NO 5

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

On the 26th August, Council unanimously agreed that the Convener of Transport and Environment would write to both of the Cabinet Secretary for Finance and the Economy and the Cabinet Secretary for Net Zero, Energy and Transport in order to seek sufficient increased funding to make critical improvements which will be necessary to protect communities from future flooding.

Question (1) When did the Convener send the agreed communication to each Cabinet Secretary?

Answer (1) Due to partnership working with Scottish Water, the detailed letter has only been sent recently. The main content is below.

As Convenor of the Transport and Environment Committee, for the City of Edinburgh Council, I am writing to you following the significant surface water flooding events experienced by Edinburgh in August 2020, December 2020, July 2021 and most recently in August 2021. All these events have had distressing consequences for residents and businesses of the city.

Whilst the city's drainage system has served it well, for hundreds of years in some cases, the very intense, short duration storms now being experienced on a regular basis often exceed the capacity of the road drainage, and underlying sewer network. Quite simply, the system was never designed to cope with the volumes of water it is now subject to, due to our changing climate. This results in surface water flooding to homes and businesses, and expensive disruption for residents, businesses and insurance companies. Living in fear of repeat flood events can lead to long term mental health issues for our residents and subsequent pressure on our health services.

The City of Edinburgh Council recognises Climate Change as a key challenge and acknowledges that the Council cannot solve this issue itself. The increasing risk of surface water flooding has been identified as one of the biggest impacts we face from Climate Change. In 2018, the Council formed a partnership with Scottish Water, SEPA and neighbouring local authorities. The formation of the Edinburgh & Lothians Strategic Drainage Partnership has resulted in the Council working collaboratively with Scottish Water at both strategic and operational levels, in new, effective ways. In the last two years, our respective organisations have had a step change in how the responsibility for flooding is viewed. Rather than each other's problem, it is now acknowledged as a problem for the City of Edinburgh, which we are trying to solve together.

The Council and Scottish Water have collaborated on a number of strategic projects recently, including the Council's Water Vision; looking at how the city can adapt to the changing climate concerning the management of storm

water, and the Green Blue Network Masterplan; identifying opportunity areas where multiple natural capital benefits could be achieved through green-blue measures. Both projects are now actively informing third-party development throughout the city; ensuring that new housing and infrastructure being built is sustainable, and that it meets Edinburgh's policies in relation to water management and biodiversity, while creating a vibrant and healthy city through place-making principles.

Surface water management and the importance of blue-green infrastructure has also been acknowledged in the Scottish Government's Water-resilient places policy framework, which sets out 21 recommendations on what we as a country can do to improve surface water management in Scotland. One of the topics, which covers three of these recommendations, is finance, and is specifically identified in Recommendation 19:

Recommendation 19: Scottish Government should consider how our transition to blue-green places will be funded and where new sources of sustainable finance from a wider range of beneficiaries can be accessed to support the vision.

The focus of Edinburgh's collaborative work to date has been in relation to strategy and planning, which does result in some practical benefits as housing developers are required to introduce effective surface water management measures, however this is not reflected across all projects in the city. To date, much of the emphasis of national funding has been on fluvial (river) flooding, as evidenced in the arrangement by which 80% of the £42m annual grant is allocated to large-scale projects. Edinburgh has benefited directly from Scottish Government funding for the Water of Leith Flood Prevention Scheme and realises the importance of such schemes. However, the remaining 20% of the annual grant whilst beneficial does not allow local authorities to comprehensively tackle surface water flooding, particularly once other Local Flood Risk Management Plan actions are addressed.

In partnership with Scottish Water, the Council has identified retrofitting opportunities throughout the city to more effectively manage surface water and reduce flood risk. A reasonable estimate of the level of investment required to deliver all of these improvements is in the region of £500m. There is a need to not only deal with known flooding issues, but also to adapt our city for Climate Change impacts and build resilience for the future. With current pressures on the Council's Capital Budget, we are unable to commit the funding necessary to undertake this retrofitting but the devastating damage to the properties of residents and businesses continues to be a significant risk. Our current policies and guidance go some way to ensuring that new projects consider surface water management, but this infrastructure is more expensive than that which has traditionally been built, and the need to focus funding on other critical issues such as road safety and asset management means that these surface water interventions are not affordable and the opportunities will be missed.

It is for this reason that I am writing to you to seek your assistance to ensure that central government funding will be made available to Councils in order to undertake these improvements in surface water management. We would request that any such funding made available is flexible to meet the requirement of Councils as opposed to being allocated to a particular project or phase of work.

You will both be only too aware of the challenges that we face as a Council in adapting to the challenges of Climate Change alongside the balance of increasing financial pressures. While recognising similar pressures felt within the Scottish government I would ask that you please consider this matter as a priority for investment. It would allow us to intervene now and, by better equipping our capital city to face climate challenges, prevent as much future heartache, economic and financial loss for our residents and business owners as we possibly can.

Question (2) For each communication, has the Convener received a response?

Answer (2) N/A

Question (3) **If Yes:**

- Which Cabinet Secretary has responded?
- What was the response?

If No:

- Has the Convener followed up with the Cabinet Secretary to seek a response?

Answer (3) N/A

Item no 13.6

QUESTION NO 6

By Councillor Osler for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question (1) What is the average length of time for processing applications requesting a Disabled Person's Parking Place (DPPP)?

Answer (1) It takes approximately six weeks for an application to be processed, including the necessary site investigations and requirement assessments, before a decision is communicated to the applicant.

Should an application be approved, the installation of the DPPP can take up to a further eight weeks and the DPPP must also be added to the relevant Traffic Regulation Order, following the prescribed statutory process.

Question (2) How many DPPP applications and/or requests has the Council received in each of the following years:

2018
2019
2020
2021?

Answer (2) The table below shows the number of requests received:

Year	Number of DPPP requests received
2018	113
2019	115
2020	82
2021	155

Question (3) Of these applications and/or requests how many have been processed and actioned in each of the following years:

2019
2020
2021?

Answer (3) The table below shows the number of applications approved:

Year	Number of DPPP requests approved
2018	54
2019	83
2020	67
2021	66

Question (4) In each of the following years, how many have been refused:

2018
2019
2020
2021?

Answer (4) The table below shows the number of applications refused:

Year	Number of DPPP requests refused
2018	16
2019	6
2020	7
2021	31

Question (5) In total, how many applications and/or requests currently are outstanding?

Answer (5) There are 66 applications currently being processed.

Item no 13.7

QUESTION NO 7

By Councillor Louise Young for answer by the Convener of the Education, Children and Families Committee at a meeting of the Council on 28 October 2021

Question (1) How many days/hours were eligible children offered in Playscheme, during the following school holiday periods (recognising some periods were impacted by Covid restrictions):

- Easter 2019
- Summer 2019
- October 2019
- Easter 2020
- Summer 2020
- October 2020
- Easter 2021
- Summer 2021
- October 2021

Answer (1) Easter 2019 - 1 week
Summer 2019 - 2-4 weeks
October 2019 - 1 week
Easter 2020 - No service was offered due to Covid
Summer 2020 – vulnerable children were offered 1-2 weeks
October 2020 - 2-4 days over the 1 week holidays
February 2021 – 2-4 Days over the 1 week holiday
Easter 2021 – 4-5 Days over 8 days
Summer 2021 – 4- 8 Days over 5 or six weeks
October 2021 – 2 Days over 1 week

Question (2) If Summer or October 2021 was lower than the equivalent pre-covid (ie 2019), why?

Answer (2) We specifically targeted some children with more significant needs as they had very little support over lockdown and they required a higher staffing ratio.

With the pandemic, support had to be changed in line with Scottish Governments instructions and so smaller bespoke supports were set up. (please refer to the information from Committee report dated March 21 for further details)

This continued into summer of 2021. Unfortunately, the easing of restrictions did not come in enough time to significantly increase the numbers of children attending. The organisation of summer holiday support starts in January due to the logistics involved in setting up this provision.

Following consultation with a representative parents group we extended the provisions already set up and an additional resource for children was arranged. This was based at Braidburn school. On advice from parents this was offered to a wider range of children with the aim of offering 2 days over the holidays.

The take up for this was lower than we planned for, and we were able to increase the number of days to 4 for 120 children.

October 2021 numbers were lower than anticipated and this was due to the providers not being able to recruit staff with Council officers experiencing similar difficulties .The Braidburn provision has been provided for October as well.

Question (3) Is the expected days/hours provision for Easter and Summer 2022 expected to be at pre-Covid levels? If not, why?

Answer (3) The development officer for holiday support will be looking at the model of support delivery for these key holiday periods and a plan will be presented at Committee once this is completed. There is a clear expectation that we will return to the pre-covid levels.

Question (4) If 2022 is expected to continue at a lower level, when is it intended that the amount of days/hours will return to pre-Covid levels?

Answer (4) It is likely that over the February holiday 2022, the support will be at a lower level (similar to Oct 21) and this is due to this always being a difficult time to recruit staff and there being a national shortage of social care workers. The plan going forward will be designed by the development officer post in consultation with parents/carers, stakeholders and the children.

Item no 13.8

QUESTION NO 8

By Councillor Louise Young for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Despite emails sent on the 13th December 2020, and then on 6th February, 6th August, 28th August and 6th September, I have been unable to get an updated list of outstanding road adoptions for Kirkliston. Many emails have gone unanswered. The only responses received were to redirect my email in August and provide a copy of the 2019 status report.

Question (1) Does the Convener find it acceptable that a request made 10 months ago is still outstanding?

Answer (1) No, in general it is not acceptable that an elected member did not receive an appropriate response when the request for information was originally made. I would be grateful if Cllr Young can send me a complete copy of all the correspondence mentioned to allow a discussion with senior officers to take place on this matter.

Question (2) What timescale does the Convener consider appropriate for a response to such a request to be provided?

Answer (2) While I recognise that, in general, requests for specific information can sometimes be difficult to fulfil depending on, for example, the stage of development that a project is at or whether an outside contractor is involved, a response outlining the scope of a possible answer should be given with a short period to elected members. I understand that the Road Construction Consent Team generally aim to respond to councillor emails within 5 days and this has clearly not happened in this case.

I am pleased that this request has now been fulfilled in the table below.

Question (3) Can the Convener provide the requested update – namely “a list of unadopted roads/developments in Kirkliston and the latest position and proposed next steps for each”

Answer

- (3)** The table below provides an update on the unadopted roads/developments in Kirkliston

Developer	Reference	Location	Status Update
Miller Homes	ED/08/0001	Path Brae - Pikes Pool Drive	Waiting on remedial repairs before going onto maintenance period
	ED/04/0012	Drambuie, Stirling Road - Buies Estate	Awaiting application for adoption from developer
Barratt Homes	ED/10/0011	North Kirkliston Area B(The Willows) - Maude Place	Preparation of adoption certificates planned
	ED/10/0010	North Kirkliston Areas C&D – (The Beeches) - Maude Park, Eilston Terrace, Loan, Drive and Maude Park	
	ED/10/0022	North Kirkliston Area A – Taudshaugh Gardens	
	ED/10/0012	North Kirkliston Area X - Maude Close	
	ED/12/0014	North Kirkliston -Area Y – Mackinnon Crescent	Adoption application received
Cala Homes	ED/09/0014	North Kirkliston Area J - Catelbock Close	Awaiting response from the developer on remedial works
Walker Group	ED/13/0037	North Kirkliston Area K – Balcomie Gardens	Substantial completion given in August 2020 – Awaiting application for adoption from developer
	ED/15/0031	North Kirkliston Area G – Catastane Road	
Westpoint Homes	ED/20/0020	Almondhill	New development

Item no 13.9

QUESTION NO 9

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question (1) Please could you supply the cycle count data for the Water of Leith cycle counter by Spylaw Park for the whole of 2021 to date. Please provide this in the same format as previously supplied data for 2019 and 2020 - on a weekly basis and split by weekday and weekend.



WoL Counts Spylaw
Park.xlsx

Answer (1) Table and Graph 1 below provide this information.

Question (2) Please provide data for any other cycle counter on Water of Leith or Union Canal within 1 mile of Lanark Road, for 2019, 2020 and 2021 year to date, in the same format.

Answer (2) Table and Graph 2 below provide this information for the counter on the Union Canal path at Wester Hailes. This is the only other cycle counter within 1 mile of Lanark Road. Unfortunately, there is no data available for 2019 at this site due to damaged hardware.

Table 1 - 2020-2021 Spylaw Park

Week	Weekend Total volume (Cycles) 2020	Weekend Total volume (Cycle) 2021	Mon-Fri Total volume (Cycles) 2020	Mon-Fri Total volume (Cycles) 2021
1	*	*	*	*
2	*	*	*	*
3	*	*	*	*
4	*	*	*	*
5	*	*	*	*
6	*	*	*	*
7	*	371	*	131
8	*	826	*	272
9	*	816	*	672
10	116	473	38	541
11	296	967	152	1153
12	798	520	568	860
13	*	934	991	676
14	1004	826	1533	1128
15	902	464	1923	1719
16	1200	*	2137	*
17	1396	533	2229	815
18	1374	386	1683	556
19	1133	493	2584	691
20	1103	357	2342	655
21	727	570	2469	582
22	1672	661	3373	1261
23	1315	654	2114	1191
24	1021	477	1989	1080
25	1245	460	2287	963
26	735	354	2542	1222
27	577	386	1664	624
28	981	589	1796	1201
29	827	687	1680	1549
30	623	425	1509	1127
31	811	315	1304	997
32	930	482	1095	846
33	772	298	1379	1168
34	789	489	929	1184
35	666	226	618	1072
36	752	*	988	*
37	555	*	1030	*
38	733	*	1281	*
39	744	*	1031	*
40	263	*	1018	*
41	723	*	813	*

Week	Weekend Total volume (Cycles) 2020	Weekend Total volume (Cycle) 2021	Mon-Fri Total volume (Cycles) 2020	Mon-Fri Total volume (Cycles) 2021
42	541		458	
43	495		746	
44	198		536	
45	*		531	
46	289		*	
47	396		297	
48	431		345	
49	158		239	
50	*		219	
51	*		*	
52	*		*	

An * indicates other occasions when data was unavailable.

Graph 1 - 2020-2021 Spylaw Park

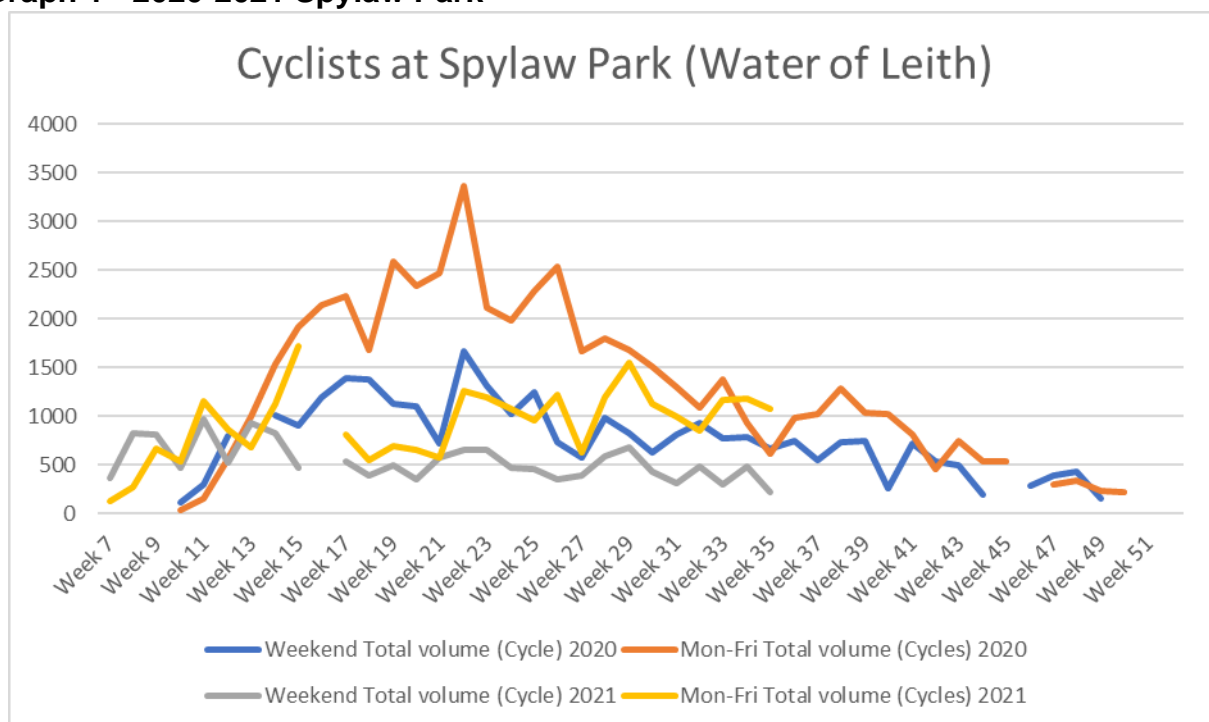


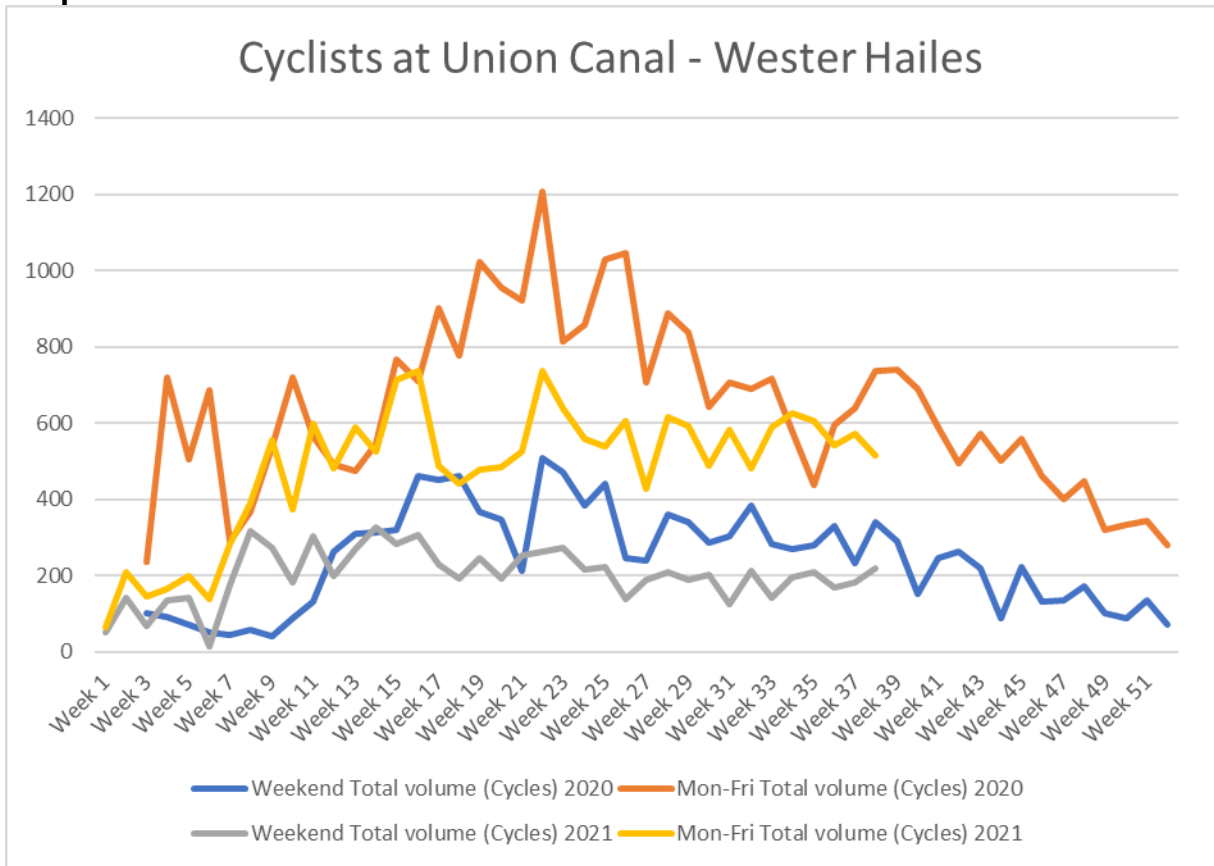
Table 2 - 2020-2021 Union Canal - Wester Hailes (No data for 2019)

Week	Weekend Total volume (Cycles) 2020	Weekend Total volume (Cycle) 2021	Mon-Fri Total volume (Cycles) 2020	Mon-Fri Total volume (Cycles) 2021
1	*	53	*	66
2	*	142	*	211
3	103	70	238	146
4	91	135	720	165
5	73	144	506	198
6	53	13	688	140
7	46	177	290	284
8	57	318	369	391
9	40	273	539	557
10	87	183	719	375
11	131	303	565	599
12	263	199	492	482
13	309	271	475	591
14	314	327	546	527
15	321	285	769	714
16	462	306	710	737
17	453	231	903	488
18	461	194	778	442
19	368	246	1022	480
20	347	193	956	486
21	212	253	922	524
22	510	265	1208	739
23	471	273	816	640
24	385	216	858	559
25	441	222	1029	538
26	248	140	1047	608
27	240	189	707	428
28	361	208	888	618
29	340	191	839	592
30	287	203	643	487
31	305	125	707	583
32	385	213	692	483
33	283	141	718	588
34	271	197	581	627
35	279	208	437	606
36	330	168	597	544
37	234	182	639	574
38	341	219	737	515
39	289	*	742	*
40	154	*	691	*
41	247	*	590	*

Week	Weekend Total volume (Cycles) 2020	Weekend Total volume (Cycle) 2021	Mon-Fri Total volume (Cycles) 2020	Mon-Fri Total volume (Cycles) 2021
42	262		494	
43	219		573	
44	87		502	
45	224		558	
46	133		462	
47	137		400	
48	173		447	
49	103		320	
50	88		334	
51	136		343	
52	72		279	

An * indicates other occasions when data was unavailable.

Graph 2 - 2020-2021 Union Canal - Wester Hailes



QUESTION NO 10

**By Councillor Rust for answer by the
Convener of the Transport and
Environment Committee at a meeting
of the Council on 28 October 2021**

Question

(1) Please confirm the total cost of running the recent "local engagement" exercise for Lanark Road *Spaces for People* for all tasks involved which will include as a minimum:

- a) Planning the consultation approach;
- b) Designing and writing the consultation materials (in all accessible formats);
- c) Producing the consultation materials - print costs and digital implementation costs, and any technical requirements to keep the consultation secure and unable to be manipulated by special interest groups;
- d) Promoting the materials - including any delivery of letters, adverts design, media spend, time spent on press releases etc;
- e) Analysing the responses;
- f) Preparing the report for committee.

Please split the cost by:

- Internal council officer time
- External costs.

Specifically how much officer time was involved in:

- a) responding to complaints relating to the engagement exercise?
- b) identifying respondents who needed to be contacted?
- c) liaising with individual respondents to confirm or change their answers?

Answer

(1) Internal Council officer time:

In total, officers have spent approximately 26 hours on the local engagement exercise for Lanark Road. The cost of this is estimated to be: £585.00.

External costs:

The cost of letter distribution was £225.40.

The development of the design for engagement was approximately £3,500 (The total commission covered designs for both Lanark Road and Comiston/Braid Road).

In response to the specific questions:

- a) Approximately 2.5 hours of officer time were spent on responding to complaints about the consultation exercise;
- b) Information on the respondents who needed to be contacted were provided, therefore there was only a small amount of officer time spent on this (approximately 20 minutes); and,
- c) Liaising with individual respondents took approximate 1.5 hours.

Question

(2) Please provide the evidence that demonstrates the local engagement met, or did not meet, the required measures for the seven consultation quality standards within "Edinburgh's Consultation Framework - Guidance Note 7 - Consultation Quality Standards", under the headings:

- Process
- Genuine
- Inclusive and Accessible
- Informative
- Effective
- Action-focused
- Feedback

- Answer** (2) The Council's Consultation Policy does not apply to engagement work, therefore the Guidance Note referenced above is not applicable. This engagement exercise was a limited discussion to refine local outcomes, following the broader consultation on retaining Spaces for People measures.
- Question** (3) In this local engagement exercise, the postcodes and email addresses for individual respondents were captured. This created various concerns in terms of data and identification and that this method of validating responses can still be spammed and is inadequate etc.
- a) Will this be reviewed to use a more robust method in future?
- b) What will now happen to this data, bearing in mind it may need to be kept somewhere in case of future legal challenge?
- Answer** (3) a) Participants of the survey were required to supply first name, surname, postcode and email address. This information was used in data analysis to determine the responses received from within the leafleted area, those from the EH13 and EH14 postcode areas, and those received from a wider area. The details requested were also designed to make it difficult for someone to fake a response. However, should future engagement exercises be undertaken, a review of this approach will be carried out and any lessons learned will be implemented.
- b) The information gathered will be stored in accordance with the Council's policies and procedures for Information Governance, including data protection.

QUESTION NO 11

By Councillor Rust for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

- Question** (1) The council is proposing extending the likes of the bollard cycle lanes on Lanark Road, Longstone, Comiston Road, Silverknowes and Newington for 18 months under ETROs. Some of these areas are within or border conservation areas. Assuming they will be made permanent, at what point does the council plan to replace the bollards with a more aesthetically pleasing design, eg as shown in the latest Cycling by Design guidelines, on p56 (p61 of the pdf), p79 (p84 of the pdf) or p104 (p109 of the pdf)
<https://www.transport.gov.scot/media/50323/cycling-by-design-update-2019-final-document-15-september-2021-1.pdf>
- Answer** (1) The measures are currently proposed to be extended on an experimental basis using the same infrastructure as is currently in place. Decisions on more permanent infrastructure will depend on the outcome of the experimental period and will be based on funding and prioritisation as well as taking account of the expected longevity of the current infrastructure as well as aesthetic and other considerations.
- Question** (2) Please can you provide an approximate budget for replacing all bollard lanes in Edinburgh with a design such as this (broken down by each individual bollard scheme in Edinburgh)?
- Answer** (2) It is not possible to provide a budget for this as the cost will depend on a variety of factors, in particular the nature of 'replacement' infrastructure and the extent to which replacement projects incorporate other upgrades.
- Question** (3) Please confirm what level of evidenced cycle lane usage will be required to justify this investment?
- Answer** (3) Any decision on investment would be based on a number of factors including strategic fit, prioritisation, funding.

Question (4) Please confirm that the cost for this can be covered within the recently announced funding of £118m that has recently been secured for the next 5 years?

Answer (4) The report to Transport and Environment Committee on [14 October 2021](#) on the Active Travel Investment Programme set out how the funding available for active travel will be spent. The report highlighted that this does not include funding for the Travelling Safely programme and therefore the cycle lane infrastructure investment highlighted above has not been included.

The report did however highlight that it is expected new funding sources may become available in the coming years.

Item no 13.12

QUESTION NO 12

By Councillor Jim Campbell for answer by the Convener of the Housing, Homelessness and Fair Work Committee at a meeting of the Council on 28 October 2021

- Question** (1) How many properties has City of Edinburgh Council purchased or earmarked to become Home Share Temporary Accommodation since May 2017?
- Answer** (1) There have been 12 properties (46 rooms) in use or earmarked since May 2017. A further 12 properties (44 rooms) have been offered to the Council through a recent procurement process. If all of these are accepted, this will mean the Council has access to a total of 24 properties (90 rooms).
- Question** (2) In each case, can the date of purchase / decision to earmark be given, alongside the date the first tenant moved into the property?
- Answer** (2) The table below provides this information.
- Question** (3) Of the properties with at least one tenant, what is the current average occupancy of home share temporary accommodation?
- Answer** (3) The average occupancy of home share temporary accommodation is currently 36 tenants, who stay for an average of 242 days.

Table 1

Property Address	Date Taken on	Date of First Tenant	Comments	Average Stay	Total Days
Property 1	14/09/2020	01/10/2020			
Property 2	19/10/2005	13/06/2019	Previously B&B	117	587
Property 3	05/09/2019	10/09/2019		98	488
Property 4	24/05/2019	27/05/2019		570	2,281
Property 5	15/07/2019	16/07/2019		338	1,351
Property 6	28/09/2020	16/10/2020		292	875
Property 7	23/12/2019	23/12/2019		146	439
Property 8	14/09/2020	24/09/2020		208	832
Property 9	31/01/2020	31/01/2020		131	131
Property 10	08/10/2020	02/11/2020		191	875
Property 11	26/04/2021	10/06/2021		130	130
Property 12*	20/07/2021	n/a			

* Property 12 was purchased by the Council in July 2021. The property required work to increase the size of one of the bedrooms to meet HMO standards. This work is currently underway.

Item no 13.13

QUESTION NO 13

**By Councillor Jim Campbell for
answer by the Convener of the
Transport and Environment
Committee at a meeting of the
Council on 28 October 2021**

Question

I understand Committee has agreed to the introduction of a lower speed limit on Granton Road and Craighall Road in my Ward. Local people are interested in when this might be implemented on the ground.

Can the Convener use her Office to establish the go live date for the new speed limit, and share that with me by way of answer to this question, as all other enquiries have thus far failed?

Answer

I am sorry that you have not received an answer to your enquiries as to when this new speed limit will be implemented, and I have followed this up with the Service Director for Sustainable Development.

The design work for the changes to signs and road markings to implement the reduced speed limits is nearing completion and implementation of the changes is set to commence before the end of this calendar year.

I have been advised that it is not currently possible to provide precise dates when the new limits will be brought into operation at each individual street however, this information will be shared with local Ward Councillors for both Granton Road and Craighall Road when it becomes available.

Item no 13.14

QUESTION NO 14

By Councillor Mowat for answer by the Leader of the Council at a meeting of the Council on 28 October 2021

Question (1) Will the Council Leader distance himself from the comments of the Council Depute Leader at Council on 23 September 2021, when the Depute Leader made clearly disparaging remarks about a fellow senior Member of this Council, a member of the Leader's political Group, and the Vice Convener of the Education Children and Families Committee, comparing her work on behalf of constituents to "Miss Marple" in a pejorative way?

Answer (1) We have seen an increase in personal comments in our Council and I would strongly encourage members to refrain from doing so and engage in the substance of the issues which we discuss as Councillors.

I would note that Councillor Mowat is drawing a conclusion from remarks made by the Depute Leader that only he can clarify and would suggest Councillor Mowat follows this up with him.

Question (2) Is the Leader aware of the Depute Leader making a full unreserved apology for this public outburst?

Answer (2) See answer 1.

Question (3) If so, can the Leader share this apology?

Answer (3) See answer 1.

Question (4) If not, will the Leader use this question as an opportunity to condemn the lack of an apology?

Answer (4) See answer 1.

Item no 13.15

QUESTION NO 15

By Councillor McLellan for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

- Question** (1) What discussions has the Convener had with Historic Environment Scotland about the re-opening of the Low Road from through Holyrood Park from Duddingston Village?
- Answer** (1) I meet with senior officials from HES regularly and discuss a wide range of park management issues and cooperation with CEC. The rock assessment and subsequent road closure are clearly key operational matters for HES and have been the subject of discussion with CEC officers.
- Question** (2) What work have council officers done to assist HES to bring about the re-opening of the road as quickly as possible?
- Answer** (2) The closure of Duddingston Low Road follows a recent rock risk assessment in Holyrood Park, which falls within the remit of Historic Environment Scotland (HES). HES are currently working to deliver a solution to allow the Low Road to reopen but for now the road remains closed. Council officers have been working with HES since the rockfall assessment was completed and regular meetings are to be established to enable the Council and HES to liaise more closely together in the future.
- Question** (3) Can an assessment of the impact of the Low Road closure on surrounding streets be conducted?
- Answer** (3) As the closure is short term officers currently have no plans to carry out an assessment of the impact of the closure on the surrounding streets. However, they are working to identify if baseline information is available to enable an assessment to be carried out should the closure be extended for a longer period of time.

Item no 13.16

QUESTION NO 16

**By Councillor Mowat for answer by
the Convener of the Regulatory
Committee at a meeting of the
Council on 28 October 2021**

For the following the streets could the information in the questions below be provided please:

- Scotland Street;
- Drummond Place;
- Dublin Street;

Question (1) The number of HMOs licensed in each street in each of the last 5 years.

Answer (1) Table 1 below shows the number of HMO licenses granted or renewed each year since 2016. It is important to note that, in 2017, the Council introduced a three-year license cycle which means that not all licenses are now renewed annually.

Question (2) The number of flats where there is a registered landlord in each street in each of the last 5 years.

Answer (2) The register of landlords is an external system which is operated by Registrars of Scotland. It has not been possible to obtain the information requested in time to respond to this Council Question. If this information is provided to the Council, it will be shared with Councillor Mowat.

Question (3) The number of properties registered for council tax in each of the last five years.

Answer (3)

	Council Tax Registered Properties				
	2021	2020	2019	2018	2017
TOTAL	376	372	368	366	361
Scotland Street	129	127	126	126	126
Dublin Street	134	133	132	130	127
Drummond Place	113	112	110	110	108

Question (4) The number parking permits issued for each street in the last 5 years and the number of properties with more than two permits (should there be any) in any of the last five years.

Answer (4)

Unfortunately, this data is only available for the previous three years due to a change of IT systems:

	Drummond Place	Dublin Street	Scotland Street
2019	59	64	66
2020	35	69	51
2021	35	50	49

No properties have been issued with more than two parking permits in the previous three years.

Table 1 – HMO Licenses Granted or Renewed

HMO Licenses Granted or Renewed									
Street name	2016	2017	2018	2019	2020	2021	2022	2023	Grand Total
Drummond Place	3	2	3	1		1	1		11
Dublin Street Lane South	1		1			1			3
Dublin Street	11	9	13		1	12		1	47
Scotland Street	14	15	14	2	1	12	2	1	61
Grand Total	29	26	31	3	2	26	3	2	122

Item no 13.17

QUESTION NO 17

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question (1) What the current staffing levels are in the forestry service team?

Answer (1) The forestry team currently includes:

- 2 x Lead Arborists;
- 2 x Machine Operators;
- 6 x Arborist Climbers;
- 1 x Forestry Team Leader;
- 1 x Senior Trees and Woodlands Officer; and
- 2 x Trees and Woodlands Officers.

Question (2) What plans there are to fill any vacancies?

Answer (2) Recruitment is currently underway for:

- 1 x Lead Arborist; and
- 4 x Assistant Trees and Woodlands Officer (these are new positions to assist with additional tree surveying and condition assessments, including surveying for Ash Dieback Disease, Dutch Elm Disease, etc).

In addition, pre-employment checks are currently being progressed for a further Trees and Woodlands Officer.

Question (3) The current backlog of work within the department, including waiting times for dealing with new enquiries?

Answer

- (3)** There are currently 4,226 outstanding trees in the works programme, of which 520 are classed as high priority.

All enquiries are risk assessed and prioritised based on the nature of the enquiry and in line with the Council's policies which guide the [management of trees and woodland](#). This is done to ensure that any emergency or highly dangerous tree enquiries are dealt with first. The schedule of works sets out the timescales which the forestry team aims to complete works.

The service area anticipates that once the recruitment outlined in part 2 of this answer is complete, this will improve the response times for general enquiries.

Item no 13.18

QUESTION NO 18

By Councillor Douglas for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 28 October 2021

Question

To ask the Convener whether any monitoring is done of the number of cyclists to have taken a left turn onto Waterloo Place when travelling from Leith Street, and if so, how many cyclists have made this turn?

Answer

No monitoring has been carried out of the number of cyclists making this manoeuvre.

The Active Travel team have indicated that they expect numbers to be fairly low.

Item no 13.19

QUESTION NO 19

**By Councillor Jim Campbell for
answer by the Leader of the Council
at a meeting of the Council on 28
October 2021**

Question

It is understood the report by Susanne Tanner QC into the Sean Bell affair was shared with Group Leaders on 15 October and subsequently made available for review by other Council members.

Can the Leader inform Council which individuals outside Ms Tanner's team saw her report before 15 October and for what purposes?

Answer

This is a matter for the independent Chair who would be able to confirm who was granted access prior to publication.

Item no 13.20

QUESTION NO 20

By Councillor Mowat for answer by the Leader of the Council at a meeting of the Council on 28 October 2021

Question (1) Have any assurances been given to Council that the proposed Scottish Government scheme for those under 22 years to travel without charge on public transport will include Government funding to support such arrangements on the Transport for Edinburgh tram line?

Answer (1) The Council continues to make the case to the Scottish Government to extend the concessionary public transport scheme for under 22 years travel to the Edinburgh Tram service. Elected Members and officers will continue to engage with the Scottish Government and Transport Scotland on this until we secure the agreement to take this forward.

Question (2) In addition, has the Scottish Government given any commitment to include funding for Edinburgh Trams, so that the cost of providing 'free' tram travel to older citizens is covered by Government rather than this Council?

Answer (2) The situation remains the same as outlined in answer 1. Glasgow subway is also affected, as light rail, does not receive the same subsidy as bus travel but efforts to include both continue.