

# Supplementary Questions and Answers

## City of Edinburgh Council

10.00 am Thursday, 28th October, 2021

Virtual Meeting - via Microsoft Teams

### Supplementary Questions and Answers

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# Agenda Annex

## 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**

	<b>20mph Speed Limits</b>	<b>Implemented already</b>	<b>Implemented by end 2021/22</b>
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	Craigentenny Avenue		X
23	Craigentenny Road		X
	Craigentenny 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

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

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

**Supplementary Question**

Can the Convener list the specific measures which will be introduced in each of the 57 streets where measures are expected in 2021/22?

**Supplementary Answer**

As set out in answer 1 above, the measures that will be installed in each street will vary, but could include improved signage and road markings, vehicle activated speed signs (VASS) and speed indication devices, safety cameras or physical traffic calming measures.

The main factor used to determine which types of measure are most appropriate are the average speeds recorded in traffic surveys undertaken on each street. This is supplemented by an assessment of the nature and road layout of the street, which will also determine the most appropriate locations for additional measures to be introduced.

Some examples of the measures being introduced are provided below:

<b>Street</b>	<b>Measures Proposed</b>
Orchard Road	Physical traffic calming measures (road humps)
Fettes Avenue	Speed limit roundel refresh
Marionville Avenue and Restalrig Avenue	Physical traffic calming measures
Abbey Mount	Roundel relocation, additional painted roundel and SLOW markings refresh
East Fettes Avenue	Signs and line refresh, install advisory cycle lanes to narrow carriageway
Bridge Road	Physical calming measures (raised crossing and speed cushions), temporary VASS locations and refresh 20mph signs and roundels
Wilkieston Road	Physical calming measures (raised crossing), temporary VASS locations and refresh 20mph signs and roundels
Abercorn Terrace	Physical calming measures (build outs with uncontrolled crossing points)
Swanston Road	Signage and roundel refresh/relocation and temporary VASS locations
Freelands Way	Signage review, new roundels and temporary VASS locations

For details of proposed measures on other specific streets, please contact the Road Safety team.

## 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.

#### Supplementary Question

In her answer, the Convener said the COVID pandemic prevented direct engagement with schools and pupils and therefore meant the review of school travel plans was put on hold. However, the review itself was announced in November 2020 at the height of the pandemic. Can the Convener clarify why a review was promised when it was not feasible to carry out the review at the time?

#### Supplementary Answer

Officers began planning and preparing for the School Travel Plan Review in late 2019/early 2020, with the Review originally planned to commence in August 2020. However, this was delayed, due to schools closing in March 2020 in response to the COVID-19 pandemic.



The Review subsequently commenced in November 2020, following the return of children to schools from mid-August. However, work had to be suspended when schools closed for a second time in January 2021

## 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.

**Supplementary  
Question**

With respect to answer (4) and whilst respecting that consent was neither sought nor given, can the Convener clarify if she approves of the intention to remove someone from assisted collections if they do not respond to one of the two letters?

**Supplementary  
Answer**

The assessment being undertaken to ascertain whether the Assisted Collections service is being targeted correctly is the right thing to do. Any change in circumstances when dealing with sometimes vulnerable residents requires to be carefully handled and I am confident, as already outlined in answer 3, of the team's desire to handle this as carefully and as sensitively as possible. While there may be instances where this exercise may give cause for concern to residents, I do not believe that there is particular number of letter notifications that would necessarily prevent that concern. Two letters of notification is a reasonable number of contacts, particularly when there is an undertaking from the service to take this forward in an appropriate manner.

It is also important to recall that this approach is one which will not only increase council efficiency in how we undertake our Waste collections, thereby ensuring no wasted resources, but that it also ensures that those people who truly require the service are being correctly supported.

## 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.

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.

**Supplementary  
Question**

With respect to answer (4) and whilst respecting that consent was neither sought nor given, can the Vice Convener clarify if she approves of the intention to remove someone from assisted collections if they do not respond to one of the two letters?

**Supplementary  
Answer**

The assessment being undertaken to ascertain whether the Assisted Collections service is being targeted correctly is the right thing to do. Any change in circumstances when dealing with sometimes vulnerable residents requires to be carefully handled and like the Convenor, I am confident, as already outlined in answer 3, of the team's desire to handle this as carefully and as sensitively as possible. While there may be instances where this exercise may give cause for concern to residents, I also do not believe that there is particular number of letter notifications that would necessarily prevent that concern. Two letters of notification is a reasonable number of contacts, particularly when there is an undertaking from the service to take this forward in an appropriate manner.

I agree that It is also important to recall that this approach is one which will not only increase council efficiency in how we undertake our Waste collections, thereby ensuring no wasted resources, but that it also ensures that those people who truly require the service are being correctly supported.

### 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 26<sup>th</sup> 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 Convener 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

**Supplementary Question** Appreciate that the letters to the Cabinet Secretary for Finance and the Economy and the Cabinet Secretary for Net Zero, Energy and Transport have only just been sent. Can I ask then that when a response is received that the Convener circulate it.

**Supplementary Answer** Yes, happy to circulate any response when it is received.

## 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.

**Supplementary Question**

Question 5 asked how many applications and or requests currently are outstanding. The answer given was that 66 applications were currently being processed. Doing some quick maths from the answers given to the preceding questions that then leaves another 69 applications that have been applied for that no action has been taken on. Can the Convener shed some light on this?

**Supplementary  
Answer**

At the time that the answer was prepared, there were 66 applications which were in progress but not yet concluded. Unfortunately, the data for 2018 and 2019 was not held centrally and therefore it has not been possible to identify the reason for the difference in the number of applications received, those approved and those refused. However, officers have been advised that some of the applications included in the 2020 and 2021 data have been resubmitted as previous applications had not been concluded.

## 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.

**Supplementary Question** Lanark Road Spaces for People scheme was installed to provide an alternative to the Water of Leith pathway and facilitate physical distancing. In spite of negative impacts for disabled people, it is now proposed to keep it as a key part of the cycle network.

It would therefore be expected that to establish if the project was successful and justified being kept, it would be necessary to analyse data from both Lanark Road and the Water of Leith.

Was any of the data on the Water of Leith that has just been provided in answer to this question provided in reports or briefings to councillors when decisions were taken at the Transport and Environment Committee on 14th October?

**Supplementary  
Answer**

The protected cycle lanes were initially installed on Lanark Road for a number of reasons associated with the COVID-19 pandemic, including to provide an alternative to the Water of Leith pathway.

However, as reported to Transport and Environment Committee in January and June 2021, proposals to retain these measures on an experimental basis have also taken account of wider Council policy goals, and therefore data on cycle usage on the Water of Leith path and Lanark Road form part of a wider group of considerations.

The specific data provided in response to this question was not included in the Active Travel Measures – Travelling Safely update for Transport and Environment Committee in [October](#), although the viability of the Water of Leith in providing an improved active travel route was included in Appendix 2 of the report.

**Table 1 - 2020-2021 Spylaw Park**

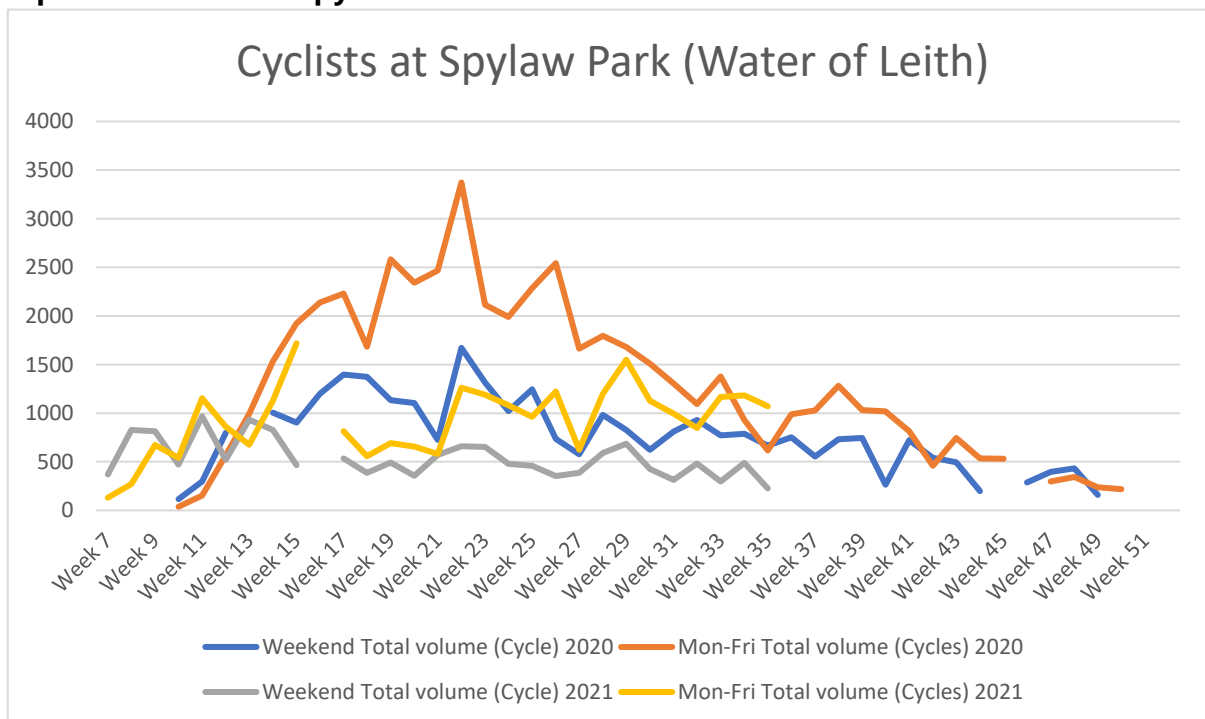
Week	Weekend Total volume (Cycles) 2020	Weekend Total volume (Cycle) 2021	Mon-Fri Total volume (Cycles) 2020	Mon-Fri Total volume (Cycles) 2021
1	*	*	*	*
2	*	*	*	*
3	*	*	*	*
4	*	*	*	*
5	*	*	*	*
6	*	*	*	*
7	*	371	*	131
8	*	826	*	272
9	*	816	*	672
10	116	473	38	541
11	296	967	152	1153
12	798	520	568	860
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**



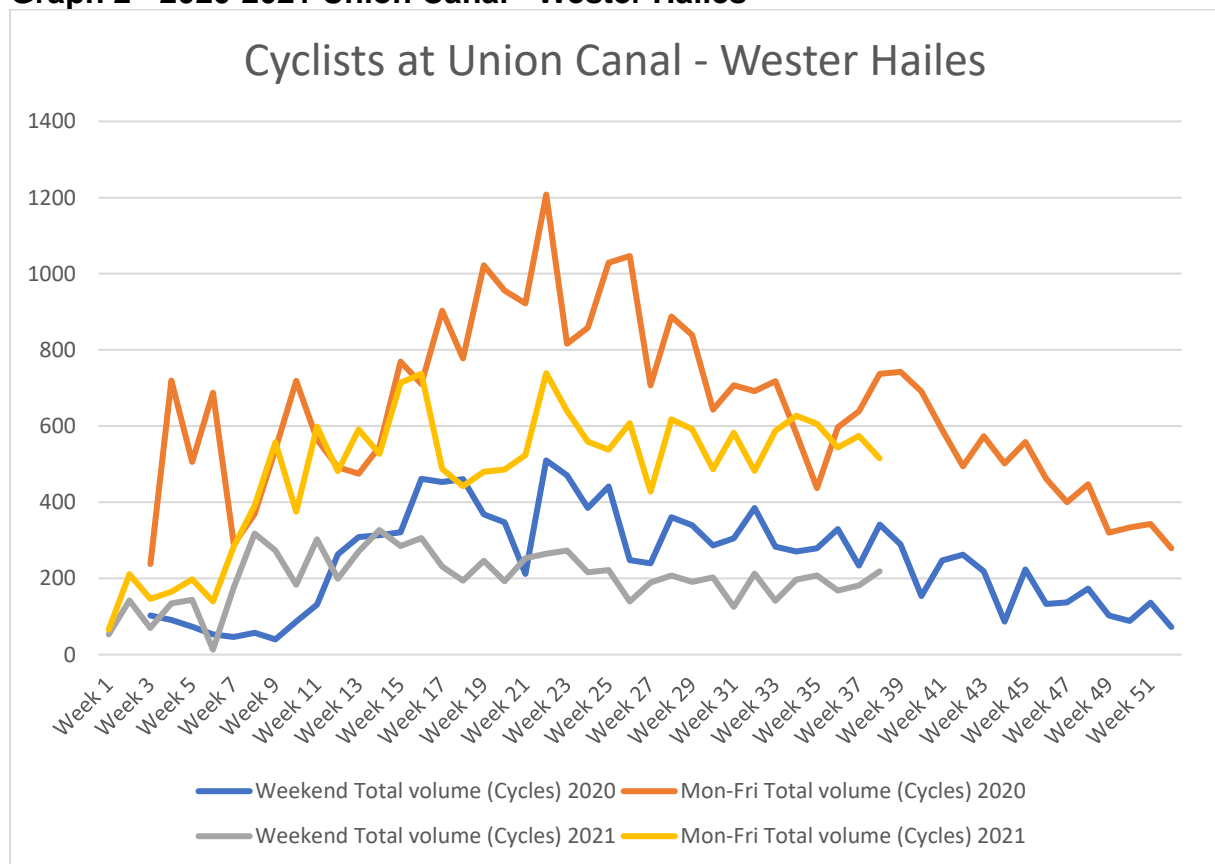
**Table 2 - 2020-2021 Union Canal - Wester Hailes (No data for 2019)**

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.

**Supplementary Question** If a survey appears on the council's consultation hub, citizens will reasonably expect that it meets basic quality standards. As the Council's consultation policy doesn't apply to engagement work, what quality standards are in place to ensure meaningful local engagement or if there aren't quality standards for surveys such as this, is the consultation hub an appropriate place for them as it risks damaging faith in full consultations covered by the guidelines?

**Supplementary  
Answer**

Engagement takes many forms and the Council expects each activity to reflect the subject, the particular scope and the needs of those affected by any proposals. The National Standards for Community Engagement provide principles of good practice which services may reference to guide engagement activity and inform engagement plans. More information about these principles is available on the [Scottish Community Development Centre's](#) website. For this engagement exercise, officers from the project team referenced these good practice principles in developing the survey.

The Council's Consultation and Engagement Hub was utilised for this local engagement exercise as it is the most appropriate and secure platform to undertake an exercise of this nature. The survey was also clearly titled Local Engagement to ensure that people participating could identify that this was an engagement rather than consultation exercise.

### 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.

**Supplementary Question** Does the Convener see it is a priority to replace bollard schemes on arterial routes with something more aesthetically appropriate?

**Supplementary Answer** As set out above, the replacement of temporary infrastructure would be subject to the strategic context, scheme prioritisation and available funding and this is not something which is included in the current budget for Travelling Safely measures.

Should the measures be approved for retention following the trial period, the Council will work towards implementation of safe and permanent infrastructure considering appropriate contemporary design guidance.

**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.

**Supplementary Question**

Once the recruitment outlined is complete, how long do you expect it to take to get through the outstanding trees in the work programme, and are there any legal/financial consequences if these trees cause any harm or damage in the interim?

**Supplementary Answer**

It is not possible to provide a timescale for completing the outstanding work programme because it is maintained on a rolling basis to ensure those trees in most immediate need for work are prioritised. Once emergency and urgent health and safety work is undertaken (mostly reactive), then other less urgent but necessary (proactive) tree work can be carried out. A monitoring programme also ensures that trees are assessed regularly should conditions change (e.g. in severe winter weather).

Tree health can change due to various factors (e.g. age, weather damage, condition, damage to roots or branches, pathogens, etc.). This places importance on inspection to ensure that priority is given to dealing with emergency works and dangerous trees. Officers also follow up on tree enquiries and concerns from the public. While it is impossible to remove all risk from trees, the approach taken aims to minimise risk of legal or financial consequences.

The focus of Council officers is on trees that are the responsibility of the Council, typically on Council land or where private trees overhang or interfere with road or

footway users. However, private owners are responsible for caring for and carrying out any work to trees growing on their property and managing associated financial and legal risks

## 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.

#### **Supplementary Question**

Would there be a reduction in time that pedestrians had to wait to cross at Waterloo Place if the ability to make that left turn was taken away, therefore allowing pedestrians to cross while the lights were green at the top of Leith Street?

#### **Supplementary Answer**

Yes. Banning turns at signalled junctions can be used to increase the crossing time available to pedestrians. The fact that this movement is permitted reflects a presumption against banning turning movements for cyclists, to help contribute to the convenience of travelling by bike.

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